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TOWN OF VICTORIA PARK



Mindeera Advisory Group

Notes – 3 November 2021

WE'RE OPEN
VIC PARK

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1 Opening

Acknowledgement of country

Ngany kaaditj Noongar moort keny kaadak nidja Wadjak Noongar boodja. Ngany kaaditj nidja Noongar birdiya – koora, ye-ye, boorda, baalapiny moorditj Noongar kaadijtin, moort, wer boodja ye-ye.

I acknowledge the traditional custodians of this land and respect past, present and emerging leaders, their continuing cultural heritage, beliefs and relationship with the land, which continues to be important today.

2 Attendance

Mindeera Group Representatives	Kelsi Forrest (Chair) Murray Masters (Deputy Chair) Dylan Collard Flavia Pardini Roni Forrest Wanjie Song Xanthe Shaw
Councillor	Cr Peter Devereux
Councillor	Cr Jesvin Karimi
Councillor	Cr Vicki Potter
Manager Community	Paul Gravett
Coordinator Community Development	Katie Schubert
Meeting secretary	Megan Jaceglav
Presenters	Troy Cook Brendan Nock Andrew Dawe Nichola Tomkins
Apologies	Dylan Collard Wanjie Song

3 Presentations

3.1 Wirrpanda Foundation tour and presentation

Time	20 minutes
Presenter	Troy Cook
Attachments	nil

Purpose of the item

Provide a tour of the facilities and information about what Wirrpanda Foundation do.

Outcome

For information.

Discussion Points

- Tour of the facilities.
- Information

Strategic outcomes

Social	
Strategic outcome	Intended public value outcome or impact
S04 - A place where all people have an awareness and appreciation of arts, culture, education and heritage.	To ensure that opportunities for cultural appreciation and understanding are made available to the community.

Next steps

Keep the group informed around the progress of the project.

Further information

Nil.

Outcome

- Not applicable

Actions

- Not applicable

3.2 Jirdarup Bushland / Kent Street sandpit planting

Time	10 minutes
Presenter	Brendan Nock
Attachments	nil

Purpose of the item

Inform the group about this initiative and pathways for collaboration.

Outcome

Noongar engagement in the replanting of the Jirdarup bushland sandpit and the cultivation of a Noongar place of cultural exchange and learning.

Discussion Points

- Update on process for identifying yarning circle site
- Update on project development

Strategic outcomes

Environment	
Strategic outcome	Intended public value outcome or impact
EN06 - Appropriate, inviting and sustainable green spaces for everyone that are well maintained and well managed.	To encourage in the community, ongoing appreciation and respect for green spaces.
EN07 - Increased vegetation and tree canopy.	To increase vegetation and tree canopy throughout the Town.

Social	
Strategic outcome	Intended public value outcome or impact
S03 - An empowered community with a sense of pride, safety and belonging.	To engage the community in the decision-making processes of key initiatives. To have the community take pride in and ownership of changes they have helped create.
S04 - A place where all people have an awareness and appreciation of arts, culture, education and heritage.	To ensure that opportunities for cultural appreciation and understanding are made available to the community.

Next steps

Keep the group informed around the progress of the project.

Further information

Nil.

Outcome

- Officers to continue to work with Mindeera group member and Noongar Elders to map location for yarning circle at Jirdarup Bushland.

Actions

- Officers to update Mindeera Group on yarning circle progress and further developments with the site.

3.3 Noongar Cultural/ Arts Centre Proposal, Lathlain

Time	20 minutes
Presenter	Andrew Dawe
Attachments	Nil

Purpose of the item

Inform the group about the potential for a Noongar cultural / art space at the Perth Football club development in Lathlain.

Outcome

Mindeera group engagement and participation in the development of the Noongar culture/ art space proposal.

Discussion Points

- Overview from Manager Strategic Projects
- Group input on proposal

Strategic outcomes

Social	
Strategic outcome	Intended public value outcome or impact
S03 - An empowered community with a sense of pride, safety and belonging.	To engage the community in the decision-making processes of key initiatives. To have the community take pride in and ownership of changes they have helped create.
S04 - A place where all people have an awareness and appreciation of arts, culture, education and heritage.	To ensure that the Town continues to be a place that promotes awareness, understanding and appreciation of diverse cultures.

Next steps

Continued updates on progression of project.

Further information

Nil.

Outcome

- Group to be informed and Noongar consultation sought for elements of this proposal dependent on EOI applications.

Actions

- Manager Strategic Projects to update/ inform group as this project proceeds and to engage the Noongar community in site, and culturally specific, developments.
- Recommendation that the Town consult with Whadjuk Working Party when developing cultural elements of this project.

3.4 Events Strategy

Time	20 Minutes
Presenter	Nichola Tomkins
Attachments	Nil

Purpose of the item

Inform and consult with the group on the development of the Town's new Events Strategy.

Outcome

Discussion and feedback from the group on the Events Strategy and completion of the community survey.

Discussion Points

- Scope of future events in the Town
- Engagement opportunity for the group

Strategic outcomes

Social	
Strategic outcome	Intended public value outcome or impact
S04 - A place where all people have an awareness and appreciation of arts, culture, education and heritage.	To ensure that opportunities for cultural appreciation and understanding are made available to the community

Civic Leadership	
Strategic outcome	Intended public value outcome or impact
CL03 - Well thought out and managed projects that are delivered successfully.	To ensure that Aboriginal culture and representation is included in the events planning for the Town.

Next steps

Keep the group informed around the progress of the Events Strategy and encourage completion of survey by the group.

Further information

Nil.

Outcome

- Event strategy survey to be completed by participating group members.

Actions

- Officer to inform group of user feedback and implementation outcomes of Events Strategy.

4 Items for discussion

4.1 Planning National Days

Reporting officer	Megan Jaceglav
Origin of request	Ongoing agenda item
Attachments	Nil

Purpose of the item

Planning and reflection on events and celebrations for national days in the Town.

Outcome

Seeking thoughts and feedback from the group around planning and celebrations in the Town.

Discussion points

- Twilight Trio - Heal Country
- Remembrance Day
- Citizenship Ceremony

Strategic outcomes

Social	
Strategic outcome	Intended public value outcome or impact
S02 - An informed and knowledgeable community.	To provide opportunities for the community to engage in events that promote cultural heritage and knowledge.
S04 - A place where all people have an awareness and appreciation of arts, culture, education and heritage.	To ensure that the Town continues to be a place that promotes awareness, understanding and appreciation of diverse cultures.

Next steps

Continue to keep the group informed.

Further information

Nil.

Outcome

- Group updated on forthcoming events citizenship ceremony gift options.

Actions

- Officer to share Heal Country concert details through appropriate Noongar communication networks.
- Group members to attend Heal Country Twilight Trio if available and wear NAIDOC week t-shirts.

4.2 Reconciliation Action Plan

Reporting officer	Megan Jaceglav
Origin of request	Ongoing Agenda Item
Attachments	Nil

Purpose of the item

To update the group on the progress of, and future direction, of actions and deliverables in the plan.

Outcome

To provide the group with a brief update on the status of actions, deliverables and future directions of the Town's RAP.

Discussion points

- Plans for this quarter
- Review of Reflect RAP

Strategic outcomes

Civic Leadership	
Strategic outcome	Intended public value outcome or impact
CL02 - A community that is authentically engaged and informed in a timely manner.	To encourage and enable the community to actively take part in reconciliation initiatives.

Social	
Strategic outcome	Intended public value outcome or impact
S02 - An informed and knowledgeable community.	To enable the community to be informed and engaged in the Town's reconciliation process.
S04 - A place where all people have an awareness and appreciation of arts, culture, education and heritage.	To have a positive influence on the community's awareness and appreciation of Indigenous culture and the reconciliation journey through the implementation of the RAP.

Next steps

December meeting to include a full review of all actions with the group.

Further information

Nil

Outcome

- Group updated on developments in the Town's RAP and the commencement of the Social Policy Specialist.

Actions

- Officer to provide review of the Town's Reflect RAP for group discussion at the next Mindeera Meeting.

4.3 Consultation of Noongar Language

Reporting officer	Megan Jaceglav
Origin of request	Actions from previous meeting
Attachments	Nil

Purpose of the item

Continue discussion from previous meeting on specific naming projects, update the group on developments and review modes of moving forward, towards a streamlined approach.

Outcome

- Work instruction update
- Update on Acknowledgment of Country
- Discussion concerning sites of significance

Discussion points

- Progress of Koolbardi Park
- Work instruction progress
- Launch of Bidi Walk
- Renaming of Council Chambers
- Acknowledgment plaque

Strategic outcomes

Social	
Strategic outcome	Intended public value outcome or impact
S02 - An informed and knowledgeable community.	To provide spaces for community education and the development of cultural literacies.
S04 - A place where all people have an awareness and appreciation of arts, culture, education and heritage.	To provide opportunities for residents to engage with, promote, and learn Noongar language, whilst ensuring that the language is preserved and appropriately honored.

Next steps

Update group on progress of discussion items.

Further information

Nil

Outcome

- Group updated on signage concerns regarding Koolbardi Park.
- Group updated on progress for artwork signage for Bidi Walk.

Actions

- Officers to conduct site visit to Koolbardi Park and engage with Advisory group members as progress occurs.
- Bidi walk opening to be delayed until officers receive confirmation of production date of artwork.

5 General business

Collaboration with Curtin University, City of South Perth and City of Canning.

EOI for Mindeera group membership.

6 Actions from previous meetings

To be tabled and discussed at December 8 meeting

Action	Responsible Officer	Status	Comment	Close Date
Town officers to coordinate Mindeera Advisory Group and community members visit to Jirdarup bushland.	Megan Jaceglav	Completed		
Officers to identify and contact Aboriginal food vendors/suppliers for November Twilight Trio concert.	Megan Jaceglav	Completed	Vendors identified and contacted. Awaiting confirmation	20-11-21
Mindeera group members to undertake research and consultation related to historical records of Aboriginal soldiers.	Megan Jaceglav	In progress		
Town Reconciliation officer to invite Noongar Elders to NAIDOC themed Twilight Trio concert.	Megan Jaceglav	Completed		20-11-2021
Town officers to send a draft of Innovate RAP timeline to Mindeera group members.	Megan Jaceglav	In progress	Will be part of December meeting.	
Town officer to progress work instruction and present to Mindeera Advisory group for consideration.	Megan Jaceglav	In progress	Draft document.	
Town officer to work with Mindeera group members to identify and make contact with Noongar Elders for guidance regarding Noongar language and culture.	Megan Jaceglav	In progress		
Reconciliation officer to work with Town staff to facilitate development of artwork / signage for Bidi Lane.	Megan Jaceglav	In progress/ complete	Draft artwork to be circulated via email to the group once ready.	
Reconciliation officer to work with Town staff and Mindeera group to coordinate the opening of Bidi Lane and Koolbardi Park.	Megan Jaceglav	In progress/ complete	Updates to be provided to the group via email once ready.	
Mindeera group member to consult with Noongar community and report back to the Mindeera Advisory Group, on preferred opportunities and processes for recognition of Noongar Elders in the Town.	Megan Jaceglav	In progress		
Town officers to liaise with Town library staff regarding research directives in identifying Town Noongar history.	Megan Jaceglav	In progress		
Town Reconciliation officer to consult with Mindeera group members on list of Noongar Elders and to circulate working list of Elders and service providers to the Mindeera Advisory Group.	Megan Jaceglav	In progress		

Mindeera Advisory Group member to consult with the DLGSC regarding the Mili Mili Gnarla Boodja project and opportunities to continue this project to include Noongar country situated within the Town of Victoria Park.	Kelsi Forrest	In progress		
Town officers to continue progress for inclusion of item of historical/cultural significance in new citizen gifts.	Megan Jaceglav	In progress		
Mindeera Advisory Group members to provide Town officers of details of potential local suppliers for Message Sticks, and or other items for potential consideration for inclusion as citizenship ceremony gifts.	Megan Jaceglav	Complete	Details provided to Town officers.	
Town officer to work with group members and Elders to adapt Acknowledgment of Country templates.	Megan Jaceglav	In progress		

7 Close

Meeting closed at 7:38pm.

TAMALA PARK REGIONAL COUNCIL
Building a sustainable community

Ordinary Meeting of Council

Thursday 14 October 2021

MINUTES

City of Stirling
25 Cedric Street, Stirling WA, 6021

These Minutes were confirmed as a true and correct record of proceedings at a meeting held on 4 November 2021.

Signature: …….
Chair

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MEMBERSHIP

OWNER COUNCIL	MEMBER	ALTERNATE MEMBER
Town of Cambridge	Cr Andres Timmermanis (DEPUTY CHAIR)	Cr Gary Mack
City of Joondalup	Cr John Chester Cr Phillipa Taylor	Cr Christopher May Cr Suzanne Thompson
City of Perth	Cr Brent Fleeton	Cr Clyde Bevan
City of Stirling	Cr Karen Caddy (CHAIR) Cr David Lagan Cr Suzanne Migdale Cr Bianca Sandri	Cr Karlo Perkov
Town of Victoria Park	Cr Claire Anderson	
City of Vincent	Cr Joanne Fotakis	Cr Alex Castle
City of Wanneroo	Cr Brett Treby Cr Domenic Zappa	Cr Natalie Sangalli Cr Vinh Nguyen

PRESENT

Chair	Cr Karen Caddy
Councillors	Cr Andres Timmermanis Cr Claire Anderson Cr John Chester Cr Joanne Fotakis Cr David Lagan Cr Suzanne Migdale Cr Bianca Sandri Cr Philippa Taylor
Alternate Members	Nil
Staff	Mr Jon Morellini (Chief Executive Officer) Mr Simon O'Sullivan (Manager Project Coordination) Ms Gemma Tonkin (Executive Assistant)
Apologies Councillors	Cr Brett Treby Cr Domenic Zappa Cr Brent Fleeton
Leave of Absence	Nil
Absent	Nil
Consultants	Mr Carl Buckley (Satterley Property Group) Ms Julia Nelson (Satterley Property Group)
Apologies Participant Councils' Advisers	Mr John Giorgi (Town of Cambridge) Mr Stuart Jardine (City of Stirling) Mr David MacLennan (City of Vincent) Mr James Pearson (City of Joondalup) Ms Michelle Reynolds (City of Perth) Mr Daniel Simms (City of Wanneroo) Mr Anthony Vuleta (Town of Victoria Park)
In Attendance Participant Councils' Advisers	Mr Stevan Rodic (City of Stirling)
Members of the Public	Nil
Press	Nil

1. OFFICIAL OPENING

The Chair declared the meeting open at 6:05pm.

DISCLOSURE OF INTERESTS

Cr Sandri disclosed an Impartiality Interest for Item 13.4 - Surveying Services Tender 05/2021 as her business utilises MNG mapping services.

2. PUBLIC STATEMENT/QUESTION TIME

Nil

3. APOLOGIES AND LEAVE OF ABSENCE

Apologies: Cr Fleeton, Cr Treby & Cr Zappa

4. PETITIONS

Nil

5. CONFIRMATION OF MINUTES

Moved Cr Timmermanis, Seconded Cr Fotakis.

That the Minutes of the Ordinary Meeting of Council Thursday 19 August 2021 be confirmed and signed by the chair as a true and correct record of proceedings.

The Motion was put and declared CARRIED (9/0).

5A BUSINESS ARISING FROM MINUTES

Nil

6. ANNOUNCEMENTS BY CHAIR (WITHOUT DISCUSSION)

Cr Caddy made a statement thanking Councillors for their service during her Term as Chair. Cr Caddy wished those Councillors up for re-election at the upcoming Council Elections all the best.

7. ADMINISTRATION REPORTS AS PRESENTED (ITEMS 7.1 – 7.9)

7.1 BUSINESS REPORT – PERIOD ENDING 7 OCTOBER 2021

Moved Cr Migdale, Seconded Cr Timmermanis.

[The recommendation in the agenda]

That the Council RECEIVES the Business Report to 7 October 2021.

The Motion was put and declared CARRIED (9/0)

7.2 PROJECT FINANCIAL REPORT – AUGUST 2021

Moved Cr Timmermanis, Seconded Cr Migdale

[The recommendation in the agenda]

That the Council RECEIVES the Project Financial Report (August 2021) submitted by the Satterley Property Group.

The Motion was put and declared CARRIED (9/0).

7.3 SALES AND SETTLEMENT REPORT – PERIOD ENDING 7 OCTOBER 2021

Moved Cr Migdale, Seconded Cr Fotakis.

[The recommendation in the agenda]

That the Council RECEIVES the Sales and Settlement Report to 7 October 2021.

The Motion was put and declared CARRIED (9/0).

7.4 STATEMENTS OF FINANCIAL ACTIVITY FOR AUGUST 2021

Moved Cr Sandri, Seconded Cr Migdale.

[The recommendation in the agenda]

That the Council RECEIVES and NOTES the Statements of Financial Activity for the months ending 31 August 2021.

The Motion was put and declared CARRIED (9/0).

7.5 LIST OF MONTHLY ACCOUNTS SUBMITTED FOR THE MONTH OF AUGUST 2021

Moved Cr Lagan, Seconded Cr Migdale.

[The recommendation in the agenda]

That the Council:

1. **RECEIVES and NOTES the list of accounts paid under Delegated Authority to the CEO for August 2021:**

   Month ending 31 August 2021 ($1,656,479)

Total Paid - $1,656,479

2. **APPROVES the CEO Credit Card Statement for the period August – September 2021.**

The Motion was put and declared CARRIED (9/0).

7.6 COUNCIL MEETING SCHEDULE 2022

Moved Cr Timmermanis, Seconded Cr Anderson.

[The recommendation in the agenda]

1. **That the schedule of Ordinary Council meetings dates be APPROVED for 2022 as follows:**
   - **17 February 2022 (City of Perth)**
   - **14 April 2022 (City of Wanneroo)**
   - **16 June 2022 (Town of Victoria Park)**
   - **18 August 2022 (City of Stirling)**
   - **20 October 2022 (Town of Cambridge)**
   - **9 December 2022 (City of Joondalup)**
2. **That the commencement time for Council meetings be 6:00pm.**
3. **That Council meetings be held on a rotational basis at participant Council premises.**
4. **That the schedule of Management Committee meetings dates be APPROVED for 2022 as follows:**
   - **17 March 2022**
   - **19 May 2022**
   - **21 July 2022**
   - **15 September 2022**
   - **17 November 2022**
5. **That the Management Committee meetings be held at the City of Stirling and the commencement time be 6:00pm.**
6. **That the schedule of meeting dates be advertised as required by the *Local Government Act 1995*.**

The Motion was put and declared CARRIED (9/0).

7.7 CATALINA GREEN BUILDERS DISPLAY VILLAGE 1 – COMMERCIAL TERMS AND LOT ALLOCATION PROCESS

Moved Cr Migdale, Seconded Cr Chester

[The recommendation in the agenda]

That the Council APPROVES the commercial terms and conditions, the lot allocation process and the criteria for the sale of lots to builders in the Catalina Green Builders Display Village 1, as set out in the Satterley Property Group correspondence dated 28 September 2021.

The Motion was put and declared CARRIED (9/0).

7.8 PROJECT FORECAST (2021)

Moved Cr Sandri, Seconded Cr Lagan.

[The recommendation in the agenda]

That the Council:

1. **RECEIVES the Satterley Property Group correspondence dated 2 September 2021 in relation to opportunities to increase lot income and reduce development costs to maximise Project financial returns.**

2. **REQUESTS the Satterley Property Group to prepare an updated Project Forecast as part of its mid-year review of the Project Budget FYE 2022 for consideration by the Council at its December 2021 meeting, incorporating updated pricing as set out in its correspondence dated 2 September 2021.**

The Motion was put and declared CARRIED (9/0).

7.9 TAMALA PARK REGIONAL COUNCIL MEETING PROCEDURES LOCAL LAW 2021

Moved Cr Lagan, Seconded Cr Migdale.

[The recommendation in the agenda]

That the Council:

1. **NOTES the notice of the Chair, in accordance with Section 3.12 of the *Local Government Act 1995* of the purposes and the effect of the proposed Tamala Park Regional Council Meeting Procedures Local Law 2021 (Proposed Local Law).**

2. **AUTHORISES the giving of local public notice, under section 3.12(3)(a) of the *Local Government Act* in relation to the Proposed Local Law.**

3. **REQUESTS the Chief Executive Officer to comply with the other requirements of section 3.12(3) of the *Local Government Act* in relation to the Proposed Local Law.**

4. **NOTES that the matter will be referred back to the Council for consideration after the last day for submissions under the local public notice.**

The Motion was put and declared CARRIED (9/0) by ABSOLUTE MAJORITY.

7.10 STATEMENTS OF FINANCIAL ACTIVITY FOR SEPTEMBER 2021 – LATE ITEM

Moved Cr Migdale, Seconded Cr Lagan.

[The recommendation in the agenda]

That the Council RECEIVES and NOTES the Statements of Financial Activity for the month ending 30 September 2021.

The Motion was put and declared CARRIED (9/0).

7.11 LIST OF MONTHLY ACCOUNTS SUBMITTED FOR SEPTEMBER 2021 – LATE ITEM

Moved Cr Sandri, Seconded Cr Timmermanis.

[The recommendation in the agenda]

That the Council:

1. **RECEIVES and NOTES the list of accounts paid under Delegated Authority to the CEO for the month of September 2021:**

   Month ending 30 September 2021 ($456,856.32)

   Total Paid - $456,856.32

2. **APPROVES the CEO Credit Card Statement for the period August – September 2021.**

The Motion was put and declared CARRIED (9/0).

8. COMMITTEE REPORTS 8.1

AUDIT COMMITTEE (11 AUGUST 2021)

8.1 REVIEW OF THE AUDITOR REPORT FOR THE FINANCIAL YEAR ENDED JUNE 2021

Item deferred by Administration to December 2021 meeting.

9. ELECTED MEMBERS MOTIONS OF WHICH NOTICE HAS BEEN GIVEN

Nil

10. QUESTIONS BY ELECTED MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

Nil

11. URGENT BUSINESS APPROVED BY THE CHAIR

Nil

12. GENERAL BUSINESS

Cr Timmermanis thanked the Chair for her guidance and support during her tenure.

13. DECISION TO MOVE TO CONFIDENTIAL SESSION

Moved Cr Lagan, Seconded Cr Migdale.

That the Council:

Move into Closed Session and exclude members of the press and public from the meeting of the Closed Session and access to the correspondence and reports relating to the items considered during the course of the Closed Session be withheld. This action is taken in accordance with Section 5.23 of the *Local Government Act 1995*, as items 13.1 – Confidential: Review of Deliverables – Development Manager's Key Performance Indicators 13.2 – Confidential: Catalina Green Neighbourhood Centre Business Case, 13.3 – Catalina Central Local Centre Site – Proposed Subdivision, 13.4 Confidential: Surveying Services Tender 05/2021

c) a contract entered into, or which may be entered into, by the TPRC and which relates to a matter to be discussed at a meeting (section 5.23(2)(c));
d) legal advice obtained, or which may be obtained, by the local government and which relates to a matter to be discussed at the meeting; or
e) a matter that if disclosed, would reveal –
  i) Information that has a commercial value to a person; or
  ii) Information about the business, professional, commercial or financial affairs of a person where the information is held by, or is about, a person other than the TPRC (section 5.23(2)(e)).

The Motion was put and declared CARRIED (8/1).

For: Crs Anderson, Caddy, Chester, Fotakis, Lagan, Migdale, Sandri and Taylor

Against: Cr Timmermanis

Members of Satterley Property Group left the meeting at 7:19pm.

13.1 CONFIDENTIAL: REVIEW OF DELIVERABLES – DEVELOPMENT MANAGER'S KEY PERFORMANCE INDICATORS

Moved Cr Timmermanis, Seconded Cr Migdale.

[The recommendation in the agenda]

That the Council:

1. **RECEIVES the Satterley Property Group report (September 2021) on the review of deliverables required by the Development Manager's Key Performance Indicators (February 2020).**

2. **ACCEPTS that the Satterley Property Group has achieved the deliverables required by the Development Manager's Key Performance Indicators (February 2020) for the period between 1 July 2020 and 30 June 2021.**

3. **ENDORSES the Development Manager's Key Performance Indicators (September 2021) as the basis for review of the Development Manager's performance in FYE 2022 and 2023.**

The Motion was put and declared CARRIED (9/0).

13.2 CONFIDENTIAL: CATALINA GREEN NEIGHBOURHOOD CENTRE BUSINESS CASE

Moved Cr Treby, Seconded Cr Sandri.

[The recommendation in the agenda]

That the Council APPROVES the recommendation in the Catalina Green Neighborhood Centre Business Case prepared by Satterley Property Group to guide the marketing and sales of the Neighborhood Centre land holding in Catalina Green.

The Motion was put and declared CARRIED (9/0).

13.3 CONFIDENTIAL CATALINA CENTRAL LOCAL CENTRE SITE – PROPOSED SUBDIVISION

Moved Cr Chester, Seconded Cr Migdale.

[The recommendation in the agenda]

That the Council AGREES to the proposed subdivision of Lot 646 Aviator Boulevard, Clarkson in accordance with the plan dated 8 July 2021, subject to suitable arrangements being made to the satisfaction of the Chief Executive Officer to ensure:

i) existing legal rights of the Council and obligations for the completion of the development of the site are transferred onto the lot resulting from the subdivision upon which development is yet to commence; and

ii) sufficient security is provided to the Council in the form of a performance bond or bank guarantee prior to implementation of the subdivision approval to ensure completion of the remaining development within the established timeframes.

The Motion as amended was as follows:

That the Council AGREES to the proposed subdivision of Lot 646 Aviator Boulevard, Clarkson in accordance with the plan dated 8 July 2021, subject to suitable arrangements being made to the satisfaction of the Chief Executive Officer to ensure:

i) existing legal rights of the Council and obligations for the completion of the development of the site are transferred onto the lot resulting from the subdivision upon which development is yet to commence; and

ii) sufficient security is provided to the Council in the form of a performance bond or bank guarantee prior to implementation of the subdivision approval to ensure completion of the remaining development within the established timeframes.

iii) a suitable management plan is prepared as part of the subdivision for ongoing maintenance of the shared access and carparking areas to ensure compliance in perpetuity by the owners of the subdivided lots.

The Motion was put and declared CARRIED (8/1).

For: Crs Anderson, Caddy, Chester, Fotakis, Lagan, Migdale, Sandri and Taylor

Against: Cr Timmermanis

13.4 CONFIDENTIAL: SURVEYING SERVICES TENDER 05/2021

Cr Sandri disclosed an Impartiality Interest as her business utilises MNG mapping services.

Moved Cr Timmermanis, Seconded Cr Lagan.

[The recommendation in the agenda]

That the Council ACCEPTS the MNG tender submission (dated September 2021), for the provision of surveying services in accordance with Tender 05/2021 (Catalina Surveying Services).

The Motion was put and declared CARRIED (9/0).

Moved Cr Migdale, Seconded Cr Timmermanis.

That the Meeting be REOPENED to the public.

The Motion was put and declared CARRIED (9/0).

14. FORMAL CLOSURE OF MEETING

The Chair declared the meeting closed at 7:25pm.

Metro Inner-South Joint Development Assessment Panel Minutes

Meeting Date and Time: Wednesday, 29 September 2021; 9.30am
Meeting Number: MISJDAP/71
Meeting Venue: Town of Victoria Park
99 Shepperton Road
Victoria Park

The meeting was also available to viewed live from the Town of Victoria Park's website at: http://webcast.victoriapark.wa.gov.au/video.php

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Mr Clayton Higham
Presiding Member, Metro Inner-South JDAP

Attendance

DAP Members

Mr Clayton Higham (Presiding Member)
Ms Rachel Chapman (Deputy Presiding Member)
Ms Diana Goldswain (A/Third Specialist Member)
Cr Ronhhda Potter (Local Government Member, Town of Victoria Park)
Cr Vicki Potter (Local Government Member, Town of Victoria Park)

Officers in attendance

Ms Laura Sabitzer (Town of Victoria Park)

Minute Secretary

Mr Jonathan van Butzelaar (Town of Victoria Park)

Applicants and Submitters

Mr Daniel Hollingworth (Rowe Group)
Ms Paige Walker (Mirvac)
Mr David Parsons (Mirvac)
Mr Neil Kidd

Members of the Public / Media

There were 13 members of the public in attendance.

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declared the meeting open at 9:30am on 29 September 2021 and acknowledged the traditional owners and paid respect to Elders past and present of the land on which the meeting was being held.

The Presiding Member announced the meeting would be run in accordance with the DAP Standing Orders 2020 under the *Planning and Development (Development Assessment Panels) Regulations 2011.*

1.1 Announcements by Presiding Member

The Presiding Member advised that the meeting is being audio recorded in accordance with Section 5.16 of the DAP Standing Orders 2020 which states *'A person must not use any electronic, visual or audio recording device or instrument to record the proceedings of the DAP meeting unless the Presiding Member has given permission to do so.'* The Presiding Member granted permission for the minute taker to record proceedings for the purpose of the minutes only.

2. Apologies

Mr Peter Lee (Third Specialist Member)

3. Members on Leave of Absence

Nil

4. Noting of Minutes

DAP members noted that signed minutes of previous meetings are available on the DAP website.

5. Declaration of Due Consideration

All members declared that they had duly considered the documents.

6. Disclosure of Interests

DAP Member, Mr Peter Lee, declared a Direct Pecuniary Interest in item 8.1. Hassell are employed as the Landscape Architect on this project.

In accordance with section 6.2 and 6.3 of the DAP Standing Orders 2020, the Presiding Member determined that the member listed above, who had disclosed a Direct Pecuniary Interest interest, was not permitted to participate in the discussion and voting on the item.

7. Deputations and Presentations

7.1 Mr Neil Kidd addressed the DAP against the recommendation for the application at Item 8.1 and responded to questions from the panel.

7.2 Ms Paige Walker (Mirvac) addressed the DAP in support of the recommendation for the application at Item 8.1.

7.4 Mr David Parsons (Mirvac) addressed the DAP in support of the recommendation for the application at Item 8.1.

7.5 Mr Daniel Hollingworth (Rowe Group) addressed the DAP in support of the recommendation for the application at Item 8.1

7.6 The Town of Victoria Park Officers addressed the DAP in relation to the application at Item 8.1 and responded to questions from the panel.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 No. 45 - 49 (part of Lot 9001 identified in structure plan as superlots 22 and 29) Bow River Crescent, Burswood

Development Description:	Proposed Multiple Dwellings and Public Open Space
Applicant:	Rowe Group
Owner:	BL Developments Pty Ltd (Lot 22); State of Western Australia with management order to Town of Victoria Park (Lot 29)
Responsible Authority:	Town of Victoria Park
DAP File No:	DAP/22/02020

REPORT RECOMMENDATION

Moved by: Ms Rachel Chapman **Seconded by:** Cr Vicki Potter

Approve DAP Application reference DAP/21/02020 and accompanying plans at **Attachment 2** in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the Town of Victoria Park Town Planning Scheme No. 1, subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.

2. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

3. The development, once commenced, is to be carried out in accordance with the approved plans at **Attachment 2** at all times, unless otherwise authorised by the Town.

4. Prior to submission of an application for the relevant building permit, a Heritage Agreement is to be executed between the proponent, Town of Victoria Park and the Heritage Council of Western Australia to facilitate the transfer of the existing requirement for the cultural heritage interpretation of the 'Old Burswood Canal' from superlot 22 to Lot 29 (as described in the Burswood Lakes Structure Plan).

5. Prior to submission of an application for the relevant building permit, the owner entering into a legal agreement with the Town, prepared by the Town's solicitors at the cost of the owner agreeing to action prior to the occupation or strata-titling of the development, whichever occurs first, to commission and install the following:

    - public art to a sum of 1% of estimated value of building work of the approved development, pursuant to 'Council's Local Planning Policy 29 – Public Art' and consideration to the public art statement at **Attachment 3** (refer to related advice note).
    - landscaping and infrastructure, including a viewing platform, to the public open space at Lot 29 and publicly accessible land at Lot 9001 (northern portion of subject development site), with consideration to the public open space landscape concepts at **Attachment 4**. The public open space area is to be maintained by development for the first two summers following completion and the publicly accessible land is to be maintained in perpetuity by the owner(s) of the development (refer to related advice note).

6. Prior to submission of an application for the relevant building permit, a detailed landscaping plan prepared by a landscape architect depicting the development site and the adjacent verges, shall be submitted to and approved in writing by the Town, on advice of its Design Review Panel (refer to related advice note).

7. Prior to submission of an application for the relevant building permit, a detailed noise management plan is submitted to and approved in writing by the Town (refer to related advice note).

8. Prior to submission of an application for the relevant building permit, a revised on-site parking plan is to be submitted to and approved in writing by the Town, showing a minimum of six (6) car bays on-site designated for visitor parking.

9. Prior to submission of an application for the relevant building permit, a Construction Management Plan must be submitted for approval by the Town, and thereafter implement to the satisfaction of the Town (refer to related advice note).

10. Prior to submission of an application for the relevant building permit, a lighting plan shall be submitted to and approved in writing by the Town and shall be in accordance with Australian Standards (refer to related advice note).

11. Prior to submission of an application for the relevant building permit, a Stormwater and Drainage Management Plan including details of the on-site stormwater disposal including soakwell sizes and locations to be submitted to and approved in writing by the Town. The development shall be constructed in accordance with the approved details and thereafter maintained (refer to related advice note).

12. Prior to submission of an application for the relevant building permit, complete details of the proposed external colours, finishes and materials to be used in the construction of the buildings and all fencing visible from the public realm, are to be submitted to and approved in writing by the Town, on advice of its Design Review Panel. The development shall be constructed in accordance with the approved details and shall be thereafter maintained (refer to related advice note).

13. Prior to submission of an application for the relevant building permit, all plant equipment, air conditioning units, hot water systems, water storage tanks, service metres, bin storage areas and clothes drying facilities must be located to minimise any visual and noise impact on the occupants of nearby properties and screened from view from the street. Design plans for the location, materials and construction for screening of any proposed external building plant must be submitted to and approved by the Town. The development shall be constructed in accordance with the approved details, and maintained thereafter, to the satisfaction of the Town.

14. Prior to lodging an application for a building permit, plans are to be submitted demonstrating to the satisfaction of the Town that the development satisfies the silver standard outlined within the Liveable Housing Design Guidelines, pursuant to Element 4.9 'Universal Design' of State Planning Policy 7.3: Volume 2 – Apartments. The development shall be constructed in accordance with the approved details, and maintained thereafter, to the satisfaction of the Town. (refer to related advice note).

15. Prior to the occupation or strata-titling of the development, whichever occurs first, an easement-in-gross is to be registered on the Certificate of Title allowing access to the land, north of the development site (annotated on development plans as 'publicly accessible land' or PAL), for the public at large, in accordance with sections 195 & 196 of the *Land Administration Act 1997* (as amended).

16. Prior to the occupation or strata-titling of the development, whichever occurs first, written evidence is provided demonstrating compliance with the approved detailed Noise Management Plan. The noise amelioration measures must be fully implemented and maintained thereafter, to the satisfaction of the Town.

17. Prior to the occupation or strata-titling of the development, written evidence is provided demonstrating compliance with the approved Lighting Plan. The lighting shall be maintained thereafter, to the satisfaction of the Town.

18. Prior to the occupation or strata-titling of the development, whichever occurs first, written evidence is to be provided demonstrating compliance with the sustainability commitments at **Attachment 5**. The sustainability commitments must be fully implemented and maintained thereafter, to the satisfaction of the Town.

19. Prior to the occupation or strata-titling of the development, whichever occurs first, all car and motorcycle/scooter parking spaces together with their access aisles are to be clearly constructed, sealed, marked and drained. The on-site parking spaces shall be maintained thereafter, to the satisfaction of the Town.

20. Prior to the occupation or strata-titling of the development, whichever occurs first, the visitor bicycle parking facilities shall be installed and remain in place permanently, unless otherwise approved by the Town.

21. Prior to submission of an application for the relevant building permit, details of the security intercom system for access to the visitors cars bays in the basement, are to be provided to the satisfaction of the Town.

22. Prior to the occupation or strata-titling of the development, whichever occurs first, the approved landscaping and reticulation plan, including the adjacent verges, must be fully implemented and maintained thereafter, to the satisfaction of the Town.

23. All tandem car bays are to be allocated to the same dwelling unit.

24. A minimum of six car bays within the basement are to be marked for the exclusive use of visitors at all times, to the satisfaction of the Town.

25. Where a storage unit is adjacent to a car bay, the storage unit must be allocated to the same unit as the car bay.

26. The waste management plan at **Attachment 6**, forms part of this development approval and shall be complied with at all times to the satisfaction of the Town.

27. All building works to be carried out under this development approval are required to be contained within the boundaries of the subject lot.

28. To address the conditions of this development approval, a covering letter detailing compliance with each condition, copy of the final working drawings and relevant associated reports and information are to be submitted by the owner/applicant and be cleared in writing by the Town (refer to related advice note).

Advice Notes

AN1. This development approval does not remove the need to obtain licences, permits or other forms of approval that may be required under other legislation or requirements of the Council.

AN2. This approval relates to proposed Lots 22 and 29 which are identified in the approved Burswood Lakes Structure Plan dated 22 April 2003.

AN3. The Town notes that based upon dwelling yields constructed, approved and estimated across the Burswood Lakes Structure Plan area, that the maximum total dwelling yield requirement of 1250 dwellings is anticipated to be exceeded. Accordingly the owners of undeveloped land within the Precinct are to note that the Town will not support any development application which will result in the total dwelling yield exceeding 1250 dwellings, unless a comprehensive review of the Burswood Lakes Structure Plan has been completed and approved.

AN4. A building permit is required to be obtained from the Town prior to commencement of any work in relation to this development approval.

AN5. Crossover location and construction shall comply with the Town's Specifications for Crossover Construction. A separate application must be made to the Town's Street Improvement Unit for approval prior to construction of a new crossover.

AN6. A verge permit is required to be obtained from the Town prior to commencement of any work in the verge (including, but not limited to, landscaping, parking, paving and lighting) in relation to this development approval.

AN7. The owner / applicant are to liaise with the Town's Parking Unit in relation to any proposals to relocate and/or removal of any existing on-street parking bays and parking signage, and the installation of any proposed on-street parking bays and new parking signage.

AN8. The Town's Parking Unit recommends that a designated parking area is provided and appropriately sign-posted, allocating an area for delivery and removalist vehicles to temporarily park when servicing the dwellings of the subject development.

AN9. This approval is for the use of the residential apartments as dwellings only, to be occupied on a permanent basis, and does not include approval for their use as Serviced Apartments or Short Stay Accommodation. Any alternative use or occupation of the units will require further Development Approval to be obtained.

AN10. Any amendments or modifications to the approved drawings forming part of this development approval may require the submission of an application for amendment to development approval and reassessment of the proposal.

AN11. With respect to the public art provision, the Town of Victoria Park draws attention to the following:

a) Refer to the Town's Developer Public Art Handbook and Local Planning Policy 29 – Public Art Developer Contribution
b) The applicable Heritage Agreement relating to the Old Burswood Canal
c) The submitted public art statement at **Attachment 3**
d) In relation to the submitted public art statement, the applicant is advised that the Town of Victoria Park will be cognisant of the following matters as part of its final approval
    i. The software and ongoing digital maintenance and any ongoing costs for the digital interpretation artwork,
    ii. The long-term aesthetics, durability and longevity of the selected art canopy and heritage interpretation street furniture materials,
    iii. The ongoing maintenance and ability to source replacement lighting for the proposed illuminated art canopy
e) The final public art designs will require input from the Town's Public Art Advisory Group, the Heritage Council and the Town's Mindeera Advisory Group, for input on Aboriginal heritage cultural matters (if applicable)

AN12. With respect to the public open space and provision of associated infrastructure, the Town of Victoria Park draws attention to the following:

a) The landscaping concept provided at **Attachment 4**
b) The long-term aesthetics, durability and longevity of the selected infrastructure materials, noting the use of timber will not be supported for maintenance reasons.
c) For areas to be maintained by the Town of Victoria Park consider ease of access for mowers, vehicles etc, and clearly define public / private lot boundaries (i.e use of concrete edging)
d) All furniture fixture to be ground mounted, not surface mounted
e) Safety for users, in terms of protection from the steep incline at Lot 29 public open space

AN13. With respect to the submission of a detailed Landscaping Plan, key consideration is to be given to:
- a) The landscaping concept provided at **Attachment 4**
- b) Deep soil areas of sufficient size to sustain the trees and plants selected, with guidance from Table 3.3b 'Tree Sizes' and Table 4.12 'Planting On-Structure' of State Planning Policy 7.3 – Residential Design Codes – Volume 2 – Apartments.
- c) The performance criteria relating to 'Communal Open Space and Publicly Accessible Space' as outlined in Council's Local Planning Policy 9 – Design Guidelines for Burswood Lakes
- d) Waterwise design principles
- e) Eliminating opportunities for concealment and maximising opportunities for passive surveillance to the public realm
- f) Landscaping integrating or being complementary to the overall building design

AN14. With respect to the submission of a detailed Noise Management Plan, key consideration is to be given to the submitted acoustic assessment and acoustic technical note at **Attachment 7** and State Planning Policy 7.3 – Residential Design Codes Volume 2 - Apartments, Element 4.7 'Managing the impact of noise'. The plan is to include (but not be limited to) the following:
- a) The mechanical plant equipment selection, including swimming pool pumps, to be in compliance with *Environmental Protection (Noise) Regulations 1997.*
- b) The dwellings exceeding the minimum acoustic requirements for noise under the National Construction Codes (as amended)
- c) Outline any noise mitigation design measures proposed, with balanced consideration to architectural design and surveillance.
- d) Management strategies to manage noise from the communal areas, including strata by-laws.
- e) Management strategies to ameliorate noise from surrounding entertainment precinct (i.e. Perth Stadium and Crown Burswood).

AN15. With respect to the submission of a Stormwater and Drainage Management Plan, all stormwater drainage for multi residential developments shall be designed and signed by a practicing Hydraulic Consultant. An overland flow path is to be included in the design to ensure diversion of stormwater from the developments during storm events.

AN16. With respect to a Construction Management Plan, it is to address the following matters:
- a) How materials and equipment will be delivered and removed from the site;
- b) How materials and equipment will be stored on the site;
- c) Parking arrangements for contractors;
- d) Construction waste disposal strategy and location of waste disposal bins; e) Details of cranes, large trucks or similar equipment which may block public thoroughfares during construction;
- e) How risks of wind and/or water borne erosion and sedimentation will be minimised during and after the works;
- f) Construction traffic and pedestrian management; and
- g) Other matters likely to impact on the surrounding properties.

AN17. With respect to the submission of a Lighting Plan, it is to include lighting to illuminate the vehicle and pedestrian entry points, communal areas, bicycle parking area(s), public open spaces and any other security and safety lighting for the development. Key consideration is to be given to the CPTED report at **Attachment 8.**

AN18. With respect to the submission of the external colours, materials and finishes, key consideration is to be given to:
- a) The proposed external materials as per Drawing No. DA1800 at **Attachment 2**
- b) In relation to fencing, designed to eliminate concealment areas and maximise opportunities for passive surveillance to the public realm

AN19. With respect to the submission of details demonstrating that the silver standard of Liveable Housing Design Guidelines are achieved, please be advised that the level of detail required include (but are not limited to) wall reinforcement for future handrails, hobless showers, slip-resistant floor surface etc. The owner/applicant is encouraged to seek the services of a disability access consultant.

AN20. With respect to clearing the conditions of this development approval, a building permit cannot be issued until those conditions of the development approval requiring clearance 'prior to the submission of an application for the relevant building permit' are given written planning clearance by the Town. It is recommended that the relevant information be submitted prior to the submission of an application for a building permit in order to avoid delays in the processing of a building permit application. Should a building permit application be submitted without written planning clearance, then the building permit application will be put on hold until written planning clearance is obtained, or the application may be refused.

AN21. This approval does not include the approval of any signage. Any signage for the development to be the subject of a separate building permit application, in accordance with Council's Local Planning Policy No. 38 – 'Signs'. Please also note that should any signage not comply with the Council's Local Planning Policy No. 38 – 'Signs' a separate development approval will need to be obtained prior to a building permit being submitted to the Town.

AN22. The bathroom, laundries and kitchens of each dwelling are to comply with the provisions set out in the *Town of Victoria Park Health Local Law 2003*.

AN23. Car park ventilation to be designed to ensure that the carbon monoxide build up in the parking area does not exceed the requirements in accordance with the *Health Act (Miscellaneous Provisions) Act 1911, (Carbon Monoxide) Regulations 1975* and the *Town of Victoria Park Health Local Law 2003*.

AN24. The aquatic facilities are to be constructed in compliance with the *Health (Aquatic Facilities) Regulations 2007* and the Aquatic Facilities Code of Practice.

AN25. Should the applicant be aggrieved by this decision a right of appeal may exist under the provisions of the Town Planning Scheme or the Metropolitan Region Scheme and the applicant may apply for a review of the determination of the Metro Inner-South JDAP by the State Administrative Tribunal within 28 days of the date of this decision.

AMENDING MOTION

Moved by: Ms Rachel Chapman **Seconded by:** Cr Vicki Potter

The following amendments were made en bloc:

(i) That condition no. 4 be amended to read as follows:

*Prior to submission of an application for the relevant building permit, a Heritage Agreement is to be executed between the ~~proponent~~ **landowner**, Town of Victoria Park and the Heritage Council of Western Australia to facilitate the transfer of the existing requirement for the cultural heritage interpretation of the 'Old Burswood Canal' from superlot 22 to Lot 29 (as described in the Burswood Lakes Structure Plan).*

(ii) That condition no. 5 be amended to read as follows:

*Prior to submission of an application for the relevant building permit, the ~~owner~~ **landowner** entering into a legal agreement with the Town, prepared by the Town's solicitors at the cost of the ~~owner~~ **landowner** agreeing to action prior to the occupation or strata-titling of the development, whichever occurs first, to commission and install the following:*

- *public art to a sum of 1% of estimated value of building work of the approved development, pursuant to 'Council's Local Planning Policy 29 – Public Art' and consideration to the public art statement at **Attachment 3** (refer to related advice note).*
- *landscaping and infrastructure, including a viewing platform, to the public open space at Lot 29 and publicly accessible land at Lot 9001 (northern portion of subject development site), with consideration to the public open space landscape concepts at **Attachment 4**. The public open space area is to be maintained by the ~~development~~ **landowner at the time of the relevant building permit being issued** for the first two summers following completion and the publicly accessible land is to be maintained in perpetuity by the owner(s) of the development (refer to related advice note).*

The Amending Motion was put and CARRIED UNANIMOUSLY.

REASON: To clearly address the responsible party for the satisfaction of conditions 4 & 5.

Mr Clayton Higham
Presiding Member, Metro Inner-South JDAP

REPORT RECOMMENDATION (AS AMENDED)

That the Metro Inner South JDAP resolves to:

Approve DAP Application reference DAP/21/02020 and accompanying plans at **Attachment 2** in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the Town of Victoria Park Town Planning Scheme No. 1, subject to the following conditions:

Conditions

Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.

2. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

3. The development, once commenced, is to be carried out in accordance with the approved plans at **Attachment 2** at all times, unless otherwise authorised by the Town.

4. Prior to submission of an application for the relevant building permit, a Heritage Agreement is to be executed between the landowner, Town of Victoria Park and the Heritage Council of Western Australia to facilitate the transfer of the existing requirement for the cultural heritage interpretation of the 'Old Burswood Canal' from superlot 22 to Lot 29 (as described in the Burswood Lakes Structure Plan).

5. Prior to submission of an application for the relevant building permit, the landowner entering into a legal agreement with the Town, prepared by the Town's solicitors at the cost of the owner agreeing to action prior to the occupation or strata-titling of the development, whichever occurs first, to commission and install the following:

    - public art to a sum of 1% of estimated value of building work of the approved development, pursuant to 'Council's Local Planning Policy 29 – Public Art' and consideration to the public art statement at **Attachment 3** (refer to related advice note).
    - landscaping and infrastructure, including a viewing platform, to the public open space at Lot 29 and publicly accessible land at Lot 9001 (northern portion of subject development site), with consideration to the public open space landscape concepts at **Attachment 4**. The public open space area is to be maintained by the landowner at the time of the relevant building permit being issued for the first two summers following completion and the publicly accessible land is to be maintained in perpetuity by the owner(s) of the development (refer to related advice note).

6. Prior to submission of an application for the relevant building permit, a detailed landscaping plan prepared by a landscape architect depicting the development site and the adjacent verges, shall be submitted to and approved in writing by the Town, on advice of its Design Review Panel (refer to related advice note).

7. Prior to submission of an application for the relevant building permit, a detailed noise management plan is submitted to and approved in writing by the Town (refer to related advice note).

8. Prior to submission of an application for the relevant building permit, a revised on-site parking plan is to be submitted to and approved in writing by the Town, showing a minimum of six (6) car bays on-site designated for visitor parking.

9. Prior to submission of an application for the relevant building permit, a Construction Management Plan must be submitted for approval by the Town, and thereafter implement to the satisfaction of the Town (refer to related advice note).

10. Prior to submission of an application for the relevant building permit, a lighting plan shall be submitted to and approved in writing by the Town and shall be in accordance with Australian Standards (refer to related advice note).

11. Prior to submission of an application for the relevant building permit, a Stormwater and Drainage Management Plan including details of the on-site stormwater disposal including soakwell sizes and locations to be submitted to and approved in writing by the Town. The development shall be constructed in accordance with the approved details and thereafter maintained (refer to related advice note).

12. Prior to submission of an application for the relevant building permit, complete details of the proposed external colours, finishes and materials to be used in the construction of the buildings and all fencing visible from the public realm, are to be submitted to and approved in writing by the Town, on advice of its Design Review Panel. The development shall be constructed in accordance with the approved details and shall be thereafter maintained (refer to related advice note).

13. Prior to submission of an application for the relevant building permit, all plant equipment, air conditioning units, hot water systems, water storage tanks, service metres, bin storage areas and clothes drying facilities must be located to minimise any visual and noise impact on the occupants of nearby properties and screened from view from the street. Design plans for the location, materials and construction for screening of any proposed external building plant must be submitted to and approved by the Town. The development shall be constructed in accordance with the approved details, and maintained thereafter, to the satisfaction of the Town.

14. Prior to lodging an application for a building permit, plans are to be submitted demonstrating to the satisfaction of the Town that the development satisfies the silver standard outlined within the Liveable Housing Design Guidelines, pursuant to Element 4.9 ‘Universal Design’ of State Planning Policy 7.3: Volume 2 – Apartments. The development shall be constructed in accordance with the approved details, and maintained thereafter, to the satisfaction of the Town. (refer to related advice note).

15. Prior to the occupation or strata-titling of the development, whichever occurs first, an easement-in-gross is to be registered on the Certificate of Title allowing access to the land, north of the development site (annotated on development plans as 'publicly accessible land' or PAL), for the public at large, in accordance with sections 195 & 196 of the *Land Administration Act 1997* (as amended).

16. Prior to the occupation or strata-titling of the development, whichever occurs first, written evidence is provided demonstrating compliance with the approved detailed Noise Management Plan. The noise amelioration measures must be fully implemented and maintained thereafter, to the satisfaction of the Town.

17. Prior to the occupation or strata-titling of the development, written evidence is provided demonstrating compliance with the approved Lighting Plan. The lighting shall be maintained thereafter, to the satisfaction of the Town.

18. Prior to the occupation or strata-titling of the development, whichever occurs first, written evidence is to be provided demonstrating compliance with the sustainability commitments at **Attachment 5**. The sustainability commitments must be fully implemented and maintained thereafter, to the satisfaction of the Town.

19. Prior to the occupation or strata-titling of the development, whichever occurs first, all car and motorcycle/scooter parking spaces together with their access aisles are to be clearly constructed, sealed, marked and drained. The on-site parking spaces shall be maintained thereafter, to the satisfaction of the Town.

20. Prior to the occupation or strata-titling of the development, whichever occurs first, the visitor bicycle parking facilities shall be installed and remain in place permanently, unless otherwise approved by the Town.

21. Prior to submission of an application for the relevant building permit, details of the security intercom system for access to the visitor's cars bays in the basement, are to be provided to the satisfaction of the Town.

22. Prior to the occupation or strata-titling of the development, whichever occurs first, the approved landscaping and reticulation plan, including the adjacent verges, must be fully implemented and maintained thereafter, to the satisfaction of the Town.

23. All tandem car bays are to be allocated to the same dwelling unit.

24. A minimum of six car bays within the basement are to be marked for the exclusive use of visitors at all times, to the satisfaction of the Town.

25. Where a storage unit is adjacent to a car bay, the storage unit must be allocated to the same unit as the car bay.

26. The waste management plan at **Attachment 6**, forms part of this development approval and shall be complied with at all times to the satisfaction of the Town.

27. All building works to be carried out under this development approval are required to be contained within the boundaries of the subject lot.

28. To address the conditions of this development approval, a covering letter detailing compliance with each condition, copy of the final working drawings and relevant associated reports and information are to be submitted by the owner/applicant and be cleared in writing by the Town (refer to related advice note).

Advice Notes

AN1. This development approval does not remove the need to obtain licences, permits or other forms of approval that may be required under other legislation or requirements of the Council.

AN2. This approval relates to proposed Lots 22 and 29 which are identified in the approved Burswood Lakes Structure Plan dated 22 April 2003.

AN3. The Town notes that based upon dwelling yields constructed, approved and estimated across the Burswood Lakes Structure Plan area, that the maximum total dwelling yield requirement of 1250 dwellings is anticipated to be exceeded. Accordingly the owners of undeveloped land within the Precinct are to note that the Town will not support any development application which will result in the total dwelling yield exceeding 1250 dwellings, unless a comprehensive review of the Burswood Lakes Structure Plan has been completed and approved.

AN4. A building permit is required to be obtained from the Town prior to commencement of any work in relation to this development approval.

AN5. Crossover location and construction shall comply with the Town's Specifications for Crossover Construction. A separate application must be made to the Town's Street Improvement Unit for approval prior to construction of a new crossover.

AN6. A verge permit is required to be obtained from the Town prior to commencement of any work in the verge (including, but not limited to, landscaping, parking, paving and lighting) in relation to this development approval.

AN7. The owner / applicant are to liaise with the Town's Parking Unit in relation to any proposals to relocate and/or removal of any existing on-street parking bays and parking signage, and the installation of any proposed on-street parking bays and new parking signage.

AN8. The Town's Parking Unit recommends that a designated parking area is provided and appropriately sign-posted, allocating an area for delivery and removalist vehicles to temporarily park when servicing the dwellings of the subject development.

AN9. This approval is for the use of the residential apartments as dwellings only, to be occupied on a permanent basis, and does not include approval for their use as Serviced Apartments or Short Stay Accommodation. Any alternative use or occupation of the units will require further Development Approval to be obtained.

AN10. Any amendments or modifications to the approved drawings forming part of this development approval may require the submission of an application for amendment to development approval and reassessment of the proposal.

AN11. With respect to the public art provision, the Town of Victoria Park draws attention to the following:
- a) Refer to the Town's Developer Public Art Handbook and Local Planning Policy 29 – Public Art Developer Contribution
- b) The applicable Heritage Agreement relating to the Old Burswood Canal
- c) The submitted public art statement at **Attachment 3**
- d) In relation to the submitted public art statement, the applicant is advised that the Town of Victoria Park will be cognisant of the following matters as part of its final approval
  - i. The software and ongoing digital maintenance and any ongoing costs for the digital interpretation artwork,
  - ii. The long-term aesthetics, durability and longevity of the selected art canopy and heritage interpretation street furniture materials,
  - iii. The ongoing maintenance and ability to source replacement lighting for the proposed illuminated art canopy
- e) The final public art designs will require input from the Town's Public Art Advisory Group, the Heritage Council and the Town's Mindeera Advisory Group, for input on Aboriginal heritage cultural matters (if applicable)

AN12. With respect to the public open space and provision of associated infrastructure, the Town of Victoria Park draws attention to the following:
- a) The landscaping concept provided at **Attachment 4**
- b) The long-term aesthetics, durability and longevity of the selected infrastructure materials, noting the use of timber will not be supported for maintenance reasons.
- c) For areas to be maintained by the Town of Victoria Park consider ease of access for mowers, vehicles etc, and clearly define public / private lot boundaries (i.e use of concrete edging)
- d) All furniture fixture to be ground mounted, not surface mounted
- e) Safety for users, in terms of protection from the steep incline at Lot 29 public open space

AN13. With respect to the submission of a detailed Landscaping Plan, key consideration is to be given to:
- a) The landscaping concept provided at **Attachment 4**
- b) Deep soil areas of sufficient size to sustain the trees and plants selected, with guidance from Table 3.3b 'Tree Sizes' and Table 4.12 'Planting On-Structure' of State Planning Policy 7.3 – Residential Design Codes – Volume 2 – Apartments.
- c) The performance criteria relating to 'Communal Open Space and Publicly Accessible Space' as outlined in Council's Local Planning Policy 9 – Design Guidelines for Burswood Lakes
- d) Waterwise design principles
- e) Eliminating opportunities for concealment and maximising opportunities for passive surveillance to the public realm
- f) Landscaping integrating or being complementary to the overall building design

AN14. With respect to the submission of a detailed Noise Management Plan, key consideration is to be given to the submitted acoustic assessment and acoustic technical note at **Attachment 7** and State Planning Policy 7.3 – Residential Design Codes Volume 2 - Apartments, Element 4.7 'Managing the impact of noise'. The plan is to include (but not be limited to) the following:
   a) The mechanical plant equipment selection, including swimming pool pumps, to be in compliance with *Environmental Protection (Noise) Regulations 1997.*
   b) The dwellings exceeding the minimum acoustic requirements for noise under the National Construction Codes (as amended)
   c) Outline any noise mitigation design measures proposed, with balanced consideration to architectural design and surveillance.
   d) Management strategies to manage noise from the communal areas, including strata by-laws.
   e) Management strategies to ameliorate noise from surrounding entertainment precinct (i.e. Perth Stadium and Crown Burswood).

AN15. With respect to the submission of a Stormwater and Drainage Management Plan, all stormwater drainage for multi residential developments shall be designed and signed by a practicing Hydraulic Consultant. An overland flow path is to be included in the design to ensure diversion of stormwater from the developments during storm events.

AN16. With respect to a Construction Management Plan, it is to address the following matters:
   a) How materials and equipment will be delivered and removed from the site;
   b) How materials and equipment will be stored on the site;
   c) Parking arrangements for contractors;
   d) Construction waste disposal strategy and location of waste disposal bins; Details of cranes, large trucks or similar equipment which may block public thoroughfares during construction;
   e) How risks of wind and/or water borne erosion and sedimentation will be minimised during and after the works;
   f) Construction traffic and pedestrian management; and
   g) Other matters likely to impact on the surrounding properties.

AN17. With respect to the submission of a Lighting Plan, it is to include lighting to illuminate the vehicle and pedestrian entry points, communal areas, bicycle parking area(s), public open spaces and any other security and safety lighting for the development. Key consideration is to be given to the CPTED report at **Attachment 8.**

AN18. With respect to the submission of the external colours, materials and finishes, key consideration is to be given to:
   a) The proposed external materials as per Drawing No. DA1800 at **Attachment 2**
   b) In relation to fencing, designed to eliminate concealment areas and maximise opportunities for passive surveillance to the public realm

AN19. With respect to the submission of details demonstrating that the silver standard of Liveable Housing Design Guidelines are achieved, please be advised that the level of detail required include (but are not limited to) wall reinforcement for future handrails, hobless showers, slip-resistant floor surface etc. The owner/applicant is encouraged to seek the services of a disability access consultant.

AN20. With respect to clearing the conditions of this development approval, a building permit cannot be issued until those conditions of the development approval requiring clearance 'prior to the submission of an application for the relevant building permit' are given written planning clearance by the Town. It is recommended that the relevant information be submitted prior to the submission of an application for a building permit in order to avoid delays in the processing of a building permit application. Should a building permit application be submitted without written planning clearance, then the building permit application will be put on hold until written planning clearance is obtained, or the application may be refused.

AN21. This approval does not include the approval of any signage. Any signage for the development to be the subject of a separate building permit application, in accordance with Council's Local Planning Policy No. 38 – 'Signs'. Please also note that should any signage not comply with the Council's Local Planning Policy No. 38 – 'Signs' a separate development approval will need to be obtained prior to a building permit being submitted to the Town.

AN22. The bathroom, laundries and kitchens of each dwelling are to comply with the provisions set out in the *Town of Victoria Park Health Local Law 2003*.

AN23. Car park ventilation to be designed to ensure that the carbon monoxide build up in the parking area does not exceed the requirements in accordance with the *Health Act (Miscellaneous Provisions) Act 1911, (Carbon Monoxide) Regulations 1975* and the *Town of Victoria Park Health Local Law 2003*.

AN24. The aquatic facilities are to be constructed in compliance with the *Health (Aquatic Facilities) Regulations 2007* and the Aquatic Facilities Code of Practice.

AN25. Should the applicant be aggrieved by this decision a right of appeal may exist under the provisions of the Town Planning Scheme or the Metropolitan Region Scheme and the applicant may apply for a review of the determination of the Metro Inner-South JDAP by the State Administrative Tribunal within 28 days of the date of this decision.

The Report Recommendation (as amended) was put and CARRIED UNANIMOUSLY.

REASON: The proposal was supported unanimously as it is of an appropriate bulk and scale for the precinct and of a commendable design. The approach to the proposal is largely within the intent of the structure plan and within the building envelope. Clause 29 of the Town Planning Scheme No. 1 was cited in respect to the Panel exercising its discretion.

Mr Clayton Higham
Presiding Member, Metro Inner-South JDAP

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil

10. State Administrative Tribunal Applications and Supreme Court Appeals

The Presiding Member noted the following SAT Applications -

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/18/01521 DR 007/2021	City of Belmont	Lot 41 (225) Great Eastern Highway, Lot 28 (90) Daly Street & Lots 29 to 41 (37) Hargreaves Street, Belmont	Mixed Commercial Development (Showroom, Showroom/Warehouse, Motor Vehicle Repair, Vet Consulting Rooms/Vet Hospital, Restaurant/Café) and Signage	21/01/2021
DAP/20/01805 DR 121/2021	Town of Victoria Park	218- 220 Great Eastern Highway (Lots 36 & 37, 38, 39, 40, 41, 42, 67, 68, 69, 70 & 200), Lathlain	Office Restaurant/Café, Liquor Store – Shop and Consulting Room Land Uses with Additions and Alterations to an Existing Hotel	11/06/2021
DAP/21/01936 DR 168/2021	Town of Victoria Park	No. 176 (Lot 40) Burswood Road, Burswood	Proposed Office Tower	09/08/2021
DAP/21/01937 DR 120/2021	City of Belmont	No. 3 (Lot 1017), Hawksburn Road, Rivervale	15 Storey Building Comprising Of 123 Multiple Dwellings, Shop, Restaurant, Office and Health Studio	09/06/2021

11. General Business

The Presiding Member announced that in accordance with Section 7.3 of the DAP Standing Orders 2020 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

12. Meeting Closure

There being no further business, the Presiding Member declared the meeting closed at 10:05am.

Mr Clayton Higham
Presiding Member, Metro Inner-South JDAP

Action Register

Search Criteria

Showing Completed Items: No

Applied Filters

Meeting Types: Ordinary Council Meeting, Special Council Meeting

Generated By: Coordinator Governance and Strategy
Generated On: 27/10/2021 at 5:30pm

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
2020 Outstanding Actions								
20/10/2020	Ordinary Council Meeting - 20 October 2020	12.4	Petition - Burswood Station East	Waiting on internal response	**COUNCIL RESOLUTION (533/2020):** **Moved:** Cr Brian Oliver **Seconded:** Cr Luana Lisandro That Council: 1. Requests the Mayor to write to the Honorable Rita Saffioti MLA. Minister for Transport and Planning and the Acting Chief Executive Officer Public Transport Authority requesting site upgrades to the Burswood Train Station. 2. Requests the Chief Executive Officer to communicate the endorsed Place Plans to all petition signatories and submitters. 3. Requests the Mayor to write to Mr Cross to thank him for his efforts and inform him of the endorsement of the Place Plans, and letter to the Minister and A/CEO of the Public Transport Authority. **CARRIED (8 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife, Cr Jesvin Karimi **Against:** nil	**13/07/2021 Community Development Officer - Safer Neighbourhoods** Letter drafted and submitted to be send to Hon Rita Saffioti. Waiting for Letter to be sent to Hon Rita Saffioti to progress further action. Followed up regarding status of letter 13/7/21.	17/11/2021	
15/12/2020	Ordinary Council Meeting - 15 December 2020	13.3	Petition: Intersection of Burlington St & Leichardt St Proposed Improvements	Work in progress	**COUNCIL RESOLUTION (588/2020):** **Moved:** Cr Ronhhda Potter **Seconded:** Cr Claire Anderson That Council: 1. Receives the report in response to the petition from residents regarding the intersection of Leichardt Street and Burlington Street received by Council at the September 2020 Ordinary Council Meeting. 2. Notes the actions that officers have taken at the intersection since initial concerns were raised with the Town. 3. Requests the CEO to monitor the intersection over the next 2 years and consider further changes and upgrades if required. **CARRIED BY EXCEPTION RESOLUTION (7 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Wilfred Hendriks, Cr Bronwyn Ife, Cr Jesvin Karimi **Against:** nil	**23/03/2021 Executive Assistant** Has been re-assigned to the Manager and COO for action **23/03/2021 Manager Technical Services** 23 Mar 21 Senior staff have been requested last week to attend to the recent email from a resident. Operations Staff viewed the security camera videos provided by a resident who resides at a corner house at this intersection. The majority of the crashes happened before MRWA installed the additional give way signs (on both sides of each approaching road) and new median lines and new giveway lines. The intersection is much more legible after MRWA's recent intervention. This will be monitored further. In the mean time, SAAG is being asked to consider intersection upgrade budget for next FY. Awaiting approval from SAAG. **3/05/2021 Manager Technical Services** Staff monitoring effectiveness of intersection improvements undertaken by MRWA. looking promising so far. **29/06/2021 Manager Technical Services** No accidents have been reported in recent months. **11/08/2021 Manager Technical Services** Team member is monitoring this intersection. No serious crashes have been reported recently.	29/10/2021	
15/12/2020	Ordinary Council Meeting - 15 December	13.5	Proposed future options for the recovery	Work in progress	**COUNCIL RESOLUTION (590/2020):** **Moved:** Cr Ronhhda Potter **Seconded:** Cr Claire Anderson That Council: 1. Endorses the introduction of an organics collection and processing system	**22/02/2021 Manager Technical Services** Acting COOs needed time to review the justification for the Council approved Waste Education FTE (previously approved by P&C and explained to C Suite by Ben K).	28/10/2021	

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
	2020		of organic material (garden organics and food organics) from the Town's waste		(OCAPS) in a two-staged approach, with the initial stage accepting Garden Organics (GO) in a "third bin", and the subsequent stage accepting Food Organics and Garden Organics (FOGO) in a third bin. 2. Lists for consideration in future Budgets the introduction of the OCAPS focusing initially on Garden Organics collection service being made available to all rated residential properties commencing in 2022. 3. Lists for consideration in the draft 2021/22 Annual Budget the establishment of a Waste and Environment management area within the Town including a request for three further full-time equivalent positions from FY2021/22 to adequately resource the management of the OCAPS and other ongoing strategic waste management issues in line with the Town's Strategic Waste Management Plan and the new State Waste Plan. **CARRIED BY EXCEPTION RESOLUTION (7 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Wilfred Hendriks, Cr Bronwyn Ife, Cr Jesvin Karimi **Against:** nil	The request to C Suite for the advertisement of this vacant position has been postponed to next month. **15/03/2021 Manager Technical Services** Had meeting with Cleanaway to discuss potential opportunities to minimise the future cost of the 3 bin system. Further meetings to be held to further assess the intricacies of the future options. **23/03/2021 Manager Technical Services** The report for the Request for the advertisement of the vacant Env Education position has been saved in Docassembler for C Suite's consideration at their next available opportunity. **23/03/2021 Manager Technical Services** WALGA advised that the Town's current contract can accommodate the collection of the 3rd bins (same materials split into 2 bins) **3/05/2021 Manager Technical Services** Concept Forum presentation of WTE treatment held last Tuesday. 2/3 of EMs indicated in principle support for WTE processing of waster after roll out of 3 bin Go system. 1/3 prefers to not state their position at this stage **3/05/2021 Manager Technical Services** advertisement for Appointment of Env Education Officer position is pending C Suite decision and budget adoption. **29/06/2021 Manager Technical Services** At least one new FTE has been listed by Payroll in the draft 21/22 budget for consideration by Council. **11/08/2021 Manager Technical Services** The required operating costs will be included in the draft 22/23 budget. Officers are considering resource options to attend to the increased workload associated with procurement, Waste Education and comms support.		
2021 Outstanding Actions								
16/02/2021	Ordinary Council Meeting - 16 February 2021	12.4	Update on the activities of the Trackless Tram Investigation Consortium	Work in progress	**COUNCIL RESOLUTION (13/2021):** **Moved:** Cr Ronhhda Potter **Seconded:** Cr Vicki Potter That Council: 1. Notes the following reports prepared by the Trackless Tram Investigation Consortium: (a) Sustainable Centres of Tomorrow: People and Place (b) Trackless Trams and Transit Activated Corridors in Perth – Mid-Tier Transit and Urban Regeneration 2. Notes that the Trackless Tram Investigation Consortium will continue to advocate for options outlined in the above reports.	**22/03/2021 Manager Place Planning** Work is underway to develop an advocacy approach between the LG members of TTIC. Individual meetings with the City of Canning (who has volunteered to spearhead this approach) has occurred with a combined TTIC meeting to occur in April. **29/04/2021 Manager Place Planning** The TTIC has met again and an approach for future actions was presented by Curtin Uni and City of Canning. This proposal is currently being considered by Administration as it may have budget implications **5/07/2021 Manager Place Planning**	30/11/2021	

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
					CARRIED BY EXCEPTION RESOLUTION (9 - 0) **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife, Cr Jesvin Karimi **Against:** nil	A proposed Advocacy approach has been presented to the inner city CEO's which is currently being contemplated. This includes a partnership approach with the South West Group **21/09/2021 Manager Place Planning** Selected CEO's and senior staff met at the City of Canning to confirm an approach for next steps with respect to Trackless Trams. A collective advocacy document outlining a preferred route(s) but remaining agnostic on the mid-tier transport mode will be prepared for State and Federal Government.		
16/03/2021	Ordinary Council Meeting - 16 March 2021	12.7	Final Adoption of Local Planning Policy 40 Burswood Station East Precinct	Waiting on external response	**COUNCIL RESOLUTION (39/2021):** **Moved:** Cr Vicki Potter **Seconded:** Mayor Karen Vernon That Council: 1. Revokes Local Planning Policy 35 'Policy Relating to Development in Burswood Station East', in accordance with clause 6 of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015, and subject to the gazettal of Amendment No. 82 to the Town of Victoria Park Town Planning Scheme No. 1. 2. Adopts Local Planning Policy 40 'Burswood Station East Precinct Design Guidelines and Public Realm Improvements', in accordance with clause 4(3) of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015, and subject to the gazettal of Amendment No. 82 to the Town of Victoria Park Town Planning Scheme No. 1. **CARRIED (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife, Cr Jesvin Karimi **Against:** nil	**22/03/2021 Senior Place Leader** Scheme Amendment 82 has been provided to DPLH and is currently under assessment. Revocation of LPP35 and adoption of LPP40 will not be finalised until Scheme Amendment 82 is gazetted. **9/07/2021 Senior Place Leader (Strategic Planning)** Scheme Amendment 82 has been tentatively scheduled for SPC in July 2021. **29/09/2021 Senior Place Leader (Strategic Planning)** **29/09/2021 David Doy** DPLH are resolving an issue with Main Roads. An update on SPC timing is expected shortly.	31/08/2021	
16/03/2021	Ordinary Council Meeting - 16 March 2021	15.2	Update on Outstanding Actions from Reg 17 Review	Report to be provided at later date	**COUNCIL RESOLUTION (47/2021):** **Moved:** Cr Claire Anderson **Seconded:** Cr Vicki Potter That Council: 1. Receives the update on actions resulting from the Chief Executive Officer's review of systems and procedures relating to legislative compliance, internal controls, and risk management, in accordance with regulation 17 of the Local Government (Audit) Regulations 1996. 2. Requests that the Chief Executive Officer provides a further report to the Audit and Risk Committee on the progress of recommended further actions by December 2021. **CARRIED BY EXCEPTION RESOLUTION (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife, Cr Jesvin Karimi **Against:** nil	**23/03/2021 Manager Governance and Strategy** A further report on the progress of recommended further actions will be provided to the Audit and Risk Committee by December 2021.	31/12/2021	
20/04/2021	Ordinary Council Meeting - 20 April 2021	13.2	TVP/21/01 GO Edwards Stage 4&5 Landscape Upgrades	Work in progress	**COUNCIL RESOLUTION (70/2021):** **Moved:** Mayor Karen Vernon **Seconded:** Cr Vicki Potter That Council awards the contract associated with TVP/21/01 GO Edwards Stage 4 and 5 Landscape Upgrades, to Phase 3 Landscape Construction Pty Ltd (ABN: 55 126 011 621), for construction, with the terms and conditions as outlined in the contract, for the lump sum price of $980,112.34 ex GST. **Carried by exception resolution (8 - 0)**	**20/08/2021 Manager Infrastructure Operations** Work is well in progress. Some delays due to weather but expected to be completed in late 2021 early 2022	30/12/2021	

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
					For: Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife **Against:** nil			
18/05/2021	Ordinary Council Meeting - 18 May 2021	13.1	Sump to Park Project	Not yet started	**COUNCIL RESOLUTION (92/2021):** **Moved:** Cr Wilfred Hendriks **Seconded:** Cr Luana Lisandro That Council receive the information contained in this report regarding the potential use of underground stormwater units for "Sump to Park" projects. **Carried (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife, Cr Jesvin Karimi **Against:** nil	**9/06/2021 Place Leader Urban Design** Council receipt of report noted.	01/06/2021	
18/05/2021	Ordinary Council Meeting - 18 May 2021	17.1	Cr Brian Oliver - Rouse Lane – right-of-way priority schedule review	Work in progress	**COUNCIL RESOLUTION (101/2021):** **Moved:** Cr Brian Oliver **Seconded:** Cr Jesvin Karimi That Council: 1. Requests the Chief Executive Officer to review and reconsider the priority of Rouse Lane on the Town's right-of-way priority schedule. 2. Requests the Chief Executive Officer to identify upgrades to Rouse Lane to address lighting and aesthetics in relation to the road, kerbing and fences. 3. Requests the Chief Executive Officer to provide a report back to Council at its June Ordinary Council Meeting to report on the outcome of points one and two above. 4. Considers a budget allocation in the Council's 2021/22 annual budget to improve the safety and amenity of Rouse Lane. **Carried (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife, Cr Jesvin Karimi **Against:** nil	**25/08/2021 Principal Infrastructure Coordinator** 25/8/2021 - Staff working on 10 year Capital Works Program and compiling new list for Council endorsement. New list based on multi-criteria assessment and will prioritise ROW's that are currently un-sealed. **21/09/2021 Principal Infrastructure Coordinator** 10 Year Works Programme for lighting and construction of unsealed Rights of Way will be presented to Elected Members at the concept forum on the 28 September. Draft assessment is complete and is being reviewed by Senior Management	30/09/2021	**Overdue by: 26 days**
15/06/2021	Ordinary Council Meeting - 15 June 2021	13.6	Investigation outcomes regarding Rouse Lane Upgrades	Work in progress	**COUNCIL RESOLUTION (119/2021):** **Moved:** Cr Ronhhda Potter **Seconded:** Cr Wilfred Hendriks That Council: 1. Receives the report findings for the potential upgrades to Rouse Lane. 2. Requests the Chief Executive Officer to initiate a review of the Rights of Way Strategy, including a presentation to Elected Members at a Concept Forum, and report to Council by the September Council meeting as to the progress of the review of the Strategy." 3. Requests the Chief Executive Officer to provide a further report to Council by September 2021 and present an updated 10 year Rights of Way (ROW) Capital Works Program for endorsement. **Carried (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife, Cr Jesvin Karimi **Against:** nil	**25/08/2021 Principal Infrastructure Coordinator** 25/8/2021 - Technical Staff working on 10 year Capital Works Program for ROW's in the Town that will be presented to Council for endorsement. List of projects will be based on multi-criteria assessment and focus on prioritising laneways that are unsealed.	30/09/2021	**Overdue by: 26 days**
15/06/2021	Ordinary Council Meeting - 15 June 2021	13.7	Grant for Lathlain Park 1	Not yet started	**COUNCIL RESOLUTION (120/2021):** **Moved:** Mayor Karen Vernon **Seconded:** Cr Vicki Potter That Council: 1. Accepts the $4,000,000 (plus GST) funding contribution from the Department of Local Government, Sport and Cultural Industries to progress the Lathlain Park Redevelopment Precinct Zone 1 project.		29/06/2021	**Overdue by: 119 days**

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
					2. Authorises the Chief Executive Officer to execute all necessary documentation to formalise the $4,000,000 (plus GST) funding contribution from the Department of Local Government, Sport and Cultural Industries. **Carried (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife, Cr Jesvin Karimi **Against:** nil			
15/06/2021	Ordinary Council Meeting - 15 June 2021	15.1	Implementation and Effectiveness of Policy 113 Homelessness - The Town's role	Report to be provided at later date	**COUNCIL RESOLUTION (125/2021):** **Moved:** Mayor Karen Vernon **Seconded:** Cr Vicki Potter That Council: 1. Note the report outlining the progress of the implementation and the effectiveness of Policy 113 Homelessness – The Town's role. 2. Requests the Chief Executive Officer to report to Council in June 2022 on the progress of the actions within the implementation plan including but not limited to partnerships with local and state organisations. 3. Requests the Chief Executive Officer to review Policy 113 by June 2022 and to report the outcome of the review to Council. **Carried by exception resolution (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife, Cr Jesvin Karimi **Against:** nil		01/06/2022	
15/06/2021	Ordinary Council Meeting - 15 June 2021	15.2	Implementation and Effectiveness of Policy 223 - Fleet Management Light Vehicles	Work in progress	**COUNCIL RESOLUTION (126/2021):** **Moved:** Mayor Karen Vernon **Seconded:** Cr Vicki Potter That Council: 1. Notes in this report the effectiveness of Policy 223 Fleet Management Light Vehicles and the changes made to the management of the Town's light fleet resulting from the adoption of this policy on 16 June 2020. 2. Requests the Chief Executive Officer to report to the Council by June 2022 on the effectiveness of Policy 223 for the financial year 2021/22, including the size of the reduction in the Town's light fleet and any targets for future reductions. **Carried by exception resolution (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife, Cr Jesvin Karimi **Against:** nil	**22/07/2021 Senior Human Resources Advisor** P&C are investigating vehicle payment amount for current staff	30/09/2021	**Overdue by: 26 days**
15/06/2021	Ordinary Council Meeting - 15 June 2021	17.1	Cr Brian Oliver - Old Spaces New Places #3 - Concept Plan Options	Work in progress	**COUNCIL RESOLUTION (131/2021):** **Moved:** Cr Brian Oliver **Seconded:** Cr Bronwyn Ife That Council requests the Chief Executive Officer to: 1. Present three Concept Plan options for the Old Spaces New Places Project #3, when a report is presented back to Council on the item for its consideration, being: a) Concept Plan option 1, with an estimated delivery budget of no more than $500,000. b) Concept Plan option 2, with an estimated delivery budget of no more than $1,000,000. c) Concept Plan option 3, with an estimated delivery budget of no more than $2,000,000. 2. Present funding options to deliver the Concept Plan options stated in point 1 above. 3. List $8,000 in the draft 2021/22 Budget for the Old Spaces New Places Project #3 to assist in addressing point 1 above. **Carried (8 - 1)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Brian Oliver, Cr Luana	**5/07/2021 Manager Place Planning** The consultant has been briefed on the variation to their scope to adjust the concept options to meet the concept options in the resolution and work is now underway. A final concept with cost options will be presented to Council for determination **21/09/2021 Manager Place Planning** concept designs are currently being prepared	23/11/2021	

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
					Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife, Cr Jesvin Karimi **Against:** Cr Ronhhda Potter			
20/07/2021	Ordinary Council Meeting - 20 July 2021	12.6	Reconciliation Action Plan Update	Work in progress	**COUNCIL RESOLUTION (156/2021):** **Moved:** Mayor Karen Vernon **Seconded:** Cr Vicki Potter That Council approves an additional extension to the Town's existing Reflect Reconciliation Action Plan 2018 – 2020 until the new Innovate Reconciliation Action Plan is presented to Council by June 2022. **Carried by exception resolution (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** nil	**2/09/2021 Coordinator Community Development** Continuing to deliver on actions within the current RAP while we work to develop our new RAP over the coming financial year.	17/12/2021	
02/08/2021	Special Council Meeting - 2 August 2021	9.2	Edward Millen Adaptive Heritage Redevelopment Ground Lease	Report to be provided at later date	**COUNCIL RESOLUTION (173/2021):** **Moved:** Mayor Karen Vernon **Seconded:** Cr Vicki Potter That Council: 1. Accepts the revised ground lease commercial offer from Blackoak Capital Ventures Pty Ltd and Arget Ventures Pty Ltd (ABN 38 896 928 872) for TVP/20/13 Edward Millen Adaptive Heritage Redevelopment as per paragraph 9. 2. Approves the Ground Lease of approximately 1.4ha of 15 (Lot 9000 Hill View Terrace, East Victoria Park be leased to Blackoak Capital Ventures Pty Ltd and Arget Ventures Pty Ltd (ABN 38 896 928 872), or Blackoak and Arget's required special purpose entity in order to facilitate the appropriate corporate structure to deliver the redevelopment. For a term of 20 years with further optional terms of 5 x 10 years for $122,500 net per annum exclusive of GST and outgoings commencing in year 21 with a $2,000,000 upfront payment in consideration of the first 20-year term. 3. The final lease to include terms reflecting the following requirements for community access for the duration of the lease and any extensions thereof: a. the tenant shall incorporate a museum space inside the Edward Millen Rotunda building reflecting on the history of the buildings and local area, to be open and accessible to the public free of entry charges; b. the tenant shall set aside space inside the buildings suitable for use by not for profit community groups, to be available at least 2 days per week including once on a weekend at no charge; c. save where required for security purposes, the tenant shall ensure that the majority of the grounds within the leased premises remain open to the public during business hours on weekdays, evenings and weekends; d. the tenant shall permit members of the public who have not booked use of function spaces within the leased premises to take photos for such events as weddings or the like, within the public areas of the leased premises at no charge; e. the tenant shall set aside space for community groups to use at no charge within the farmers' market area and other parts of the grounds within the leased premises to host stands or small events and performances. 4. Accepts that a licensed valuer has provided a valuation report assessing the fair market rental of the property and the draft ground lease agreement has been sighted by the proponent. 5. Pursuant to Section 5.42 of the *Local Government Act 1995*, delegates to the Chief Executive Officer, the following duties/powers in relation to 15 (Lot 9000) Hill View Terrace, East Victoria Park. a. Authority to make and give any determination required by the Lease on behalf of the Lessor, approval, direction or order in relation to the Property.	**6/08/2021 Property Development Manager** Will incorporate new recommendations into the lease.	31/08/2021	**Overdue by: 56 days**

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
					b. Undertake any further minor commercial negotiations, if required to progress the development and commercial offer presented to the Town of Victoria Park by Blackoak Capital Ventures for TVP/20/13. c. Monitor compliance with, and enforce as necessary, the provisions of the Ground Lease and all matters relating to the Ground Lease. d. In exercising this delegation of authority, the Chief Executive Officer shall not make a determination if the Chief Executive Officer believes the matter for decision is a material change to the terms and conditions of the Ground Lease. e. If the Chief Executive Officer declines to give a determination (for reasons set out in part 4(d)), the Chief Executive Officer must report the matter to the Council for decision. 6. Requests the Chief Executive Officer to bring a report back to Council following the public submission period required under Section 3.58 of the *Local Government Act 1995* seeking Council approval to execute all necessary documents on behalf of the Town of Victoria Park in relation to ground lease a portion of 15 (Lot 9000) Hill View Terrace, East Victoria Park. **Carried (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil			
17/08/2021	Ordinary Council Meeting - 17 August 2021	12.6	Community Sporting and Recreation Facilities Fund (CSRFF) - Small Grants Application: Fletcher Park	Not yet started	**COUNCIL RESOLUTION (185/2021):** **Moved:** Cr Brian Oliver **Seconded:** Cr Vicki Potter That Council approves the submission of a $38,437 grant application by the Town of behalf of Perth Cricket Club to the Department of Local Government, Sport and Cultural Industries (DLGSC) through the Community Sport and Recreation Facilities Fund (CSRFF) to replace two turf wicket blocks at Fletcher Park in 2022. **Carried by exception resolution (8 - 0)** **For:** Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil	**30/08/2021 Community Development Officer (Clubs, Events and Bookings)** The Perth Cricket Clubs CSRFF application and supporting documents were submitted to the Department of Local Government, Sport and Cultural Industries (DLGSC) on Thursday 26 August 2021 by the Town. DLGSC confirmed on Friday 27 August 2021 that the application and supporting documents had been received. The application will be assessed in September 2021 with successful/unsuccessful applicants being notified in October/November 2021.	31/12/2021	
17/08/2021	Ordinary Council Meeting - 17 August 2021	14.1	McCallum Park / Taylor Reserve Precinct Parking & Accessibility Review	Report to be provided at later date	**COUNCIL RESOLUTION (186/2021):** **Moved:** Cr Brian Oliver **Seconded:** Cr Vicki Potter That Council: 1. Accepts the results of the McCallum Park/Taylor Reserve precinct parking and accessibility review. 2. Instructs the Chief Executive Officer to review the area again in 12 months to ensure the Town's approach to parking management remains relevant for the area. **Carried by exception resolution (8 - 0)** **For:** Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil	**7/10/2021 Manager Business Services** Report to be provided in August 22	01/07/2022	
21/09/2021	Ordinary Council Meeting - 21 September 2021	11.2	Resolutions from the 2021 Annual Meeting of Electors	Work in progress	**COUNCIL RESOLUTION (219/2021):** **Moved:** Cr Ronhhda Potter **Seconded:** Mayor Karen Vernon That Council: 1. Receives the 13 resolutions carried at the Annual Meeting of Electors held on 28 July 2021. 2. Endorses the following actions in response to the resolutions; subject to the following amendments: a) Amend Resolution 7 to include:	**30/09/2021 Coordinator Governance and Strategy** No further action required for Governance and Strategy. **8/10/2021 Manager Business Services** Report being prepared for Nov OCM **22/10/2021 Manager Technical Services**	25/10/2021	**Overdue by: 4 days**

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					4. Request the CEO to provide a report to the November 2021 detailing considerations, engagement options and costing to implement and install game/event day parking restrictions to the surrounding street network prior to or as close to the commencement of the 2022 football season as detailed in the Lathlain Park Management Plan (July 2017). 5. The Chief Executive Officer seek the consent of the key stakeholders to commence the 5 year review of the Lathlain Park Management Plan by no later than 31 October 2021, being a time frame less than 5 years since adoption of the Plan in July 2017, and to report the outcome of the review to Council by no later than February 2022. b) Amend point 2 of Resolution 11 to read: 2. Endorses the Chief Executive Officer to arrange a meeting after 16 October 2021 with the community members who brought this motion, to determine the details of a Citizens Assembly and seek to understand how this assembly would operate (e.g. roles, outcomes sought) relative to the implementation of the endorsed Climate Emergency Plan, and report back to Elected Members the merits of otherwise of the Town holding a Citizens Assembly. c) Amend Resolution 12 to include an additional point to read: 2. Requests the Chief Executive Officer to arrange for an Item to be included at the February 2021 Concept Forum on the Principles Of Water Sensitive Urban Design how these principles have been used in the Town and some examples of further opportunities **Electors' Resolution** / **Council Action** **Resolution 1** That Council: 1. Prioritises its review of whether a person should be able to park a vehicle on a verge in the Town of Victoria Park, recognizing that parking on verges inhibits its ability to achieve its Urban Forest Strategy outcomes and canopy targets. 2. As a result of point 1, Council reviews residential parking permits to readily allow residents to street park in areas with parking restrictions to stop them parking on their verges. 3. Investigates the prospect of allowing residents access to street parking permits in timed and paid parking zones within the Raphael Park area. 4. The Town of Victoria Park conduct community consultation within the Raphael Park area in reference to reviewing street parking restrictions. That Council: 1. Requests the Chief Executive Officer to proceed with the scheduled Concept Forum item in September 2021, to discuss verge parking across the Town. 2. Considers parking management holistically, as part of consideration of the new Transport Strategy and Parking Management Plan. **Resolution 2** That the Town: 1. Investigate the management of the JA Lee Reserve including and specifically its continued designation as a dog exercise area as stated on the Town's That Council notes that the installation of replacement/additional signage is anticipated to be completed by 31 October 2021.	Business case with pros and cons and financial implication related to verge bond management has been completed, pending presentation to C Suite.		

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					2. Replace and improve the existing on-site signage, and include additional signs on Streatley and Midgely Street frontages, in this 2021-2022 financial year.			
					Resolution 3 That Council proceed with the Edward Millen House project with Blackoak as proposed on the Town's website.	That Council notes the elector's resolution.		
					Resolution 4 That the vote for motion number 1 on 22 July 2021 from the Special Meeting of Electors be set aside as it is unrepresentative due to the late hour preventing a representative attendance of electors.	That Council notes the elector's resolution however, no further action can be taken.		
					Resolution 5 That the Town provide a cost benefit analysis of the current road sweeper arrangement with the City of South Perth, in view of the phasing out the contract.	That Council notes the cost/benefit analysis provided in this report.		
					Resolution 6 That the Town seriously consider imposing a levy on builders when they put an application in to build a building in the Town for the remuneration to be paid to the Town for the damage they do to Town infrastructure whilst the building is going on, and for the Town to inspect construction sites during construction periodically.	That Council approves the Chief Executive Officer to investigate administrative compliance improvement opportunities such as the potential realignment of certain positions within the organisational structure and report back on findings to the February 2022 Ordinary Council Meeting.		
					Resolution 7 That Council: 1. Implements game and event day parking restrictions in the surrounding street network in Lathlain prior to or as close to the commencement of the 2022 football season to mitigate impact on amenity. The surrounding street network is that identified in the Lathlain	That Council: 1. Notes the elector's resolution when considering the draft Parking Management Plan, which includes the following proposed actions: a. Review the parking demands on event days to gather information to allow more efficient parking management		

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
					2. Identifies the parking restrictions according to time, days, and months, by means of clear and regular interval signage in the streets; replacing faded signs as a priority. 3. Ensures the parking restrictions enable the safe passage of vehicles and pedestrians and allows for emergency access with consideration that one side of each street prohibits parking on game and event days as required. 4. Considers issuing resident parking permits similar to those implemented in Burswood Peninsula in December 2020. 5. Provides an implementation update on points 1, 2 and 4 through appropriate Town mechanisms such as the Ordinary Council Meeting on a regular basis, such as bi-monthly.	for future events b. Use this information to educate visitors of the available and preferred parking locations c. Encourage the West Coast Eagles management to provide incentives for catching the train to attend events d. Improve the streetscape from Victoria Park Station to Lathlain Park to encourage the use of other forms of transport which reduces parking capacity requirements. 2. Notes that a review of signage in the Lathlain Park area and broadly across the Town is ongoing. Replacement of faded/damaged signs is a priority and will continue to occur. 3. Requests the Chief Executive Officer to conduct a review (post major event with 4,500-6,500 patrons in attendance) of those roads impacted by events at Lathlain Oval and investigate those streets which will require parking to be reduced, on the basis of traffic safety, to one side only dependent on road width/occupancy levels and a risk assessment. 4. Request the CEO to provide a report to the November 2021 detailing considerations, engagement options and costing to implement and install game/event day parking restrictions to the surrounding street network prior to or as close to the commencement of the 2022 football season as detailed in the Lathlain Park			

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
					Management Plan (July 2017). 5. The Chief Executive Officer seek the consent of the key stakeholders to commence the 5 year review of the Lathlain Park Management Plan by no later than 31 October 2021, being a time frame less than 5 years since adoption of the Plan in July 2017, and to report the outcome of the review to Council by no later than February 2022.			
					Resolution 8 That Council: 1. Includes the streets surrounding the Lathlain side of the Victoria Park train station within section '4.6 Victoria Park Station Parking Plan' in the final Town of Victoria Parking Management Plan to ensure there is ongoing parking management, including parking controls, to mitigate impact on amenity. 2. Investigates and determines parking controls around the streets surround the Lathlain side of the Victoria Park train station to manage Optus Stadium events at a minimum in line with those controls implemented in the Burswood Peninsula by the end of 2022. 3. Mitigates impact on amenity and investigates and determines parking controls in the streets surrounding the Lathlain side of the Victoria Park train station which is at least equitable to the current restrictions in place on the surrounding streets of the Victoria Park side of the Victoria Park train station by the end of 2022.	That Council notes the elector's resolution when considering the draft Parking Management Plan.		
					Resolution 9 That Council: 1. Retains sumps within the Town	That Council: 1. Endorses the Chief Executive Officer to retain existing drainage basins for the purpose of managing		

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
					2. Investigates adding additional Town sumps to the Public Open Space Strategy. 3. Does not include sumps in the Land Asset Optimisation Strategy.	stormwater. 2. Notes that a future review of the Public Open Space Strategy will investigate the potential to add drainage basins into the Town's and 'Green Basins and Micro Parks' program. 3. Notes the review of the Land Asset Optimisation Strategy will be undertaken as part of the Corporate Business Plan deliverables for FY 22. As part of the process drainage basins will be included for review as they are freehold land.		
					Resolution 10 That Council requests the CEO to report back to the Council by December 2021: 1. On a policy or plan on the viability of affordable and social housing for developers. 2. On a policy or plan on sustainable housing for developers.	The Council notes the actions within the draft Local Planning Strategy and intended preparation of a draft local planning policy relating to environmentally sustainable design.		
					Resolution 11 That Council convene a citizens climate assembly along the lines of those held in Lamberth/Brixton and a national assembly, both held in the United Kingdom; within the next 12 months, preferably before 31 December 2021.	That Council: 1. Notes that the administration will co ntinue to implement the endorsed Climate Emergency Plan. 2. Endorses the Chief Executive Officer to arrange a meeting after 16 October 2021 with the community members who brought this motion, to determine the details of a Citizens Assembly and seek to understand how this assembly would operate (e.g. roles, outcomes sought) relative to the implementation of the endorsed Climate Emergency Plan, and report back to Elected Members the merits or otherwise of the Town holding a Citizens Assembly.		

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
					Resolution 12 That Council: 1. Adopt a water sensitive urban design strategy for the whole of the Town and implement a stage plan to adapt all of the Town's infrastructure to water sensitive urban design by 2050. 2. Engages with all relevant external stakeholders in the development and implementation of a water sensitive urban design strategy. The Council 1. Notes the action within the draft Local Planning Strategy to prepare a Stormwater Management Plan. 2. Requests the Chief Executive Officer to arrange for an Item to be included at the February 2021 Concept Forum on the Principles of Water Sensitive Urban Design how these principles have been used in the Town and some examples of further opportunities **Resolution 13** That Council investigate and implement a traffic calming treatment on Teague Street, between Harper Street and Harvey Street, Burswood. That Council endorses the Chief Executive Officer to further investigate the traffic conditions on Teague Street, in the section between Harper Street and Harvey Street, using the Town's traffic warrant system and report back with findings by February 2022. **Carried (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil			
21/09/2021	Ordinary Council Meeting - 21 September 2021	12.5	Club Night Lights Program Application - Harold Rossiter Park	Waiting on external response	**COUNCIL RESOLUTION (216/2021):** **Moved:** Cr Jesvin Karimi **Seconded:** Cr Wilfred Hendriks That Council: 1. Approves the submission for up to $130,000 grant application by the Town of Victoria Park to the Department of Local Government, Sport and Cultural Industries (DLGSC) through Club Night Lights Program (CNLP) to upgrade the Floodlights at Harold Rossiter Park. 2. Notes the petition received on 16 March 2021 (Council resolution 30/2021), requesting an upgrade of lighting facilities on the playing fields at Harold Rossiter Park, will be included in the grant application as supporting information. 3. Requests the Chief Executive Officer to list the floodlighting at Harold Rossiter Park for consideration in the draft 2022/23 Annual Budget. **Carried (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil	**30/09/2021 Community Development Officer (Clubs, Events and Bookings)** The Town of Victoria Park's Club Night Lights Program (CNLP) application and supporting documents were submitted to the Department of Local Government, Sport and Cultural Industries (DLGSC) on Wednesday 29 September 2021. DLGSC confirmed on Wednesday 29 September 2021 that the application and supporting documents had been received. The application will be assessed in November 2021 with successful/unsuccessful applicants being notified in December 2021/January 2022.	31/01/2022	
21/09/2021	Ordinary Council Meeting - 21 September 2021	13.3	Kent St Sand Pit Concept Options - Response to Council	Work in progress	**COUNCIL RESOLUTION (217/2021):** **Moved:** Cr Brian Oliver **Seconded:** Cr Jesvin Karimi That Council: 1. Receives the reported outcomes for 15 June 2021 Ordinary Council Meeting resolutions 2. Requests the Chief Executive Officer to seek further input from Professor Kingsley Dixon and/or Curtin University, the Mindeera Advisory Group and the Friends of	**28/09/2021 Environmental Officer** Met with members of Mindeera Working Group 22 June, who supported the proposed direction for the site. Meeting to be held with Simon Forrest 29/09/21 to discuss creation of a yarning space on site. Meeting scheduled with Friends of Jirdarup Bushland 7/10/21.	14/12/2021	

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					Jirdarup Bushland into the draft design for the Bronze Option presented to Council on 15 June 2021 to inform any adjustments to the draft design. 3. Approves the Administration to adjust the draft design for the Bronze Option in accordance with the survey findings and feedback received, to create a best practice restoration effort with a focus on: 1. ecological restoration of the banksia woodland and development of the understory; 2. Noongar cultural restoration and considerations." 4. Requests that the reviewed design for the Bronze Option be presented to Council by the December 2021 Ordinary Council Meeting. **Carried (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil			
21/09/2021	Ordinary Council Meeting - 21 September 2021	13.5	Progress of Updated Rights of Way Strategy 2021	Not yet started	**COUNCIL RESOLUTION (207/2021):** **Moved:** Cr Brian Oliver **Seconded:** Cr Vicki Potter That Council endorses an extension of time for the Town to present findings on a review of the Rights of Way (ROW) Strategy and an updated 10 Year ROW Capital Works Program from September 2021 to December 2021; which is required due to the potential major nature of the item to be presented falling within the "caretaker" period of the October 2021 Council elections and potential financial decision to fund future projects. **Carried by exception resolution (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil		05/10/2021	**Overdue by: 21 days**
21/09/2021	Ordinary Council Meeting - 21 September 2021	17.1	Mayor Karen Vernon - Review of Land Asset Optimisation Strategy and options for land to be used for social housing	Not yet started	**COUNCIL RESOLUTION (221/2021):** **Moved:** Mayor Karen Vernon **Seconded:** Cr Vicki Potter That Council requests the Chief Executive Officer to: 1. Investigate whether there is any Town-owned property, including land and buildings, which could be suitable for social housing, and what, if any, options are available for utilising any suitable Town-owned land for social housing, as part of the review of the Land Asset Optimisation Strategy (LAOS) scheduled to occur during the current financial year; 2. Report to Council at the February 2022 Ordinary Council Meeting as to the outcome of the investigation in 1 above. **Carried (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil		05/10/2021	**Overdue by: 21 days**
12/10/2021	Ordinary Council Meeting - 12 October 2021	14.2	Financial Statements for August 2021	Finished	**COUNCIL RESOLUTION (233/2021):** **Moved:** Cr Brian Oliver **Seconded:** Cr Claire Anderson That Council: 1. Accepts the Financial Activity Statement Report – 31 August 2021, as attached. 2. Requests the CEO to investigate alternative options for the locking of gates, to the basketball courts at Koolbardi Park and bring a report back to Council in November. **Carried (9 - 0)**	**14/10/2021 Financial Services Controller** Noted resolution - no budget amendments to be completed	26/10/2021	

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					For: Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil			
12/10/2021	Ordinary Council Meeting - 12 October 2021	14.3	Proposed Timetable for 2022-2023 Annual Budget	Work in progress	**COUNCIL RESOLUTION (228/2021):** **Moved:** Mayor Karen Vernon **Seconded:** Cr Vicki Potter That Council endorses the proposed budget strategy (as shown in diagram listed below) and budget timetable (as submitted as separate Attachment 1) for the development of the Town of Victoria Park 2022 - 2023 Annual Budget. **Carried by exception resolution (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil		26/10/2021	

Action Register

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Applied Filters

Date Completed Range: 30th Sep 2021 to 27th Oct 2021

Start Meeting Date: 16th Feb 2021

End Meeting Date: 27th Oct 2021

Meeting Types: Ordinary Council Meeting, Special Council Meeting

Generated By: Coordinator Governance and Strategy
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Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
18/05/2021	Ordinary Council Meeting - 18 May 2021	13.3	Edward Millen Reserve Landscape Detailed Design	Report to be provided at later date	**COUNCIL RESOLUTION (94/2021):** **Moved:** Mayor Karen Vernon **Seconded:** Cr Vicki Potter That Council: 1. Notes the Detailed Design documentation for Edward Millen Reserve Landscape Master Plan prepared by Hassell. 2. Approves the Town to refer the Detailed Design documentation to the Department of Planning Lands and Heritage to assess and advise on as soon as possible. 3. Requests the Chief Executive Officer to provide a report to Council in June 2021 outlining options for Council to consider a reduction in the scope of the works for the Detailed Design to bring the cost of construction to: (a) No more than $6 million; (b) No more than $7 million. 4. Endorses community consultation to be undertaken on a proposal to rename Edward Millen House and Park to "Elizabeth Baillie House" and "Elizabeth Baillie Park" and present that naming proposal to the Department of Planning Lands and Heritage and the Heritage Council as a formal request. 5. Defers further consideration of the Edward Millen Heritage Precinct logo as attached to this report until after receipt of the Department of Planning Lands and Heritage advice in points 2 and 4 above. 6. Authorises the Chief Executive Officer and Mayor to execute all lease documentation in relation to 15 Hillview Terrace East, Victoria Park required to achieve the relocation of Disability Services from the Hillview Clinic building to allow for the Edward Millen Adaptive Heritage and Landscape Redevelopment to progress. **Carried (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife, Cr Jesvin Karimi **Against:** nil	**14/06/2021 Property Development Manager** 1) Approves the Town to refer the Detailed Design documentation to the Department of Planning Lands and Heritage to assess and advise on as soon as possible: This will be undertaken once Council provide an endorsed option. 2) Requests the Chief Executive Officer to provide a report to Council in June 2021 outlining options for Council to consider a reduction in the scope of the works for the Detailed Design to bring the cost of construction to: (a) No more than $6 million; (b) No more than $7 million. Report completed for June OCM. 3) Endorses community consultation to be undertaken on a proposal to rename Edward Millen House and Park to "Elizabeth Baillie House" and "Elizabeth Baillie Park" and present that naming proposal to the Department of Planning Lands and Heritage and the Heritage Council as a formal request. Currently in progress soon to be launched on your thoughts. 4) Defers further consideration of the Edward Millen Heritage Precinct logo as attached to this report until after receipt of the Department of Planning Lands and Heritage advice in points 2 and 4 above. Noted. 5) Authorises the Chief Executive Officer and Mayor to execute all lease documentation in relation to 15 Hillview Terrace East, Victoria Park required to achieve the relocation of Disability Services from the Hillview Clinic building to allow for the Edward Millen Adaptive Heritage and Landscape Redevelopment to progress. Meeting with Minister for Disability Services is being progressed. **7/09/2021 Property Development Manager** That Council: 1. Notes the Detailed Design documentation for Edward Millen Reserve Landscape Master Plan prepared by Hassell. COMPLETED 2. Approves the Town to refer the Detailed Design documentation to the Department of Planning Lands and Heritage to assess and advise on as soon as possible. WAITING FOR CHANGES TO TENDER DOCS	01/12/2021	01/10/2021

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
						3. Requests the Chief Executive Officer to provide a report to Council in June 2021 outlining options for Council to consider a reduction in the scope of the works for the Detailed Design to bring the cost of construction to: (a) No more than $6 million; (b) No more than $7 million. COMPLETED 4. Endorses community consultation to be undertaken on a proposal to rename Edward Millen House and Park to "Elizabeth Baillie House" and "Elizabeth Baillie Park" and present that naming proposal to the Department of Planning Lands and Heritage and the Heritage Council as a formal request. COMMUNITY ENGAGEMENT HAS BEEN COMPLETED GATHERING OTHER REQUIRED INFORMATION 5. Defers further consideration of the Edward Millen Heritage Precinct logo as attached to this report until after receipt of the Department of Planning Lands and Heritage advice in points 2 and 4 above. 6. Authorises the Chief Executive Officer and Mayor to execute all lease documentation in relation to 15 Hillview Terrace East, Victoria Park required to achieve the relocation of Disability Services from the Hillview Clinic building to allow for the Edward Millen Adaptive Heritage and Landscape Redevelopment to progress.		
03/06/2021	Special Council Meeting - 3 June 2021	9.1	Independent Audit Report and Annual Financial Report 2019-2020	Report to be provided at later date	**COUNCIL RESOLUTION (103/2021):** **Moved:** Mayor Karen Vernon **Seconded:** Cr Vicki Potter That Council: 1. Accepts the Annual Report 2019/2020 and the Annual Financial Report for the 2019/2020 financial year, as attached; subject to the following: a) Delete the paragraph beginning "Zone 2X...pathways" on page 23 and insert the following "Zone 2X was named Koolbardi Park after the Australian Magpie." b) Delete the heading "Fee Waivers for COVID19 Pandemic as per the April Special Council Resolution" on the second table on page 59 and insert the following heading "fee waivers for Junior Sport as per the December 2000 resolution" 2. Notes the Independent Auditor's report on the Audit of the Financial Report 3. Requests the Chief Executive Officer to convene the Annual Meeting of Electors, to be held at 6pm on Tuesday 29 June 2021 in the Council Chambers, 99 Shepperton Road, Victoria Park WA 6100, for the purpose of presenting the Annual Report for 2019/2020 and any other general business. 4. Requests the Chief Executive Officer to carry out a lessons learnt exercise for the development of the 2019/2020 Annual Report and the 2019/2020 Annual Financial Report with relevant internal and external stakeholders; 5. Present a lessons learnt report and any identified improvements for the development of the 2020/2021 Annual Report and the 2020/2021 Annual Financial Report to Elected Members by 30 September 2021. **Carried (8 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Jesvin Karimi **Against:** nil	**10/06/2021 Finance Manager** Annual Financial Report lodged with Minister for Local Government through Portal **23/09/2021 Manager Stakeholder Relations** Lessons learnt from Communications provided to CFO 31 August. **22/10/2021 Governance Officer** 1. Annual report was updated. 2. No action required. 3. Annual Meeting held 28 July 2021 – delay due to COVID-19. 4. Lessons learned report presented to elected members via the Councillor Portal on 30 September 2021.	17/06/2021	25/10/2021

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
15/06/2021	Ordinary Council Meeting - 15 June 2021	12.4	Blue Tree Project Additional Investigation	Finished	**COUNCIL RESOLUTION (113/2021):** **Moved:** Cr Ronhhda Potter **Seconded:** Cr Vicki Potter That Council: 1. Supports the Town to participate in the Blue Tree Project by painting a tree, utilising the dead tree in Lathlain Park Zone 2 adjacent to oval two for the project subject to receipt of satisfactory expert arboricultural and wildlife reports, as part of Mental Health Week 2021. 2. Lighting up the fountains blue at G.O. Edwards Park during the week. 3. Requests the Chief Executive Officer to investigate the possibility of lighting up the base of the pine tree at the roundabout on Albany Highway and Kent Street and the tree lighting at Rayment Park, Lathlain with a blue colour during Mental Health Week. 4. Should point 1 not be achieved, participates in the Blue Tree Project during 2022/23 financial year by installing a metal blue tree within the Town. **Carried (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife, Cr Jesvin Karimi **Against:** nil	**22/06/2021 Manager Infrastructure Operations** An arborist report, will be completed on the proposed tree in zone 2 within the next 6 weeks. Quotes have been sought to change the uplighting under the trees at Rayment Park and Isiah Park for Mental Health week. The Town will continue to seek a report on the tree painting effect on birdlife. **3/08/2021 Coordinator Community Development** Two reports have been received and update will be provided to EMs by an EM portal post in the next week. Planning for Mental Health Week 2021 and painting of the tree is well underway. **2/09/2021 Coordinator Community Development** EM portal post completed with positive feedback from EMs. Event for tree painting is planned for 9 October. Details to be distributed to EMs and community in the coming week or two. **14/10/2021 Coordinator Community Development** Community painting day and final painting of tree has been completed. Also additional locations including G.O. Edwards, Isaia Corner and Rayment Park were all lit up blue during Mental Health Week 2021.	15/10/2021	14/10/2021
20/07/2021	Ordinary Council Meeting - 20 July 2021	13.3	Edward Millen Reserve Landscape Tender Option Analysis	Report to be provided at later date	**COUNCIL RESOLUTION (160/2021):** **Moved:** Mayor Karen Vernon **Seconded:** Cr Wilfred Hendriks That Council: 1. Approve the $7.5m cost option for the Edward Millen Reserve construction budget. 2. That a changing places changeroom be included in the $7.5 million dollar cost option for the Edward Millen Reserve construction budget 3. List for consideration an additional budget amount in the 2021/22 financial year for the recommended $7.5m option. 4. Authorise the use of the funds from the Edward Millen Reserve to contribute to the funding of the Edward Millen Reserve landscape redevelopment, as per the agreed intended use of the funds. 5. Notes the proposed funding for the Edward Millen Reserve project includes the indicative amount of $2.5m (Ordinary Council Meeting 17/11/20) listed for consideration in the draft Long Term Financial Plan. 6. Endorse the Town to continue to advocate for additional funding sources, with the understanding that any potential additional funding is considered in the final Tender construction budget. 7. Approve the Town going to tender for the $7.5m option and to allow the preferred tenderer to show value for money opportunities in separable portion(s) to arrive at the higher cost detailed design drawings. 8. Note that the Tender will be released at the most appropriate time to complement the Adaptive Heritage Redevelopment of the Edward Millen buildings. **Carried (9 - 0)**	**27/07/2021 Property Development Manager** To included the changes places facility in the Tender process. To inform finance of the budget approvals - have emailed finance the resolutions To release the Tender at the most appropriate timing in relation to the overall heritage redevelopment project.	31/03/2022	01/10/2021

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
					For: Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** nil			
17/08/2021	Ordinary Council Meeting - 17 August 2021	12.5	Youth Plan	Report to be provided at later date	**COUNCIL RESOLUTION (184/2021):** **Moved:** Cr Brian Oliver **Seconded:** Cr Vicki Potter That Council endorses the Town of Victoria Park Youth Plan, as shown in Attachment 1. **Carried by exception resolution (8 - 0)** **For:** Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil	**2/09/2021 Coordinator Community Development** Graphic design of plan currently being completed to the upload to website, etc. **14/10/2021 Coordinator Community Development** Update on plan provided through EM portal. Graphic design nearly complete. **26/10/2021 Coordinator Community Development** Final graphically designed Youth Plan has been added to the website and some hard copies printed.	29/10/2021	27/10/2021
17/08/2021	Ordinary Council Meeting - 17 August 2021	17.1	Cr Vicki Potter - Revocation of Council Decision 17.1 of 10 October 2017	Report to be provided at later date	**COUNCIL RESOLUTION (195/2021):** **Moved:** Cr Vicki Potter **Seconded:** Cr Ronhhda Potter That Council rescinds the following decision of Council made at the 10 October 2017 Council meeting: *"That Council:* 1. *That the Council reaffirm that the Town of Victoria Park continue to celebrate Australia Day each and every year on the date designated by the Federal Government and continue to host its Australia Day Citizenship ceremony as authorised by the Federal government and citizen of the year awards on that day.* 2. *The Council acknowledges that the Town's Aboriginal Engagement Strategy Group be given the opportunity to commence respectful conversations relating to the meaning of January 26, with Elected Members and the Town's Administration."* **Carried (8 - 0)** **For:** Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil	**30/08/2021 Manager Community** The Town is working with Auspire Awards regarding a new date for the Citizen of the Year awards ceremony; The Town will continue to work with the Mindeera Advisory Group to progress respectful discussions regarding 26 Jan. Vic Park Collective has approached the Town regarding how to progress conversations regarding 26 Jan moving forward. **3/09/2021 Coordinator Governance and Strategy** No further action required for Governance. **13/09/2021 Manager Community** On 13 Sept 2021, C-Suite endorsed an approach of engagement with the Mayor, to occur Fri 17 Sept 2021 to discuss the proposed approach. This includes rescheduling the Citizenship Awards date to 5 Dec 2021, to coincide with International Volunteers Day. If supported, this will be further socialised with EM's, likely via the EM Portal. **28/09/2021 Manager Community** On 13 Sept 2021, C-Suite endorsed an approach of engagement with the Mayor, to occur Fri 17 September 2021 to discuss the proposed approach. This includes rescheduling the Citizenship Awards date to 5 Dec 2021, to coincide with International Volunteers Day. After discussion with the Mayor on Fri 17 September 2021, a decision has been made to align the Citizenship Awards with the Twilight Trio at the end of November 2021. This approach will be further socialised with Elected Members's, likely via the EM Portal by 1 October 2021. **14/10/2021 Manager Community** It has been agreed that the Town will recognise the Citizen of the Year Awards at the 27 November 2021 Retro Replay Twilight Trio event to be held at Parnham Park, Carlisle.	15/10/2021	14/10/2021
21/09/2021	Ordinary	11.1	Minor review	Finished	**COUNCIL RESOLUTION (218/2021):**	**28/09/2021 Corporate Strategy and Risk Advisor**	22/10/2021	19/10/2021

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
	Council Meeting - 21 September 2021		of Corporate Business Plan		**Moved:** Mayor Karen Vernon **Seconded:** Cr Vicki Potter That Council: 1. Endorses amendments to the Corporate Business Plan 2017-2022, as contained in the analysis section of this report. 2. Requests the Chief Executive Officer to publish the amended version of the Corporate Business Plan 2017-2022. 3. 3. Requests the Chief Executive Officer to present the 2022 major review of the Corporate Business Plan to Council at the same time as the 2022/23 Annual Budget. **Carried (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil	Changes sent to Graphic Design Weds 22 September. **4/10/2021 Corporate Strategy and Risk Advisor** Required changes made in CAMMS. **19/10/2021 Corporate Strategy and Risk Advisor** Updated document uploaded to website.		
21/09/2021	Ordinary Council Meeting - 21 September 2021	12.1	No. 789 Albany Highway - Retrospective Approval for Additions/Alterations to Motor Vehicle Wash and Signs	Report to be provided at later date	**PROCEDURAL MOTION** **Moved:** Mayor Karen Vernon **Seconded:** Cr Claire Anderson That Council refer item 12.1 back to the Chief Executive Officer. **Carried (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil **Reason:** The applicant has requested additional time to provide supporting information for their application.	**20/10/2021 Manager Development Services** Awaiting the submission of additional information by the applicant.	05/10/2021	20/10/2021
21/09/2021	Ordinary Council Meeting - 21 September 2021	12.3	77A Ashburton Street, East Victoria Park - Proposed Home Business (Yoga Hut)	Finished	**COUNCIL RESOLUTION (215/2021):** **Moved:** Cr Bronwyn Ife **Seconded:** Cr Brian Oliver That Council : 1. Approves the application submitted by Julia Kimberley Williams (DA Ref: 5.2020.652.1) for retrospective approval for home business at 77A (Lot 119) Ashburton Street, East Victoria Park in accordance with the provisions of the Town of Victoria Park Town Planning Scheme No. 1 and the Metropolitan Region Scheme subject to the following conditions: a) This development approval is valid for a period of 12 months from the date of this approval. On or prior to the end of this period, the use shall cease or the applicant shall apply for and obtain further approval to continue the use. b) Class sizes be limited to a maximum of four participants per class c) The applicant shall ensure that a minimum of three client vehicles park off the street in tandem formation on her property d) There shall be at least a thirty-minute gap between classes; and e) Classes shall only be held Monday to Thursday between 5pm and 8.30pm 2. Requests the Chief Executive Officer to consult with the surrounding residents to seek feedback on the impact of the amenity of the area and to inform the application process if the client chooses to apply for approval again at the end of the trial period. **Carried (8 - 0)**	**30/09/2021 Coordinator Urban Planning** Approval notice and plans issued.	05/10/2021	30/09/2021

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
					For: Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks and Cr Bronwyn Ife **Against:** Nil			
21/09/2021	Ordinary Council Meeting - 21 September 2021	15.1	Review of Policy 404 - Fireworks management	Report to be provided at later date	**COUNCIL RESOLUTION (210/2021):** **Moved:** Cr Brian Oliver **Seconded:** Cr Vicki Potter That Council: 1. Endorse the draft revised Policy 404 – Fireworks Management (as shown in Attachment 2) for public consultation; subject to the following amendment: 1. Amend point 1 of the policy to read as follows: "When considering a Fireworks Event Notice, the Town's principal considerations will include: a. The environmental health impact of the fireworks event upon the community and surrounding natural environment (including surrounding bird and animal life); including but not limited to the noise impact b. Ensuring the community is reasonably informed of the fireworks event. 2. Give local public notice for a period of 28 days that comprise a notice in a local newspaper for three consecutive weeks and notice via the Town of Victoria Park's social media channels and Your Thoughts. **Carried by exception resolution (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil	**4/10/2021 Principal Environmental Health Officer** The Principal Environmental Health Officer has commenced actioning this resolution. Meeting between PEHO ,Acting Manager and Comms/Engagement Coordinator has occurred. Public Consultation advertising materials are being prepared with a view to advertising it after Council Elections which is scheduled for 16 October. It is therefore planned to be advertised as from 21 October 2021 for a period of 28 days.	05/10/2021	04/10/2021
21/09/2021	Ordinary Council Meeting - 21 September 2021	15.2	Interim Audit Report	Report to be provided at later date	**COUNCIL RESOLUTION (211/2021):** **Moved:** Cr Brian Oliver **Seconded:** Cr Vicki Potter That Council: 1. Notes the matters and comments arising from the Auditor's 2020-2021 Interim Audit. 2. Endorses the Management Responses to those matters as contained within the body of the attached report subject to the following further amendment in the management response to finding 2: 'the CEO is required to ensure all Managers sign payroll authorisation forms.' **Carried by exception resolution (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil	**30/09/2021 Finance Manager** Updated Interim Audit comments sent to KPMG and OAG for finalisation for further report back to Audit Committe and Council	05/10/2021	30/09/2021
21/09/2021	Ordinary Council Meeting -	15.3	Proposed Internal Audit Program FY	Report to be provided	**COUNCIL RESOLUTION (212/2021):** **Moved:** Cr Brian Oliver **Seconded:** Cr Vicki Potter	**27/10/2021 Manager Governance and Strategy** An auditor will be appointed in November to carry out the adopted Internal Audit	05/10/2021	27/10/2021

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
	21 September 2021		21/22	at later date	That Council adopts the Internal Audit Program to be undertaken in the 2021/2022 financial year and notes future internal audit scope proposals for 2022/2023, as included in Attachment 1. **Carried by exception resolution (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil	Program.		
21/09/2021	Ordinary Council Meeting - 21 September 2021	15.4	Audit Activity Report	Report to be provided at later date	**COUNCIL RESOLUTION (213/2021):** **Moved:** Cr Brian Oliver **Seconded:** Cr Vicki Potter That the Audit and Risk Committee recommends that Council receives the confidential Audit Activity Report as attached, noting that only one medium risk finding remains outstanding. **Carried by exception resolution (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil	**27/10/2021 Manager Governance and Strategy** No further action required.	05/10/2021	27/10/2021
21/09/2021	Ordinary Council Meeting - 21 September 2021	15.5	Internal Audit Report Integrity audit incorporating Fraud and Corruption Detection	Report to be provided at later date	**COUNCIL RESOLUTION (214/2021):** **Moved:** Cr Brian Oliver **Seconded:** Cr Vicki Potter That the Audit and Risk Committee recommends that Council: 1. Notes that an internal audit on Integrity and Fraud and Corruption Detection Reporting has been conducted and there were five medium risk matters identified that require action. 2. Notes that the 'medium' rated observations be listed on the Internal Audit Activity Confidential Report for Audit and Risk Committee review until completed. **Carried by exception resolution (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil	**27/10/2021 Manager Governance and Strategy** No further action required.	05/10/2021	27/10/2021
12/10/2021	Ordinary Council Meeting - 12 October 2021	11.1	Quarterly reporting - October 2021	Finished	**COUNCIL RESOLUTION (229/2021):** **Moved:** Cr Brian Oliver **Seconded:** Cr Vicki Potter That Council: 1. Requests the Chief Executive Officer to present to Council quarterly progress reports on the actions, projects and outcomes within the 2021/2022 Annual Strategic Project Plan. 2. Requests the Chief Executive Officer to present to Council quarterly progress reports on the programs within the Community Benefits Strategy 2019-2024. 3. Receives the quarterly written progress reports, for October 2021, relating to the: a) Corporate Business Plan b) 2021/2022 Annual Strategic Project Plan	**14/10/2021 Corporate Strategy and Risk Advisor** No action required.	26/10/2021	14/10/2021

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
					c) Five-year capital works program d) Economic Development Strategy e) Urban Forest Program f) Reconciliation Action Plan g) Disability Access and Inclusion Plan h) Community Benefits Strategy i) Climate Emergency Plan **Carried (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil			
12/10/2021	Ordinary Council Meeting - 12 October 2021	11.2	Council Resolutions Status Report	Report to be provided at later date	**COUNCIL RESOLUTION (225/2021):** **Moved:** Mayor Karen Vernon **Seconded:** Cr Vicki Potter That Council: 1. Notes the Outstanding Council Resolutions Report as shown in attachment 1; and 2. Notes the Completed Council Resolutions Report as shown in attachment 2. **Carried by exception resolution (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil	**26/10/2021 Coordinator Governance and Strategy** No further action required.	26/10/2021	26/10/2021
12/10/2021	Ordinary Council Meeting - 12 October 2021	12.1	Burswood South Streetscape Improvement Plan - draft for advertising	Report to be provided at later date	**COUNCIL RESOLUTION (226/2021):** **Moved:** Mayor Karen Vernon **Seconded:** Cr Vicki Potter That Council endorses the draft Burswood South Streetscape Improvement Plan (October 2021) for public advertising as contained in Attachment 2. **Carried by exception resolution (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil	**19/10/2021 Senior Place Leader (Strategic Planning)** Advertising commenced and closes on 8 Nov, results will be presented back to Council early 2022.	26/10/2021	25/10/2021
12/10/2021	Ordinary Council Meeting - 12 October 2021	12.2	Local Development Plan - 384 Berwick Street, East Victoria Park	Report to be provided at later date	**COUNCIL RESOLUTION (231/2021):** **Moved:** Cr Brian Oliver **Seconded:** Mayor Karen Vernon That Council: 1. Rejects the Local Development Plan submitted by Rowe Group Pty Ltd (DA Ref: 5.2021.384.1) at No. 384 (Lot 3) Berwick Street, East Victoria Park, pursuant to Schedule 2, Part 6, clause 52(1)(a) of the Planning and Development (Local Planning Schemes) Regulations 2015 due to the impact of the nil setback on the adjacent bushland. 2. Advise those persons who lodged a submission regarding the application of Council's decision. **Carried (9 - 0)**	**21/10/2021 Coordinator Urban Planning** Both applicant and submitters have been notified, in writing, of Council's decision.	26/10/2021	21/10/2021

Meeting Date	Document	Item No.	Item	Status	Action Required	Action Taken	Due Date	Completed (Overdue)
					For: Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil			
12/10/2021	Ordinary Council Meeting - 12 October 2021	13.1	TVP-21-04 Fletcher Park Grounds Maintenance Services	Report to be provided at later date	**COUNCIL RESOLUTION (232/2021):** **Moved:** Mayor Karen Vernon **Seconded:** Cr Vicki Potter That Council awards the contract associated with TVP/21/04 Fletcher Park Grounds Maintenance Services, to Green Options Pty Ltd (ABN: 59 002 456 797), for the maintenance of Fletcher Park active reserve, with the terms and conditions as outlined in the contract, for the lump sum price of $551,731.53 (excluding GST) over 3 years. **Lost (2 - 7)** **For:** Cr Ronhhda Potter and Cr Brian Oliver **Against:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi	**14/10/2021 Manager Infrastructure Operations** Given no tender accepted, the Town will undertake interim options regarding the ongoing maintenance of the site.	26/10/2021	25/10/2021
12/10/2021	Ordinary Council Meeting - 12 October 2021	14.1	Schedule of Accounts for August 2021	Report to be provided at later date	**COUNCIL RESOLUTION (227/2021):** **Moved:** Mayor Karen Vernon **Seconded:** Cr Vicki Potter That Council: 1. Confirms the accounts for August 2021, as included in the attachment, pursuant to Regulation 13 of the *Local Government (Financial Management) Regulations 1996*. 2. Confirms the direct lodgement of payroll payments to the personal bank accounts of employees, pursuant to Regulation 13 of the *Local Government (Financial Management) Regulations 1996*. **Carried by exception resolution (9 - 0)** **For:** Mayor Karen Vernon, Cr Claire Anderson, Cr Vicki Potter, Cr Ronhhda Potter, Cr Brian Oliver, Cr Luana Lisandro, Cr Wilfred Hendriks, Cr Bronwyn Ife and Cr Jesvin Karimi **Against:** Nil	**14/10/2021 Financial Services Controller** Noted resolution	26/10/2021	14/10/2021

TOWN OF VICTORIA PARK

Request for Proposal (RFP)	**Design Review Panel**
Deadline	**2.00pm (WST), Monday 06 September 2021**
Address for Delivery	**https://portal.tenderlink.com/vicpark/** Facsimile, Mail, Electronic Mailed and Hand Delivered Responses **WILL NOT** be Accepted
RFP Number	**TVP/21/07**

Please ensure that you quote the RFP number on all correspondence relating to this RFP.

Submissions are to be received by the closing time and date.
Late Responses will not be accepted. No facsimile or e-mail Responses will be accepted.

WE'RE OPEN VIC PARK

DRAFT

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1 CONDITIONS OF RESPONDING

The Town is inviting Responses, in accordance with the terms and conditions of this Request, from professionals in the fields of Architecture, Urban Design, Landscape Architecture, Building Services and/or Sustainability to be appointed as new members of the Principal's Design Review Panel starting from 1st December 2021.

A full statement of the Requirements required under the proposed contract appears in the Specification Part 2.

1.1 DEFINITIONS

Below is a summary of some of the important defined terms used in this Request.

Attachments:	The documents you attach as part of your Response.
Contractor:	Means the person or persons, corporation or corporations whose Response is accepted by the Principal, including the executors or administrators, successors and assignments of such person or persons, corporation or corporations.
Deadline:	The deadline for lodgement of your Response as detailed on the front cover of this Request.
General Conditions of Contract:	Means the General Conditions of Contract nominated in Part 3 and incorporated in a Contract in accordance with the Offer.
Offer:	Your offer to supply the Requirements.
Principal:	Town of Victoria Park or the Town represented by the Principal's Representative or his/her representative.
Request or RFP or Request for Proposal:	This document.
Requirements:	All requirements as mentioned in this Request.
Selection Criteria:	The criteria used by the Principal in evaluating your Response.
Special Conditions:	The additional contractual terms (if applicable).
Specification:	The Statement of Requirements that the Principal requests you to provide if selected.
Response:	Completed Offer form, Response to the Selection Criteria and Attachments.
Respondent:	Someone who has or intends to submit an Offer to the Principal.
Tenderlink:	Means the web-based portal to be used for downloading RFP documents, raising queries in the online forum during the Response Open Period and lodgement of Responses. This medium operates through the website https://www.tenderlink.com/vicpark/

1.2 DOCUMENTS

This Request for Proposal is comprised of the following parts:

Part 1 – Conditions for Responding *(read and keep this part)*. PDF

Part 2 – Specification and/or plans/drawings *(read and keep this part)*. PDF

Part 3 – General Conditions of Contract *(read and keep this part)*. PDF

Part 4 – Respondent's Offer (Form of Response) ***(complete and return this part)***. PDF and WORD formats

Separate Documents:

The following documents will be integral part of this Request for Proposal:

i) Addenda and any other special correspondence issued to Respondents by the Principal.

ii) Any other policy or document referred to but not attached to the Request.

1.3 HOW TO PREPARE YOUR RESPONSE

During preparation of Response documents, Respondents should:

i) Carefully read all parts of this document;

ii) Ensure you understand the Requirements;

iii) Complete and return the filled-in Form of Response (Part 5) in all respects; and,

iv) Make sure that the Form of Response is signed-off by the authorised Respondent's representative and have responded to all Selection Criteria.

v) Make sure you have signed the Offer form and responded to all of the Selection Criteria; and

vi) Lodge your Response before the Deadline.

1.4 CONTACT PERSONS

Respondents should not rely on any other information provided by any person not listed below:

Contractual Enquiries		**Technical Enquiries**	
Name	**Viviane Franco/Sumita D'Silva**	**Name**	**Robert Cruickshank**
Position	Contracts and Procurement Officer/Senior Procurement Officer	Position	Manager Development Services
Telephone	(08) 9311 8111	Telephone	(08) 9311 8111
Email	admin@vicpark.wa.gov.au	Email	admin@vicpark.wa.gov.au

Any requests for information or clarification must be made in writing, preferably through the Response forum at https://portal.tenderlink.com.au/vicpark/ and may become an Addendum to this Request.

No requests for information or clarification to the Request Documents will be accepted later than three (3) working days prior to the deadline for this Request.

1.5 BRIEFING/SITE INSPECTION

Not applicable.

1.6 LODGEMENT OF RESPONSES AND DELIVERY METHOD

The Response must be lodged latest by the Deadline. The Deadline for this request is stated on the cover page of this RFP.

Submissions are to be lodged electronically by utilising the Tenderlink E-Tendering website: https://portal.tenderlink.com/vicpark/

***Electronic mail Responses and Responses submitted by Facsimile will not be* accepted.**

Respondents must ensure that all electronic submission files are clearly named with the:

1. Principal's RFP Number (i.e., TVP/21/07); and
2. Respondent's Name

The Principal's preferred format for the main submission is a single (1) PDF file readable by Adobe Acrobat (PDF) or Microsoft Office – 2003, 2007 and 2010 applications.

Any brochures, pamphlets or other supporting documentation shall be included either in the same file or a separate file. If in a separate file; such documentation shall be fully cross referenced to the appropriate section of the submission.

All pages shall be numbered consecutively, and the Response shall include an index.

Where Respondents lodge more than one (1) submission for the RFP, the RFP documents and electronic files shall be clearly labelled and named to identify whether the submission:

- Supersedes a previously lodged Response;
- Is an Alternative; or
- Is additional to a previously lodged Response.

1.7 REJECTION OF RESPONSES

A Response will be rejected without consideration of its merits in the event that:

i) it is not submitted before the Deadline; or

ii) it is not submitted at the place specified in the Request; or

iii) it may be rejected if it fails to comply with any other requirements of the Request.

1.8 LATE RESPONSES

Responses received:

i) after the Deadline; or

ii) in a place other than that stipulated in this Request;

will not be accepted for evaluation.

1.9 ACCEPTANCE OF RESPONSE

Unless otherwise stated in this Request, Responses may be for all or part of the Requirements and may be accepted by the Principal either wholly or in part. The Principal is not bound to accept the lowest Response and may reject any or all Responses submitted.

1.10 LODGEMENT OF A RESPONSE BY THE PRINCIPAL

The Principal **does not** intend to submit an in-house Response.

1.11 DISCLOSURE OF CONTRACT INFORMATION

Documents and other information relevant to the contract may be disclosed when required by law under the *Freedom of Information Act 1992* or under a Court order.

All Respondents will be given particulars of the successful Respondent(s) or advising that no Response was accepted.

1.12 RESPONSE VALIDITY PERIOD

All Responses will remain valid and open for acceptance for a minimum period of ninety (90) days from the Deadline or forty-five (45) days from the Principal's resolution for determining the Response, whichever is the later unless extended on mutual agreement between the Principal and the Respondent in writing.

1.13 PRECEDENCE OF DOCUMENTS

In the event of there being any conflict or inconsistency between the terms and conditions in this Request and those in the General Conditions of Contract, the terms and conditions appearing in this Request will have precedence.

1.14 ALTERNATIVE RESPONSES

All Alternative Responses may be accompanied by a conforming Response.

Responses submitted as Alternative Responses or made subject to conditions other than the General and Special Conditions of Contract must in all cases be clearly marked "**Alternative Response**".

The Principal may in its absolute discretion reject any Alternative Response as invalid.

Any printed "General Conditions of Contract" shown on the reverse of a Respondent's letter or quotation form will not be binding on the Principal in the event of a Contract being awarded unless the Response is marked as an Alternative Response.

1.15 RESPONDENTS TO INFORM THEMSELVES

Respondents shall be deemed to have:

i) examined the Request and any other information available in writing to Respondents for the purpose of responding;

ii) examined all further information relevant to the risks, contingencies, and other circumstances having an effect on their Response which is obtainable by the making of reasonable enquires;

iii) satisfied themselves as to the correctness and sufficiency of their Responses including submitted prices which shall be deemed to cover the cost of complying with all the Conditions of Responding and of all matters and things necessary for the due and proper performance and completion of the work described therein;

iv) acknowledged that the Principal may enter into negotiations with Respondent(s) and that negotiations are to be carried out in good faith; and

v) satisfied themselves they have a full set of the Request documents and all relevant attachments.

Failure by the Respondent to have done all or any of the foregoing shall not relieve the successful Respondent of its obligations to perform the proposed Contract in accordance with the terms of the proposed Contract.

1.16 VALUE FOR MONEY POLICY

Value for money is a key Council policy objective to ensure that when purchasing goods or services, the Town achieves the best possible outcome for every dollar spent by assessing the costs and benefits to the Town and the community, rather than simply selecting the lowest price offered.

In assessing the costs and benefits to the Town and the community, "Buy Local" Policy considerations are also taken into account.

1.17 OCCUPATIONAL SAFETY AND HEALTH

All Respondents shall ensure that their plant, equipment and personnel comply with the Occupational Safety and Health Act 1984 and the Occupational Safety and Health Regulations of 1996 and any amendments thereafter.

1.18 DISABILITY ACCESS AND INCLUSION PLAN

It is a requirement of the Disability Services Act that public authorities must take all practical measures to ensure that the DAIP is implemented by its officers, employees, agents and contractors.

If the contract involves the supply of services to the public, then the successful Contractor will:

a) to the extent practicable, implement the Customer's "Disability Access and Inclusion Plan" prepared under the Disability Services Act 1993;

b) provide a report to the Town in each year of the Contract Term reporting on the extent to which the successful Contractor has implemented the Town's Disability Access and Inclusion Plan

1.19 ALTERATIONS

The Respondent must not alter or add to the Request documents unless required by these Conditions of Responding.

The Principal will issue an addendum to all registered Respondents where matters of significance make it necessary to amend or supplement the issued Request documents before the Deadline.

1.20 RISK ASSESSMENT

The Principal may have access to and give consideration to:

i) any risk assessment undertaken by any credit rating agency;

ii) any financial analytical assessment undertaken by any agency; and

iii) any information produced by the Bank, financial institution, or accountant of a Respondent;

to assess that Response and may consider such materials as tools in the Response assessment process.

Respondents may be required to undertake to provide to the Principal (or its nominated agent) upon request all such information as the Principal reasonably requires satisfying itself that Respondents are financially viable and have the financial capability to provide the Services for which they are submitting and meet their obligations under any proposed Contract. The Principal reserves the right to engage (at its own cost) an independent financial assessor as a nominated agent to conduct financial assessments under conditions of strict confidentiality. For this assessment to be completed, a representative from the nominated agent may contact you concerning the financial information that you are required to provide.

The financial assessment is specifically for use by the Principal for the purpose of assessing Respondents and will be treated as strictly confidential.

1.21 EVALUATION PROCESS

This is a Request for Proposal (RFP). Your Response will be evaluated using information provided in your Response.

Selection Criteria

1.21.1 The Contract may be awarded to a panel of eight (8) Respondents who best demonstrates the ability to provide quality services at the proposed consulting fee.

Any submitted information will be assessed together with Compliance and Qualitative criteria to determine the most advantageous outcome to the Principal.

The Design Review Panel is to comprise of eight (8) professionals, being two (2) professionals from each of the following fields:

i) Architecture;

ii) Urban Design;

iii) Landscape architecture;

iv) Building services and/or sustainability.

1.21.2 Evaluation methodology to be used in respect of this Request:

(1) Responses are checked for completeness and compliance. Responses that do not contain all information requested (e.g., completed Offer form and attachments) may be excluded from evaluation.

(2) Responses are assessed against the Qualitative Criteria. The most suitable Respondents may be shortlisted and may also be required to clarify the Response, make a presentation to the Principal, or provide further policy information. Referees may also be contacted prior to the final recommendation.

(3) A recommendation report will be presented to the Principal.

(4) All Respondents will be advised of the outcome and a letter of award will be sent to successful Respondents.

1.21.3 Compliance Criteria

These criteria will not be point scored. Each Response will be assessed on a Yes/No basis as to whether the criterion is satisfactorily met. An assessment of "No" against any criterion may eliminate the Response from consideration. Refer to Clause 4.2 of this Request for full details on each compliance criterion.

1.21.4 Qualitative Criteria

The Town has adopted a best value for money approach to this Request.

(1) A scoring system will be used as part of the assessment of the qualitative criteria. Unless otherwise stated, a Response that provides all the information requested will be assessed as satisfactory. A Response demonstrating greater satisfaction of each of these criteria will result in a greater score. The aggregate score of each Response will be used as one of the factors in the final assessment of the qualitative criteria and in the overall assessment of value for money.

(2) In determining the most advantageous Response, the Evaluation Panel will score each Response against the qualitative criteria.

(3) It is essential that Respondents address each qualitative criterion. Failure to provide the specified information may result in elimination of the submission from further evaluation.

(4) The Principal will consider the extent to which the Response satisfies the Qualitative Criteria and reserves the right to reject any response that does not properly address and satisfy any of the Qualitative Criteria.

(5) The Qualitative Criteria are weighted according to their relevance and importance to the performance requirements of the proposed Contract.

Before responding to the following qualitative criteria:

(1) Assume that the Evaluation Panel has no previous knowledge of your organisation, its activities or experience;

(2) Provide full details for any claims, statements or examples used to address the qualitative criteria; and

(3) Address each criterion.

Failure to provide the specified information may result in elimination from the quotation evaluation process or a low score.

The following qualitative criteria shall be applied in the assessment/evaluation of Responses.

Local Knowledge of the Town of Victoria Park	15%
Experience in Design Review	40%
Experience in New Developments and Planning	20%
Skills and Experience in Nominated Fields	25%

Refer to Clause 4.3 of this Request for full details on each qualitative criterion.

1.22 REPLACEMENT OF PANEL MEMBERS

During the term of the appointment, should a Panel member leave the Panel for any reason, the Principal reserves the right to replace the Panel member with the next ranked Respondent determined in the value for money assessment should that Respondent agree to do so.

1.23 PRICE BASIS

All prices for goods/services offered under this Request are to be fixed for the term of the Contract and shall not be subject to Rise and Fall formula. Members of the Panel will be paid at the all-inclusive rate of $250 per hour plus GST. Refer to Clause 2.6.2 of this Request.

1.24 OWNERSHIP OF RESPONSES

All documents, materials, articles and information submitted by the Respondent as part of or in support of the Response will be become upon submission the absolute property of the Principal and will not be returned to the Respondent at the conclusion of this procurement process provided that the Respondent be entitled to retain copyright and other intellectual property rights therein, unless otherwise provided by the Contract.

1.25 CANVASSING OF OFFICIALS

If the Respondent, whether personally or by an agent, canvasses any of the Principal's Commissioners or Councillors Officers (as the case may be) with a view to influencing the acceptance of any Response made by it or any other Respondent, then regardless of such canvassing having any influence on the acceptance of such Response, the Principal will omit the Respondent from consideration.

1.26 IDENTITY OF THE RESPONDENT

The identity of the Respondent and the Contractor is fundamental to the Principal. The Respondent shall be the person, persons, corporation or corporations named as the Respondent in Part 4 and whose execution appears on the Offer by Respondent in Part 4 of this Request**.** Upon acceptance of the Response, the Respondent shall become the Contractor.

1.27 COSTS OF RESPONDING

The Principal will not be liable for payment to the Respondent for any costs, losses or expenses incurred by the Respondent in preparing their Offer.

1.28 RESPONSE OPENING

Responses will be opened in the Principal's offices, following the advertised Deadline. All Respondents and members of the public may attend or be represented at the opening of Responses.

Only the names of the consultants who submitted a Response by the due Deadline will be read out at the Response opening. No discussions will be entered into between Respondents and the Principal's officers present or otherwise, concerning the Responses submitted.

The Response opening will be held on as soon as practicable after the Deadline at the Principal's office.

1.29 REGISTRATION OR LICENSING OF CONTRACTORS

Where an act or ordinance of the state of Western Australia requires that a Contractor (as defined by the act or ordinance) be registered or licensed to carry out the work described in the Request documents, the Respondent shall state on the Response Form, its registration or license number.

The Response may not be considered if the Respondent fails to provide such registration or license number.

1.30 EXTENSION OF TIME

If an extension of time to lodge a Response is granted, the extension shall apply to all Respondents who will be advised of the new closing time and date. Responses lodged within the original time shall be retained unopened or returned on request.

The Principal, in its absolute discretion, may grant or refuse any application for an extension of time.

1.31 CONFIDENTIAL INFORMATION

The parties shall ensure that there are kept confidential such documents, samples, models, patterns and other information as are supplied and clearly identified as confidential.

If required in writing by a party, the other party shall enter into a separate agreement not to disclose to anyone else any confidential matter even after completion or earlier termination of the Contract. If so required by the Contractor, the Principal shall ensure that the Principal's Representative also enters into such an agreement.

1.32 PUBLICITY

The Contractor shall not issue any information, publication, document or article for publication in any media which includes details of the work under the Contract without the written approval of the Principal.

2 SPECIFICATION

2.1 EXISTING DESIGN REVIEW PANEL

2.1.1 The Principal has engaged in design review since 2001 via a well-regarded multi-disciplinary Design Review Committee that operated from 2001-2018. The Design Review Panel (also "DRP") was established in 2018 and currently comprises membership from the following fields:

i) Architecture;

ii) Urban Design;

iii) Landscape architecture; and

iv) Building services and/or sustainability.

2.1.2 The appointment of the current members is close to expire; the Principal is therefore seeking Responses from professionals in the above nominated fields to be appointed as new members of the Design Review Panel starting from 1st December 2021.

2.2 BENEFITS OF DESIGN REVIEW

2.2.1 Design review, particularly when undertaken early, has a multitude of benefits for a range of stakeholders including the delivery of quality design outcomes, a reduction in time and cost through early identification of issues, and progressive certainty for design teams provided through collaborative resolution of planning and design issues.

2.2.2 Design review undertaken by suitably qualified and independent experts provides confidence and empowers decision makers to better meet the needs of the community and the delivery of high-quality design and projects.

2.2.3 Wherever possible, proponents are encouraged to seek the advice of the Design Review Panel from the earliest possible stages of conceptual design.

2.2.4 Depending upon the nature of the development proposal, its complexity and the skill of the proponent to address identified issues, most development proposals would be subject to at least two (2) DRP meetings, sometimes more, prior to lodgement of a formal development application.

2.3 PROPOSED DESIGN REVIEW PANEL

Role

2.3.1 The new members to be appointed are to act as a panel providing expert advice to the Town in relation to development and other planning proposals. The Design Review Panel acts in an advisory capacity only providing advice and recommendations to Principal's Officers and the decision-maker, and do not make decisions on development applications or any other planning proposal.

2.3.2 The purpose of the Design Review Panel is to provide advice and recommendations that improve the quality of development within the Town of Victoria Park and excellent design outcomes for the community and the users of buildings, specifically in relation to:

i) Proposals for buildings that are three (3) or more storeys in height above natural ground level; or

ii) Proposals for developments of a value exceeding $2 million; or

iii) Any relevant Scheme Amendment, Structure Plan, Policy, Precinct Plan, Local Development Plan or Design Guidelines, as determined by the Chief Community Planner (CCP) or Manager Development Services (MDS); or

iv) Any other proposal as determined by the CCP or MDS.

2.3.3 The role involves attending meetings and providing professional advice to Principal's Officers and the development proponent, and working collaboratively to achieve improved development outcomes.

2.3.4 In addition to fulfilling duties relating to Design Review Panel meetings, the Principal may from time to time require that members undertake additional roles such as site visits, meeting with applicants, landowners and other relevant Principal's staff or consultants; and attend Council, Development Assessment Panel or State Administrative Tribunal Meetings as necessary in relation to the proposal or any other matter the Principal refers to the Design Review Panel.

Establishing the Panel - Membership

2.3.5 The Design Review Panel is to comprise of eight (8) professionals. Membership is to preferably be from one or more of the following fields:

i) Architecture;

ii) Urban Design;

iii) Landscape architecture;

iv) Building services and/or sustainability.

2.3.6 It is anticipated that the 8-person membership will comprise 2 members from each of these disciplines.

2.3.7 Typically, four (4) members from the pool will be allocated to review a particular proposal, being one (1) member from each of the four (4) disciplines. The allocation of the proposals is decided by the Principal at its sole discretion considering several factors such as qualitative ranking in the relevant field, members availability, workload, relevant experience and skills, involvement in previous projects for the same or nearby property, potential risk of conflict of interest, etc.

2.3.8 There is no guarantee as to the quantity of services that may be requested by the Principal to each member.

Requirements for Membership

2.3.9 Eligibility for membership is assessed on the following selection criteria:

i) Local knowledge of the Town of Victoria Park, including an understanding of the character, desired built form and issues within the Town.

ii) Demonstrated high level of expertise and knowledge in one of the following fields:

a) architecture,

b) urban design,

c) landscape architecture,

d) sustainability and/or

e) building servicing.

iii) Demonstrated experience in design review.

iv) Demonstrated professional experience in the design and delivery of significant developments, projects and planning proposals.

v) Ability to work in a multidisciplinary team.

vi) Current registration with their relevant professional body is desirable.

2.3.10 A person who is currently employed by the Town or is an Elected Member is not eligible for appointment as a member.

2.3.11 Respondents must clearly indicate in their Response the specific field(s) they are proposing themselves as members for.

2.4 MEETING SCHEDULE

2.4.1 The Design Review Panel typically meets on a monthly basis, with additional meetings as required. Meetings will normally occur on a weekday morning (currently 9.00am on the third Wednesday of each month), and typically will run for duration of 2-3 hours.

2.4.2 Additional meetings will be held for urgent matters, where the number of applications requires, or for any other reason at the Principal's discretion.

2.4.3 Prior to meetings, the Principal's Officers will provide members with a copy of plans/drawings and any other relevant documentation in relation to the matter that is to be discussed at the upcoming meeting in order for the members to review the material and form opinions prior to the meeting.

2.5 MEETING ATTENDANCE

Meetings are to be attended by the Design Review Panel members, the CCP and/or MDS, Principal's Officers and invited applicants and consultants. Meetings are not open to the public or Elected Members.

2.6 TERMS OF APPOINTMENT

2.6.1 The initial term of appointment to the Design Review Panel will be for a period of two (2) years starting from 1st December 2021. Appointment for an additional one (1) year may be approved by the Principal's at its sole discretion at the end of the initial term of appointment.

2.6.2 Members of the Panel will be paid at a rate of $250 per hour + GST for the review of documentation prior to meetings, email correspondence to Principal's Officers, attendance at meetings (but not travel time) and any other further work requested in writing by Principal's Officers. This comprises meetings of the Design Review Panel and any other further meetings deemed necessary by Principal's Officers, including meetings with Principal Officers, Council Meetings, Development Assessment Panel Meetings or appearing at the State Administrative Tribunal.

2.6.3 All disbursements (e.g., travel expenses, travel time, motor vehicle costs, meal expenses, etc.) are to be considered factored and included in the hourly rate above.

2.7 DESIGN REVIEW PANEL MEETING PROCEDURE

i) Meetings are informal and not subject to the Town's Standing Orders Local Law 2011.

ii) Meetings cannot proceed without a minimum of 2 members present, unless authorised by the CCP or MDS.

iii) Meetings are not open to the public.

iv) The MDS shall convene the meeting and will manage and facilitate design review, discussions and identify key recommendation for reporting.

v) Meetings will normally include a presentation by the applicant with the client and design team present if desired.

vi) Members are expected to review the proposals prior to the meetings, attend meetings and provide constructive feedback on material presented.

2.8 GENERAL MEETING FORMAT

2.8.1 At the discretion of the CCP or MDS, the Design Review Panel meetings shall generally follow the following format:

i) Initial closed briefing by Principal's Officers to Design Review Panel members for the item.

ii) Site history and background.

iii) Surrounding context and proposed or approved developments.

iv) Compliance with planning control and relevant design criteria.

v) Initial Design Review Panel comments and discussion.

vi) Proponent attendance and presentation.

vii) Client provides their vision for the project.

viii) Design team presentation explain the project.

ix) Design Review Panel questions and clarifications as required.

x) Design Review Panel comment, discussion and summary (including addressing follow up items from previous meeting if a secondary or subsequent meeting on an item).

xi) Design Review Panel comments summarised and offer closing remarks.

xii) Conclude discussions.

xiii) Proponent departs.

2.8.2 At the discretion of the CCP or MDS, in a particular instance it may be decided to further discuss matters in the absence of the proponent.

2.9 AGENDAS

2.9.1 The MDS will determine the Agenda for each meeting which will be circulated in advance of the meeting with the following accompanying information**:**

i) Development application plans.

ii) Information regarding the preliminary assessment of the proposal against relevant statutory criteria (key points) (DR2 Form).

iii) Indication of any particular aspects of the proposal requiring the Design Review Panel's comments.

2.10 MINUTES/NOTES

i) At every meeting, the assessing Planning Officer is to record the groups discussion including comments and advice relating to their relevant items.

ii) Where views are not unanimous, the Notes are to record the minority comments and advice of a particular member when requested.

iii) The notes are to record all comments or advice the Design Review Panel wishes to offer.

iv) Principal's Officers are to provide applicants with a copy of the Notes prepared within 5 working days after the date of the meeting.

2.11 FURTHER MEETINGS

2.11.1 The Design Review Panel and/or Principal may require the proposal to be presented to a further meeting(s) until such time it is satisfied its concerns or any unresolved issues are dealt with and/or advice has been or can be satisfactorily incorporated into the development.

2.11.2 Where an applicant has substantially amended plans subsequent to Design Review Panel endorsement, the proposal shall be referred back to a Design Review Panel meeting for consideration.

2.11.3 In cases of minor changes requiring further Design Review Panel review, revised plans may be circulated to members by e-mail for final comments without a further meeting being required or meetings may be scheduled informally.

2.11.4 Where the Design Review Panel is considering a formal application its advice will be included in the planning assessment report for the purposes of clarity, this also includes Responsible Authority Reports that are provided to the Development Assessment Panel.

2.12 ADVICE FROM DESIGN REVIEW PANEL

2.12.1 The Design Review Panel is to have regard to the applicable planning framework in providing comments and feedback to Principal's Officers and applicants, including (but not limited to):

i) The Town Planning Scheme;

ii) Local Planning Policies;

iii) The Residential Design Codes; and

iv) State Planning Policy No. 7.0 'Design of the Built Environment'.

2.12.2 However, the Design Review Panel is not bound by the planning framework and therefore may make recommendations or support variations that are outside the applicable development standards for the site, where it is considered that this would deliver a better planning or urban design outcome.

2.12.3 The Principal or relevant Responsible Authority is not bound by advice given by the Design Review Panel but shall give due regard to the advice provided.

2.12.4 In providing advice to Principal's Officers and the applicant, the role of the Design Review Panel is to identify:

i) Design strengths;

ii) Design weaknesses; and

iii) Opportunities for design improvements and possible alternative options.

2.13 FINAL CONSIDERATION BY DESIGN REVIEW PANEL

In relation to formal development applications, prior to Officers finalising their assessment of an application that has been referred to the Design Review Panel, a final meeting of the Design Review Panel is to be held to discuss and document:

i) the design strengths of the proposal;

ii) the design weaknesses;

iii) any specific items to be addressed through conditions;

iv) any outstanding matters;

v) the Panel's recommendation (i.e. support/not support).

2.14 CODE OF CONDUCT

2.14.1 Each member of the Design Review Panel is required to observe the Town of Victoria Park's Code of Conduct. All members are expected to act in a responsible and professional manner with the information that they obtain through their role as a member of the Design Review Panel.

2.14.2 All members are encouraged to express their opinions and views without fear of reproach. It is therefore important that all members respect each other (often despite differences) and work together to create an open and trusting atmosphere.

2.14.3 Members are expected to accept collective responsibility for, and remain loyal to, the decisions of the Design Review Panel. This is to be upheld at all times, even when the member may not have agreed with the final decision reached by the Design Review Panel.

2.14.4 The Design Review Panel members are not permitted to individually communicate with applicants or interested persons in relation to any matter considered by the Design Review Panel outside of the meeting structure.

2.15 CONFLICT OF INTEREST

2.15.1 Where a member of the Design Review Panel has a financial interest (as defined by the Local Government Act 1995) in a matter to be considered by the Design Review Panel, the member must disclose the interest to the CCP or MDS and must not participate in or be present during any discussion on the item.

2.15.2 Where a member of the Design Review Panel has an impartiality interest in a matter to be considered by the Panel (an interest could, or could reasonably be perceived to, affect the impartiality of the person arising from kinship, friendship or membership of an association, etc.) the member must disclose the nature of the interest to the CCP or MDS prior to the discussion on the item. The CCP or MDS will register the interest disclosed and take the necessary measures to manage the risk of conflict. The member may be required to remove himself/herself from any participation and discussion on the item.

2.15.3 Refer also to clause 3.21 of this Request.

2.16 CONFIDENTIALITY

2.16.1 Discussions that occur at a Design Review Panel meeting are to remain confidential unless authorised by the CCP or MDS for the purposes of reporting or presentation to a Committee or Council Meeting, DAP meeting or SAT deliberation. Refer also to clause 3.25 of this Request.

3 GENERAL AND SPECIAL CONDITIONS OF CONTRACT

3.1 GENERAL CONDITIONS OF CONTRACT

The Contract shall incorporate the General Conditions of Contract for Consultants AS 4122—2010, which are here provided under Clause 3.3 and following clauses of Part 3.

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3.1.1 Record Keeping

The Principal is subject to the provisions of the State Records Act 2000 (WA) ("SRA"). To the extent that the Contractor has possession, custody or control of any records created in the performance of functions undertaken for or on behalf of the Principal by or under this Contract, the following provisions will apply to such Records:

i) The term "records" has the same meaning as in the SRA.

ii) The Contractor will comply with the SRA and its Principles and Standards and any principles or standards developed by the Principal in accordance with the SRA in relation to such Records.

iii) All such Records will remain the property of the Principal.

iv) The disposal of any such Records will be in accordance with the Principal's recordkeeping plan ("RKP").

v) The Contractor will give the Principal unlimited access, on reasonable notice, to all such Records.

vi) On expiry or earlier termination of this Contract, the Contractor will (at the Principal's option) either return all such Records to the Principal in accordance with Principal's directions, or destroy them in accordance with Principal's RKP and the General Disposal Authority for Local Governments WA. In either case, the return or destruction of such Records will be at Principal's expense.

3.1.2 Parking

All costs to the Contractor for parking to perform their duties are to be borne by the Contractor, no parking permits or exemptions will be issued. You will need to park according to prevailing parking schemes and pay required fees if you choose to park in a fee-paying parking station.

3.2 PERIOD OF CONTRACT AND TERMINATION

The Contract will be in force for the period of two (2) years starting from 1st December 2021. However, in the event of the Contractor failing in any manner to carry out the Contract to the Principal's satisfaction, the Principal may forthwith determine the Contract by written notice to the Contractor.

The Principal reserves the right at its sole discretion to extend the Contract for an additional one (1) year at the end of the initial term.

3.3 DEFINITIONS AND INTERPRETATION

3.3.1 Definitions

In this Contract, except where the context otherwise requires:

Approvals	means certificates, licences, consents, permits, approvals and requirements made or authorised by a Commonwealth, State, Territory or local government, or by a Legislative Requirement;
Business Day	means calendar day but excludes public holidays as defined by the governing law of this Contract and weekends;
Client	means the person identified in Item 1;
Client Information	means all information supplied to the Consultant in a Document for the purposes of this Contract;
Consultant	means the person identified in Item 2;
Contract	means the agreement recorded in the Contract Documents;
Contract Documents	means the Documents listed in Item 3;
Deliverables	means those Documents and things required under this Contract to be handed over to the Client by the Consultant;
Direction	means any agreement, approval, assessment, authorisation, decision, determination, explanation, instruction, order, permission, rejection, request or requirement given or made by the Client;
Documents	includes information stored by electronic and other means;
Fee	means the money payable under this Contract for the performance of the Services as adjusted in accordance with this Contract (including disbursements) and includes any amount payable stated in Item 20;
Force Majeure	means an event or circumstance which: a) is beyond the reasonable control of either party; b) is not caused by either party; c) can occur with or without human intervention; and d) was not reasonably foreseeable by the parties at the time of entering into this Contract, the consequences of which could not have been reasonably prevented by the party affected;
GST	means the tax payable on a taxable supply under A New Tax System (Goods and Services Tax) Act 1999 (Cth) and any related legislation;
Intellectual Property Right	means any statutory and other proprietary right in respect of inventions, innovations, patents, utility models, designs, circuit layouts, mask rights, copyright (including future copyright), confidential information, trade secrets, know-how, trademarks and any other right in respect of intellectual property;
Insolvency Event	means any of the events set out in clause 3.33;
Item	means an Item in Annexure Part A;

Legislative Requirements	means legislation and subordinate legislation of the Commonwealth of Australia or the State or Territory applicable to the Services, and any instruments made under such legislation or subordinate legislation;
Moral Right	means the rights defined as 'Moral Rights' in the Copyright Act 1968 (Cth);
Scope	is described in Item 4 (as varied from time to time in accordance with this Contract);
Services	means the Services described in or reasonably inferred from the Scope, including the supply of the Deliverables;
Variation	means a change to the Services whether or not it is a change to the Scope.

3.3.2 Interpretation

In this Contract, except where the context otherwise requires,

a) 'person' includes an individual, the estate of an individual, a body politic, a corporation, a statutory or other authority, an association or a joint venture (whether incorporated or unincorporated), a partnership and a trust;

b) 'includes' is not a word of limitation;

c) a reference to Legislative Requirements includes all amendments, re-enactments and replacements to Legislative Requirements;

d) if a word is defined, another part of speech or grammatical form of that word has a corresponding meaning; and

e) words in the singular include the plural and words in the plural include the singular, according to the requirements of the context.

3.3.3 Contra Proferentem

In the interpretation of this Contract, no rule of construction applies to the disadvantage of one party on the basis that the party put forward or drafted this Contract or any provision in it.

3.3.4 Joint and Several

To the extent permitted by law, if either party consists of one or more persons, this Contract binds such persons and their respective executors, administrators, successors and permitted assigns jointly and severally and this Contract must be read and construed accordingly.

3.3.5 Headings and Guidance Notes

Are provided for information or convenience and do not form part of this Contract.

3.4 CONSULTANT TO PERFORM SERVICES

The Consultant must perform the Services in accordance with this Contract.

3.5 CLIENT TO PAY

The Client must pay the Consultant in accordance with this Contract.

3.6 STANDARD OF CARE

The Consultant must perform the Services to the standard of skill, care and diligence expected of a skilled and competent professional practising in the particular fields relevant to the Services, or such higher standard as the Consultant has represented in writing to the Client in relation to this Contract.

3.7 SCOPE

3.7.1 The Consultant, exercising skill, care and diligence to the standard of care required in clause 4, has examined the Scope and agrees that the Services will be suitable, appropriate and adequate for the purpose stated in Item 5, except to the extent that, prior to commencement of work on the Deliverables:

a) the Consultant notified the Client in writing of any ambiguity, error, omission, discrepancy, insufficiency or inconsistency in the Scope which would prevent the Services from being suitable, appropriate and adequate for the purpose stated in Item 5, and its proposed solution; and

b) the Client has not amended the Scope to the extent necessary, if at all, to address the concern notified under clause 3.7.1 a).

3.7.2 After commencement of work on the Deliverables, the Consultant must promptly notify the Client if and to the extent the Consultant becomes aware that any Client Information contains an ambiguity, error, omission, discrepancy, insufficiency or inconsistency or is otherwise insufficient to enable the Consultant to perform the Services.

3.7.3 If the Consultant gives notice under clause 3.7.2, the Client must either:

a) direct an appropriate amendment to the Scope; or

b) direct the Consultant to proceed notwithstanding its advice.

3.7.4 The Consultant is entitled to an adjustment to the Fee and/or time for performing the Services in relation to a Direction under clause 3.7.3:

a) where the Consultant has given notice under clause 3.7.2; and

b) it was not reasonably practicable for the Consultant to identify any ambiguity, error, omission, discrepancy, insufficiency or inconsistency necessitating amendment to the Scope prior to commencement of work on the Deliverables.

3.8 CLIENT'S REPRESENTATIVE AND CONSULTANT'S REPRESENTATIVE

3.8.1 The Client appoints the person named in Item 6 to act as the Client's representative to exercise the Client's functions under this Contract.

3.8.2 The Consultant appoints the person named in Item 7 to act as the Consultant's representative to exercise the Consultant's functions under this Contract.

3.8.3 Either party may terminate the appointment of its representative by notice in writing to the other party. The notice must identify and provide contact details for the party's new representative.

3.8.4 Unless the Client objects to the Consultant's proposed representative on reasonable grounds in writing, within 3 Business Days, or as otherwise agreed in writing, the termination and new appointment will take effect 4 Business Days after service of the notice.

3.9 INFORMATION

The Client must promptly provide the Consultant with Client Information sufficient to enable the Consultant to perform the Services.

3.10 DIRECTIONS

3.10.1 The Client may give Directions to the Consultant at any time.

3.10.2 A Direction may be given orally by the Client except where this Contract otherwise provides.

3.10.3 The Client must give the Consultant Directions necessary for the performance of the Services in a timely manner.

3.10.4 The Consultant must comply with all Directions given under this Contract.

3.10.5 If the Consultant in writing requests the Client to confirm an oral Direction, the Consultant is not bound to comply with the Direction until the Client confirms it in writing.

3.11 VARIATIONS

3.11.1 The Client may direct the Consultant to perform a Variation. All such Directions must be in writing and specify that they direct a Variation.

3.11.2 If the Consultant considers any Direction requires a Variation but the Direction is not in writing or does not specify that it directs a Variation, then the Consultant must promptly notify the Client in writing setting out why the Consultant considers the Direction requires a Variation. In that case the Consultant must not comply with the Direction unless the Consultant receives a written:

a) Direction specifying a Variation; or

b) notice that the Client disagrees, stating its reasons.

3.11.3 If a notice is issued under clause 3.11.2b), the Consultant must comply with the Direction but may, within 20 Business Days, dispute the Client's notice under clause 3.11.2b) by notice given under clause 3.34.

3.11.4 The Fee must be adjusted for each Variation. Unless the amount of the adjustment is agreed, the adjustment must be calculated by the Client on the basis of applicable rates or fees in this Contract or, if none, then reasonable rates or fees.

3.11.5 The Consultant is not obliged to perform a Variation that is outside the general Scope of the Services.

3.12 PAYMENT

3.12.1 The basis for payment to the Consultant is stated in Item 8.

3.12.2 The Consultant is only entitled to payment for disbursements set out in Item 9, and any other disbursement if approved in writing by the Client (such approval not to be unreasonably withheld or delayed) prior to the disbursement being incurred.

3.12.3 The Consultant must claim payment in writing at the times stated in Item 10, or if no times are stated, by the last Business Day of each month. If no time is stated, only one payment claim may be made each month.

3.12.4 The payment claim must:

a) in respect of the Services:

i) identify the Services to which the payment claim relates;

ii) separately identify each Variation;

iii) separately identify any other claim for payment under this Contract including a payment stated in Item 20; and

iv) set out the amount of the Fee claimed, and how that amount was determined;

b) in respect of disbursements:

i) identify each disbursement claimed;

ii) state the amount of the disbursement claimed;

iii) be accompanied by relevant invoices and receipts for payment;

and

c) be in the form of a valid tax invoice.

3.12.5 The Client must either:

a) pay the whole amount claimed in the payment claim; or

b) within 10 Business Days of service of a payment claim issue a statement stating the lesser amount the Client proposes to pay together with the reasons.

3.12.6 The Client must pay the amount specified in clause 3.12.5a) or 3.12.5b) within the period specified in Item 11 or, if no period is specified, within 30 calendar days after service of the payment claim under clause 3.12.3.

3.12.7 Payment by the Client is on account and is not evidence of the value of work completed, an admission of liability, nor evidence that the Services have been executed satisfactorily.

3.12.8 If the Client fails to make the payment that is due and payable in accordance with clause 3.12.6, the Consultant may notify the Client in writing that it will suspend performance of the Services, after expiry of at least 5 Business Days written notice to the Client. Unless the payment has been made, the Consultant may suspend performance of the Services any time after expiration of the notice period. The Consultant must promptly lift the suspension after the Client has made the payment.

3.12.9 If the Client fails to make the payment that is due and payable in accordance with clause 3.12.6, the Consultant may notify the Client in writing that interest

3.12.10 is payable on any overdue payments at the rate stated in Item 12 from the date of the notice. If so, the Consultant must promptly issue an amended tax invoice and the Fee must be adjusted to include the amount of interest paid.

3.12.11 Nothing in this clause 3.12 limits the Consultant's rights under clause 3.29.

3.13 GST

If the Fee is stated to be GST exclusive, the Client must pay the Fee plus the applicable GST.

3.14 TIME

3.14.1 Subject to clause 3.14.2, the Consultant must complete the Services by the time stated in Item 13.

3.14.2 The Client must grant the Consultant a reasonable extension of time for any delay to completion of the *Services* caused by:

a) an act or omission of the Client or its officers, employees, agents or other consultants or contractors (including a *Variation* directed by the Client);

b) a *Force Majeure*;

c) any event or circumstance set out in *Item 14*; or

d) any event or circumstance for which another provision of this *Contract* provides that the *Consultant* may be entitled to an extension of time,

provided that the *Consultant* notifies the *Client* of the delay and its cause promptly after the *Consultant* becomes aware of the delay or its cause, and provides reasonable evidence of the cause and duration of the delay.

3.14.3 The *Client* must pay the *Consultant's* reasonable costs of and incidental to delay (valued as a *Variation*) caused by any of the following events for which an extension of time has been granted under clause 3.14.2:

a) any breach of this *Contract* or negligent or unlawful act or omission of the *Client* or its officers, employees, agents or other consultants or contractors;

b) a *Variation* directed by the *Client*;

c) any event or circumstance set out in *Item 14*; or

d) any event or circumstance that occurs for which another provision of this *Contract* provides that the *Consultant* may be entitled to an extension of time with costs.

3.15 LAW AND APPROVALS

3.15.1 The Consultant must comply with all Legislative Requirements and Approvals in carrying out the Services.

3.15.2 The Consultant must obtain the Approvals, if any, stated in Item 15.

3.15.3 If a new Legislative Requirement or Approval, or a change in a Legislative Requirement or Approval:

a) occurs after agreement of the *Fee*;

b) causes the *Consultant* to incur more or less cost or time than otherwise would have been incurred or expended; and

c) could not have been reasonably anticipated by the *Consultant* exercising the standard of care in clause 3.6 as at the date the *Fee* was submitted to the *Client* (or, if the Fee was amended after it was submitted, the date of that amendment) prior to the 15th *Business Day* before agreement of the *Fee*,

then the difference in cost will be valued as a *Variation* and an extension of time may be granted in accordance with clause 3.12.

3.16 CONSULTATION AND MEETINGS

The Consultant must consult regularly with the Client and attend meetings and briefings reasonably required by the Client in connection with the Services.

3.17 REVIEW AND ACCEPTANCE

3.17.1 The Consultant must allow the Client to review and discuss the Documents and Deliverables (whether complete or in progress) produced by the Consultant in performing the Services.

3.17.2 The Consultant remains responsible for the Services despite any review or acceptance of any of the *Services* by the *Client*.

3.18 ADVERSE EVENT

Each party must, as soon as practicable after becoming aware of any matter or circumstance (including any change in *Legislative Requirement* or *Approval*) which may adversely affect or has adversely affected the performance of the Services, notify the other party. The notice must include reasonable detail describing the matter or circumstances and its anticipated effect on the *Services*.

3.19 COOPERATION WITH OTHERS

The *Consultant* must use reasonable endeavours to liaise, cooperate and confer with contractors and other consultants of the *Client* in order to coordinate its *Services* with the services of those contractors and consultants to produce the *Deliverables*.

3.20 KEY PERSONNEL

The *Consultant* must provide the key personnel (if any) stated in *Item* 16 to perform the *Services* stated in Item 16. If any key person is not available due to circumstances beyond the reasonable control of the *Consultant*, the *Consultant* must promptly notify the *Client* and arrange a replacement approved by the *Client* (such approval not to be unreasonably withheld or delayed).

3.21 CONFLICT OF INTEREST

3.21.1 A conflict of interest in connection with this Contract includes a conflict between a duty owed by the Consultant to a person and a duty owed by the Consultant to the Client.

3.21.2 The Consultant represents that to the extent reasonably ascertainable at commencement of this Contract, after making all reasonable enquiries, no conflict of interest exists or is likely to arise except as set out in Item 17.

3.21.3 The Consultant must monitor and, unless the Client gives prior written consent to the conflict of interest, avoid the occurrence of any conflict of interest.

3.21.4 The Consultant must notify the Client immediately on becoming aware of a conflict of interest or a significant risk of a conflict.

3.21.5 Where a conflict of interest arises or is likely to arise, the Client may proceed under clause 3.29.

3.22 SUBCONTRACTING AND ASSIGNMENT

3.22.1 Subject to clause 3.22.2 neither party may, without the prior written approval of the other (which must not be unreasonably withheld or delayed), transfer any of its rights or obligations under this Contract.

3.22.2 The Client may assign its rights under this Contract without notice to the Consultant.

3.22.3 The Consultant must not subcontract any part of the Services without the prior written approval of the Client (which must not be unreasonably withheld or delayed). In granting the approval the Client may impose reasonable conditions.

3.22.4 Subcontracting does not relieve the Consultant of any obligation under this Contract.

3.23 COPYRIGHT AND OTHER INTELLECTUAL PROPERTY RIGHTS

3.23.1 The Client licenses to the Consultant such Intellectual Property Rights in Client Information as are necessary to enable the Consultant to perform the Services in accordance with this Contract.

3.23.2 The Consultant retains the Intellectual Property Rights created outside the terms of this Contract and used in performing the Services. Subject to clause 3.23.4, the Consultant grants to the Client a royalty-free non-exclusive irrevocable licence to use such Intellectual Property Rights for any purpose for which the Services are provided.

3.23.3 The Alternative stated in Item 18 applies.

Alternative 1

Subject to clause 3.23.4, on creation the *Consultant* grants to the *Client* an irrevocable, royalty-free licence to use, adapt, reproduce, amend, publish and sublicense on the same terms, the *Deliverables* created by the *Consultant* for any purpose for which the *Services* are provided, including any subsequent repairs, maintenance or servicing.

Alternative 2

Subject to clause 3.23.4, on creation all *Intellectual Property Rights* in the *Deliverables* created by or for the *Consultant* vest in the *Client*.

The *Client* grants to the *Consultant* an irrevocable, royalty-free licence to use, adapt, reproduce, amend, publish and sublicense those *Intellectual Property Rights*.

To the extent the *Intellectual Property Rights* in or relating to the *Deliverables* are not capable of being vested in the *Client* because the *Consultant* does not own the *Intellectual Property Rights*, the *Consultant* must obtain an irrevocable licence for the *Client* to use those *Intellectual Property Rights*, except for those rights stated in *Item* 19.

3.23.4 The rights created by clause 3.23.3 are revocable by the Consultant if the Client does not pay the amount payable under this Contract including the amount stated in Item 20, within 40 Business Days after completion of the Services, termination of this Contract or determination of any dispute regarding the Consultant's entitlement to payment.

3.23.5 The Consultant must not infringe any Intellectual Property Rights in performing the Services.

3.23.6 The Client must not infringe any Intellectual Property Rights in providing Client Information.

3.24 MORAL RIGHTS*

3.24.1 This clause applies if Item 21 states that it applies.

3.24.2 The Consultant has or must obtain a consent from each of its officers and employees and use its best endeavours to obtain such consent from its agents, sub consultants and subcontractors (and their respective employees) in connection with the Services in substantially the same form as the consent set out in Annexure Part C, or such other form as is acceptable to the Client.

3.24.3 In relation to the *Services*:

a) the *Consultant* must be attributed as the author of the physical product of the *Services* as stated in *Item* 21 when the *Client* considers it reasonable and practicable, or as otherwise agreed in writing;

b) the *Client* need not advise the *Consultant* of any intended alteration to or demolition of any project, building or structure related to the *Services* unless otherwise agreed in writing;

c) the *Consultant* has the right to give consent on behalf of its employees and its consultants (if any); and

d) where requested, the *Consultant* must provide the *Client* with copies of all relevant consents in the form of Annexure Part C, or another form as agreed, within a reasonable time.

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* These provisions do not derogate from the rights and obligations set out in Part IX of the Copyright Act 1968 (Cth).

3.25 CONFIDENTIALITY

3.25.1 The parties must treat as confidential:

a) the information stated in *Item* 22; and

b) all other information which of its nature is confidential or which the parties ought reasonably to know is confidential.

3.25.2 The obligation of confidentiality does not apply to the extent:

a) that the information is in the public domain otherwise than as a result of a breach of this *Contract*;

b) disclosure is required by law;

c) disclosure is necessary to procure goods or services in connection with the Services, provided that the recipient of the information is also subject to an obligation of confidentiality; or

d) disclosure is agreed in writing by the parties.

3.25.3 The Consultant must not publish or enable others to publish any information in connection with the Services without the prior written consent of the Client (which must not be unreasonably withheld or delayed).

3.25.4 The Consultant must ensure that its officers, employees, agents, sub consultants and subcontractors comply with the Consultant's obligations under this clause 3.25.

3.26 SUSPENSION BY THE CLIENT

3.26.1 The Client may suspend the performance of the Services at any time by notice in writing to the Consultant.

3.26.2 Unless the suspension has been directed due to the Consultant's wrongful conduct, the Client must pay the Consultant any costs and expenses reasonably incurred by the Consultant as a result of the suspension.

3.26.3 The Consultant must recommence the Services when reasonably directed to do so by the Client.

3.26.4 If the suspension lasts longer than the period stated in Item 23 the Consultant may terminate this Contract.

3.26.5 The Client is not liable to the Consultant for any indirect or consequential loss suffered or incurred as a result of the exercise by the Client of its rights under this clause 3.27.

3.27 SUSPENSION BY THE CONSULTANT

3.27.1 If a risk to the health or safety to any person arises where the Services are being performed (other than at any premises owned or controlled by the Consultant), the Consultant may suspend the performance of the Services to the extent necessary to protect affected persons.

3.27.2 The Consultant must give prompt notice to the Client of the suspension, the reason for the suspension and, if known by the Consultant, its likely duration.

3.27.3 The Consultant must recommence the Services as soon as possible and give prompt notice to the Client.

3.27.4 The Consultant's right to suspend the performance of the Services following the Client's failure to make a payment is set out in clause 3.12.8.

3.28 TERMINATION WITHOUT CAUSE

3.28.1 This Contract may be terminated:

a) at any time by mutual agreement; or

b) by the *Client* for any reason after giving reasonable written notice to the *Consultant*.

3.28.2 If this Contract is terminated under clause 3.28.1, the Client must pay to the *Consultant*:

a) the applicable portion of the *Fee* for the *Services* performed prior to the date of termination;

b) all disbursements incurred by the *Consultant* prior to the date of the termination which would have been payable had this *Contract* not been terminated; and

c) any costs and expenses reasonably incurred by the *Consultant* by reason of termination.

The *Client* is not liable to the *Consultant* under this clause 3.28 for any amount greater than the amount that the *Client* would have paid to the *Consultant* had this *Contract* been completely performed.

3.28.3 The *Client* is not liable to the *Consultant* for any indirect or consequential loss arising out of the termination under clause 3.28.1.

3.28.4 Upon termination and payment of the amount due to the *Consultant* under clause 3.28.2, the *Consultant* must deliver to the *Client* all *Deliverables* and all *Documents* which, on completion, would be *Deliverables*. The *Consultant* is not liable in respect of the *Documents* which it has not completed due to the termination of this *Contract*.

3.29 TERMINATION DUE TO DEFAULT BY EITHER PARTY

3.29.1 If either party commits a substantial breach of this *Contract*, the other party may give to the party who committed the breach a written notice to show cause. A notice to show cause must:

a) state it is a notice given under this clause 3.29;

b) specify the alleged breach with reasonable details;

c) require the party who committed the breach to show cause in writing why the party giving the notice should not exercise a right referred to in this clause 3.29; and

d) specify a date (which must not be less than 5 *Business Days* after the notice is served) by which the party who committed the breach must show cause.

3.29.2 Substantial breaches include but are not limited to:

a) suspension of work other than as permitted in clauses 3.12.8, 3.26 and 3.27;

b) failure to proceed with due diligence and without delay;

c) failure to provide evidence of insurance in accordance with clause 3.32.5; and

d) failure of the *Client* to pay the *Consultant* under clause 3.12.

3.29.3 If the recipient of a notice to show cause fails to show reasonable cause why the other party should not exercise a right under clause 3.29.3 within the time specified in the notice, the other party may, by further written notice:

a) terminate this *Contract*; or

b) if the breach is a failure of the *Client* to pay the *Consultant* under clause 3.12, the *Consultant* may suspend performance of the Services until payment is made.

3.29.4 If the *Consultant* suspends performance of this *Contract* under clause 3.29.3b), the *Consultant* must promptly lift the suspension after the *Client* remedies the breach, unless the *Consultant* has terminated the *Contract*.

3.30 INDEMNITY

3.30.1 To the extent permitted by law, the *Consultant* indemnifies the *Client* from and against all liability, losses, damages, costs and expenses (including legal expenses), due to:

a) loss of, damage to, or destruction of any property (including the *Deliverables*); or

b) personal injury (including psychological injury) or death,

to the extent contributed to by any breach of this *Contract* by the *Consultant* or negligent or unlawful act or omission of the *Consultant*, its officers, employees, agents, sub consultants or subcontractors in connection with this *Contract*.

3.30.2 Clause 3.30.1 does not apply to the extent that:

a) the liability, loss, damage, cost or expense is contributed to by any breach of this *Contract* by the *Client* or negligent or unlawful act or omission of the *Client* or its officers, employees, agents, other consultants or contractors, and/or

b) the *Client* fails to act reasonably to mitigate the liability, loss, damage, cost or expense.

3.30.3 Clauses 3.30.1 and 3.30.2 do not exclude any other right of the *Client* at law.

3.31 LIMITATION OF LIABILITY

3.31.1 The liability of the *Consultant* to the *Client* arising under or in connection with this Contract including:

a) in tort (including for negligence);

b) under statute; or

c) otherwise,

to the extent permitted by law, is limited in the aggregate to the amount specified in *Item* 24 if any.

3.31.2 Clause 3.31.1 does not apply to liability arising from:

a) personal injury (including psychological injury) or death;

b) infringement of *Intellectual Property Rights*;

c) fraudulent, malicious or criminal conduct;

d) wilful default;

e) conduct with reckless disregard for the consequences;

of or by the *Consultant* or its officers, employees, agents, sub consultants and subcontractors.

3.32 INSURANCE

3.32.1 Except if the *Client* has agreed to effect relevant insurance under clause 3.32.7, the *Consultant* must effect and maintain the following insurances:

a) public liability insurance;

b) workers' compensation insurance; and

c) professional indemnity insurance.

3.32.2 The public liability insurance must be for an amount not less than that set out in Item 25 and must be maintained for the entire duration of this Contract.

3.32.3 The workers' compensation insurance must be effected and maintained in accordance with the applicable Australian, State or Territory legislation.

3.32.4 The professional indemnity insurance must be for an amount not less than that set out in *Item* 26 and must be maintained for not less than the period set out in *Item* 27. The policy must include provision for one automatic reinstatement of the sum insured.

3.32.5 Before the *Consultant* commences work and whenever requested in writing by the *Client*, the *Consultant* must provide to the *Client* a certificate of currency in respect of each insurance policy required under clause 3.32.1, showing:

a) the insurance policy numbers;

b) the expiry date of each policy; and

c) the amount of insurance cover required to be held under this *Contract*.

3.32.6 Without limiting the *Consultant*'s other obligations under this Contract, if the *Consultant* fails to promptly provide evidence when required under clause 3.32.5, the *Client* may give the *Consultant* a written notice requiring the *Consultant* to provide the evidence required within a specified period of not less than 5 Business Days from when the notice is served and specifying the *Client*'s intent to exercise its rights under this clause 3.32.6 if the *Consultant* does not comply. If the Consultant does not comply, the *Client* may effect and maintain the insurance, pay the premiums and deduct these payments from moneys due or to become due to the *Consultant* from the *Client* or otherwise treat the failure as a breach of contract.

3.32.7 The *Client* must effect and maintain the insurances (if any) specified in *Item* 28. Each policy must name the *Consultant* as an insured. The *Client* must maintain the insurances for not less than the period set out in *Item* 28. The *Client* must provide a copy of the policies and certificates of currency to the *Consultant* before the *Consultant* is required to commence the *Services*.

3.33 INSOLVENCY

3.33.1 Either party may terminate this *Contract* without notice if the other party is subject to an *Insolvency Event*. This right is in addition to any other rights under this *Contract*.

3.33.2 Insolvency Event means:

a) a party informs the other in writing, or creditors generally, that the party is insolvent or is financially unable to proceed with the *Contract*;

b) execution is levied against a party by a creditor;

c) a party is an individual person or a partnership including an individual person, and if that person:

i) commits an act of bankruptcy;

ii) has a bankruptcy petition presented against him or her or presents his or her own petition;

iii) is made bankrupt;

iv) makes a proposal for a scheme of arrangement or a composition; or

v) has a deed of assignment or deed of arrangement made,

vi) accepts a composition, is required to present a debtor's petition, or has a sequestration order made, under Part X of the *Bankruptcy Act* 1966 (Cth) or like provision under the law governing the *Contract*;

or

d) in relation to a party being a corporation:

i) notice is given of a meeting of creditors with a view to the corporation entering a deed of company arrangement;

ii) it enters a deed of company arrangement with creditors;

iii) a controller or administrator is appointed;

iv) an application is made to a court for its winding up and not stayed within 14 days;

v) a winding up order is made in respect of it;

vi) it resolves by special resolution that it be wound up voluntarily (other than a voluntary winding up by members for the purpose of reconstruction or amalgamation); or

vii) a mortgagee of any of its property takes possession of that property.

3.34 DISPUTE RESOLUTION

3.34.1 If a dispute between the parties arises in connection with this *Contract*, then either party may give the other party a written notice of the dispute in accordance with clause 3.35, adequately identifying and providing details of the dispute.

3.34.2 Notwithstanding the existence of a dispute in relation to any matter other than the exercise of a right to terminate this Contract, the parties must continue to perform the Contract unless permitted to suspend performance under clauses 3.12.8, 3.26, 3.27 or 3.29.

3.34.3 Within 10 Business Days after service of a notice of dispute, the parties must confer at least once to resolve the dispute or to agree on methods of doing so. Each party must be represented by a person having authority to agree to such resolution or methods of resolution. All conferences under this clause 3.34.3 must be conducted in good faith and without prejudice.

3.34.4 If the dispute has not been resolved within 20 Business Days of service of the notice of dispute, either party may commence legal proceedings or, if agreed in writing by the parties, commence alternative dispute resolution proceedings.

3.34.5 SERVICE OF NOTICES

3.34.6 Subject to clause 35.2, notices under this *Contract* must be served:

a) by hand, mail, fax or email, at the address, fax number or email address, set out in *Item* 29, or, if notice of a change in address, fax number or email address is given, at the last such notified address, fax number or email address;

b) by such other means as the parties agree in writing.

3.34.7 Any Document given under clauses 3.26, 3.27, 3.28, 3.29, 3.33 or 3.34 must be served by hand or registered mail.

3.34.8 A Document is served:

a) by mail, 3 *Business Days* after posting;

b) by fax, when the sender receives an error-free transmission report from the correct fax number;

c) by email or other electronic means, when it becomes capable of being retrieved by the addressee at the relevant email or other electronic address.

3.34.9 Any notice served after 5pm on any *Business D*ay or on a weekend or a public holiday is deemed to be served on the next *Business Day*.

3.35 SURVIVAL OF TERMINATION

Clauses 3.12, 3.23, 3.24, 3.25, 3.27, 3.30, 3.31, 3.32, 3.34, 3.35 and 3.37 will survive the completion or earlier termination of this Contract.

3.36 GOVERNING LAW

The law governing this Contract and its interpretation is the law of the State or Territory stated in Item 30 or, if the State or Territory is not stated, the law of the State or Territory where the Services are to be substantially performed and each party irrevocably submits to the exclusive jurisdiction of courts exercising jurisdiction in that State or Territory.

3.37 STANDARD FORM NATURE OF CONTRACT

Apart from completed Annexures Part A and Part C, this *Contract* is AS 4122—2010 in its original form, unless *Item* 31 specifies otherwise, in which case Annexure Part B states the amendments.

Part A

Annexure to the Australian Standard General Conditions of Contract for Consultants AS 4122—2010

The parties are encouraged to review AS 4121—1994, Code of ethics and procedures for the selection of consultants, prior to completing Annexure Part A.

3.38 PARTICULARS OF CONTRACT

Item		
Item 1 (clause 3.3.1)	The *Client* is	Town of Victoria Park of 99 Shepperton Road Victoria Park WA 6100 ABN 77 284 859 739
Item 2 (clause 3.3.1)	The *Consultant* is:	TBC in letter of award of ABN
Item 3 (clause 3.3.1)	The *Contract Documents* are: Guidance Note: Insert any other relevant *Documents* forming this *Contract*.	1. This RFP TVP/21/07 document 2. Any Addendum and clarifications (if issued) 3. The Response of successful Respondent. 4. Letter of Award
Item 4 (clause 3.3.1)	The *Scope* is described in the following *Documents,* or the *Scope* is: Guidance Note: The *Scope* is intended to describe the *Scope* of the *Services* that are required to be performed and their relationship to the project being undertaken by the *Client*. Either identify the *Documents* that describe the *Scope* or include a statement of the *Scope* in this *Item*.	Refer to this RFP TVP/21/07, which details Scope of Works in Part 2 Specification.
Item 5 (clause 3.7.1)	The purpose(s) for which the *Services* will be suitable is/are:	As defined in the Scope of Works detailed in this RFP TVP/21/07.
Item 6 (clause 3.8.1)	The *Client's* representative is:	TBC
Item 7 (clause 3.8.2)	The *Consultant*'s representative is:	TBC
Item 8 (clause 3.12.1)	Claims for payment must be made on the following basis:	Hourly Fee: $250 *GST* inclusive No

Item 9 (clause 3.12.2)	Disbursements for which the Consultant may claim payment:	Nil	
Item 10 (clause 3.12.3)	Time to claim payment is no later than:	Nil	
Item 11 (clause 3.12.6)	The time for payment is no later than:	Within 30 calendar days of date of Claim. *Business Days* after receipt of a claim for payment or if nothing is stated 30 calendar days after service of a payment claim.	
Item 12 (clause 3.12.9)	The rate of interest for overdue payment is:	Not applicable	
Item 13 (clause 3.14.1)		As advised and agreed with the Principal.	
Item 14 (clause 3.14.3 c)	Other causes of delay for which the *Consultant* may notify an extension of time:	Nil	
Item 15 (clause 3.15.2)	The *Approvals* to be obtained by the *Consultant* are:	If any, stated in Scope document	
Item 16 (clause 3.20)	The key personnel are:	TBC	Role to be performed:
Item 17 (clause 3.21.2)	Existing conflicts of interest:		
Item 18 (clause 3.23.3)	Copyright and other *Intellectual Property Rights,* the Alternative that applies is: Alternative 1 applies.	Alternative 1 applies	

Item 19 (clause 3.23.3 Alternative 2)	List excluded *Intellectual Property Rights*:	Nil
Item 20 (clause 3.23.3, Alternative 2)	The additional amount payable to the *Consultant* for granting of *Intellectual Property Rights* to the *Client* is: Alternative 1	Not Applicable
Item 21 (clause 3.24.1)	Does clause 22 (*Moral Rights*) apply?	~~Yes~~ No (strike through as relevant.)
Item 22 (clause 3.25.1)	The following *Documents* are confidential:	All documents and correspondence with Consultant are confidential, unless otherwise explicitly stated by Client.
Item 23 (clause 24.4)	Maximum period for which *Client* may suspend the *Services* at any one time, after which the *Consultant* may terminate:	Not applicable.
Item 24 (clause 29.1)	The *Consultant's* liability is limited to:	As per Relevant Insurance Caps
Item 25 (clause 30.2)	The amount of public liability insurance is:	Not less than twenty million dollars ($20,000,000).
Item 26 (clause 30.4)	The amount of the professional indemnity insurance is:	Not less than five million dollars ($5,000,000)
Item 27 (clause 30.4)	The professional indemnity insurance must be maintained for the following period:	For the duration of project, or the engagement of Consultant, whichever is the later.
Item 28 (clause 30.7)	The *Client* must effect the following insurances and maintain them for the following periods:	Insurance: Public liability insurance; Professional indemnity insurance Period: For the duration of project, or the engagement of Consultant, whichever is the later.
Item 29 (clause 33.1)	The address for the service of notices is:	Client: Town of Victoria Park 99 Shepperton Road VICTORIA PARK WA 6100 Consultant: TBC
Item 30 (clause 35)	The law governing this *Contract* is:	Western Australia. If nothing is stated, the state or territory where the Services are to be substantially performed.
Item 31	Has this *Contract* been amended from its original form?	Yes ~~No~~

Part B

Annexure to the Australian Standard General Conditions of Contract for Consultants AS 4122—2010

DELETIONS, AMENDMENTS AND ADDITIONS

The following clauses have been added to those of AS 4122—2010

3.39 SPECIAL CONDITIONS OF CONTRACT

3.39.1 Security

The Contractor shall, when attending the Principal's premises or facilities, comply with all reasonable directions and procedures relating to occupational health (including the Principal's smoke free workplace policy) and safety and security in effect for those premises or in regard to those facilities, as notified by the Principal.

3.39.2 Working Hours

Not applicable.

3.39.3 Contractor Performance Records

i) The Principal will maintain appropriate records monitoring Contractor performance and shall call upon a Contractor to explain any instances of unsatisfactory performance.

ii) Unsatisfactory performance includes, but is not limited to, late delivery against an accepted project requirement or frequent rejection of project requirements.

iii) In severe cases, unsatisfactory performance will lead to termination of the Contract in addition to any other remedies available to the Principal under the General Conditions of Contract for these requirements.

3.39.4 Rights and Remedies

The rights and remedies conferred by the Contract on the Principal including without limitation any right to terminate the Contract, shall be in addition to and cumulative upon any rights and remedies they may have under the general law.

Limited Liability

In the event of any breach of this contract by the Principal the remedies of the Contractor shall be limited to damages. Under no circumstances shall the liability of the Principal exceed the price of the requirements.

3.39.5 Disability Access and Inclusion Plan (DAIP)

It is a requirement of the Disability Services Act that public authorities must take all practical measures to ensure that all people with disabilities have opportunities to access all buildings, facilities, events and receive a high level and quality of service from all of the Principal's officers, employees, agents and contractors.

Undertaking activities consistent with the Principal's DAIP applies at the broadest level, that is, the focus is upon broadly supporting the DAIP's six desired outcomes. It does not necessarily mean that agents and contractors will be involved in implementing every strategy outlined in the local government's DAIP.

The Act (schedule 3 of the Disability Services Regulations 2004) specifies six (6) desired outcomes:

i) People with disabilities have the same opportunities as other people to access services and events.

ii) People with disabilities have the same opportunities as other people to access buildings and other facilities.

iii) People with disabilities receive information in a format that will enable them to access information as readily as other people are able to access it.

iv) People with disabilities receive the same level and quality of service from staff as other people receive.

v) People with disabilities have the same opportunities as other people to make complaints.

vi) People with disabilities have the same opportunities as other people to participate in any public consultation.

If the Contract involves the supply of Services to the public, then the successful Contractor will:

vii) to the extent practicable, implement the Principal's "Disability Access and Inclusion Plan" prepared under the Disability Services Act 1993.

Details of the Principal's DAIP can be accessed at *www.vicpark.wa.gov.au*. Details of the Disability Services Act can be accessed through the State Law Publisher at *www.slp.wa.gov.au*.

NOTE: Annually and at the conclusion of the Contract there is a strict requirement that the contractor must supply information on how they abided by the DAIP as outlined in "A guide to Disability Access and Inclusion Plans (DAIPs) for Local Government contractors".

3.39.6 Subletting

The Contractor shall not assign or sublet the Contract or any part thereof, without the written consent of the Contract Principal.

In circumstances not caused by wilful delay where the Contractor is unable to complete the necessary service in the time required, the Principal reserves the right to use additional Contractors to carry out the necessary works in the time required.

3.39.7 Terms of Payment

Tax Invoices should be submitted at the end of each calendar month. Payment for will be authorised when all works have been completed to the satisfaction of the Principal.

Payment will be Nett thirty (30) days from the receipt of a compliant Tax Invoice. Prices are fixed.

3.39.8 Housekeeping

All workplaces will be kept in a clean and tidy condition.

3.39.9 Practical Jokes

Practical jokes and skylarking are totally forbidden and failure to comply with this provision may result in the offender's employee from participating in any work associated with fulfilment of the contract.

3.39.10 Intoxicating Liquor and Drugs

Neither the Contractor nor any employee or agent of the Contractor will be permitted to enter a site under the influence of or in possession of any intoxicating liquor, drugs or illegal substance or under the influence of the same.

4 RESPONDENT'S OFFER

4.1 FORM OF RESPONSE

The Chief Executive Officer
Town of Victoria Park
99 Shepperton Rd
VICTORIA PARK WA 6101

I/We (Company Name): _____
(Block Letters)

Trading Name: _____

of: _____
(Registered Street Address)

Suburb: _____ State: _____ Post Code: _____

ABN_____ACN (if any)_____

Telephone No: _____ Facsimile No: _____

E-mail: _____

In response to RFP: TVP/21/07 - Design Review Panel

I/We agree that I am/We are bound by, and will comply with this Request and its associated schedules, attachments, all in accordance with the Conditions of Responding contained in this Request signed and completed.

The submitted Offer is valid up to ninety (90) calendar days from the date of the Response closing or forty-five (45) days from the Council's resolution for determining the Response, whichever is the later unless extended on mutual agreement between the Principal and the Respondent in writing.

I/We agree that there will be no cost payable by the Principal towards the preparation or submission of this Response irrespective of its outcome.

I/We agree and accept the proposed fixed consideration as provided under Clause 1.23 and Clause 2.6 of this Request.

Dated this the _____ day of _____2021

Signature of authorised person: _____

Name of authorised signatory (BLOCK LETTERS): Mr.❑ Mrs.❑ Ms.❑ Please tick one.

First Name: _____Surname: _____

Position: _____Telephone No: _____

Authorised Signatory Postal Address: _____

_____

Email Address: _____

4.2 COMPLIANCE CRITERIA

The following checklist has been provided to assist you with your submission. Where it is necessary to provide additional information please ensure that all documents are clearly marked with the relevant attachment title to assist the evaluation panel with their assessment.

Please select with a yes or no whether you have complied with the following compliance criteria. Supply details where possible in attachments labelled with the appropriate headings. These criteria will not be point scored. Each Response will be assessed on a Yes / No basis as to whether the criterion is satisfactorily met. An assessment of "No" against any criterion may eliminate the Response from consideration.

4.2.1 COMPLIANCE CRITERIA QUESTIONNAIRE

1) Compliance with Conditions of Responding

<table>
<tr><th>Description of Compliance Criteria</th><th>Yes / No</th></tr>
<tr><td>i. Compliance with the Conditions of Responding and the requirements of the General Conditions of Contract as provided in Part 3 of this Request.
If "NO", please provide further details in the below table provided
<table>
<tr><th>Clause No</th><th>Contract Condition</th><th>Reason/Comments</th></tr>
<tr><td></td><td></td><td></td></tr>
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</table>
</td><td></td></tr>
<tr><td>ii. Compliance with the Specifications as provided in Part 2 of this Request.</td><td></td></tr>
<tr><td>iii. Completion of Part 4 - Respondent's Offer, inclusive of acceptance of proposed fixed consideration as provided in Clause 1.23 and Clause 2.6 of this Request.</td><td></td></tr>
</table>

2) Organisational Profile

Attach a copy of your organisation structure and provide background information on your company and label it **"Organisation Structure"**. (No more than 10 pages)	**"Organisation Structure"**	Tick✓if attached ☐
If companies are involved, attach their current ASIC company extracts search including latest annual return and label it "**ASIC Extract**".	**"ASIC Extract"**	Tick✓if attached ☐
Are you acting as an agent for another party? If **Yes**, attach details (including name and address) of your principal.	**"Agency"**	Tick✓if attached ☐
Are you acting as a trustee of a trust? If **Yes**, give the name of the trust and include a copy of the trust deed (and any related documents); and if there is no trust deed, provide the names and addresses of beneficiaries	**"Trust Deed"**	Tick✓if attached ☐
Will any actual or potential conflict of interest in the performance of your obligations under the Contract exist if you are awarded the Contract, or are any such conflicts of interest likely to arise during the Contract? If **Yes**, please supply in an attachment details of any actual or potential conflict of interest and the way in which any conflict will be dealt with.	**"Conflict"**	Tick✓if attached ☐

3) Referees

Attach details of your referees, and label it **"Referees"**. Your response should contain at least 3 written references advising on the performance standards of previous projects undertaken, or the names of at least 3 referees who can advise on the performance standards of previous projects undertaken.	**"Referees"**	Tick✓if attached ☐

4) Subcontractors

Do you intend to subcontract any of the Requirements?	Yes / No	
If Yes, in an attachment labelled **"Subcontractors"** provide details of the subcontractor(s) including: (a) the name, address and the number of people employed; and (b) the Requirements that will be subcontracted.	**"Sub-contractors"**	Tick✓if attached ☐

5) Financial Position

Are you presently able to pay all your debts in full as and when they fall due?	Yes / No	
Are you currently engaged in litigation as a result of which you may be liable for $50,000 or more?	Yes / No	
If you are awarded the Contract, will you be able to fulfil the Requirements from your own resources or from resources readily available to you and remain able to pay all of your debts in full as and when they fall due?	Yes / No	
Attach a financial profile for you and each of the other proposed contracting entities together with a list of financial referees and label it "Financial Profile".	**"Financial Profile"**	Tick✓if attached ☐

6) Insurance Coverage

The insurance requirements for this Request are stipulated in the Special Conditions. Respondents are to supply evidence of their insurance coverage in a format as outlined below or in an attachment labelled **"Insurance Coverage"**. A copy of the Certificate of Currency is to be provided to the Principal within 7 days of acceptance.			**"Insurance Coverage"**	Tick✓if attached☐
Type	**Insurer - Broker**	**Policy No.**	**Value ($)**	**Expiry Date**
Public & Product Liability				
Worker's Compensation				
Professional Indemnity				
Other (Specify)				

4.3 QUALITATIVE CRITERIA

Before answering the qualitative criteria, Respondent's shall note the following:

i) All information relevant to your answers to each criterion is to be contained within your Response;

ii) Respondents are to assume that the Evaluation Panel has no previous knowledge of your organisation, its activities or experience;

iii) Respondents are to provide full details for any claims, statements or examples used to address the qualitative criteria; and

iv) Respondents are to address each issue outlined within a qualitative criterion.

Local Knowledge of the Town of Victoria Park Respondents must address the following information in an attachment and label it "**Local Knowledge of the Town of Victoria Park**": • Demonstrated knowledge of the existing character of the Town; and • Demonstrated understanding of the relevant planning and development issues within the Town.	**15%** Tick if Attached ☐
Experience in Design Review Respondents must provide the following information in an attachment and label it "**Experience in Design Review**": • Demonstrated professional experience in undertaking design review; and • Examples (no more than 3) of specific design issues that have raised in design review, and the resulting benefits for the project.	**40%** Tick if Attached ☐
Experience in New Developments and Planning Respondents must provide the following information in an attachment and label it "**Experience in New Developments and Planning**": • Demonstrated professional experience in the design and delivery of significant developments, projects and planning proposals. • Demonstrated understanding of planning and development application processes.	**20%** Tick if Attached ☐
Skills and Experience in Nominated Fields Respondents must address the following information in an attachment and label it "Skills and Experience in Nominated Fields": • Demonstrated high level of expertise and knowledge in one of the following fields: a) architecture b) urban design c) landscape architecture d) sustainability and/or building servicing. Respondents must clearly indicate the specific field(s) they are proposing themselves as members for. • Ability to work in a multidisciplinary team. • Curriculum Vitae.	**25%** Tick if Attached ☐

• Current registration with relevant professional body is desirable. • Any other relevant information.	

Company Name: _____

Address: _____

Signature: _____

Full Name of Respondent (Block Letters): _____

4 RESPONDENT'S OFFER

4.1 FORM OF RESPONSE

The Chief Executive Officer
Town of Victoria Park
99 Shepperton Rd
VICTORIA PARK WA 6101

I/We (Company Name): _____
(Block Letters)

Trading Name: _____

of: _____
(Registered Street Address)

Suburb:_____State:_____Post Code: _____

ABN_____ACN (if any)_____

Telephone No:_____Facsimile No: _____

E-mail: _____

In response to RFP: TVP/21/07 - Design Review Panel

I/We agree that I am/We are bound by, and will comply with this Request and its associated schedules, attachments, all in accordance with the Conditions of Responding contained in this Request signed and completed.

The submitted Offer is valid up to ninety (90) calendar days from the date of the Response closing or forty-five (45) days from the Council's resolution for determining the Response, whichever is the later unless extended on mutual agreement between the Principal and the Respondent in writing.

I/We agree that there will be no cost payable by the Principal towards the preparation or submission of this Response irrespective of its outcome.

I/We agree and accept the proposed fixed consideration as provided under Clause 1.23 and Clause 2.6 of this Request.

Dated this the_____day of_____2021

Signature of authorised person: _____

Name of authorised signatory (BLOCK LETTERS): Mr.❑ Mrs.❑ Ms.❑ Please tick one.

First Name:_____Surname: _____

Position:_____Telephone No: _____

Authorised Signatory Postal Address: _____

_____

Email Address: _____

4.2 COMPLIANCE CRITERIA

The following checklist has been provided to assist you with your submission. Where it is necessary to provide additional information please ensure that all documents are clearly marked with the relevant attachment title to assist the evaluation panel with their assessment.

Please select with a yes or no whether you have complied with the following compliance criteria. Supply details where possible in attachments labelled with the appropriate headings. These criteria will not be point scored. Each Response will be assessed on a Yes / No basis as to whether the criterion is satisfactorily met. An assessment of "No" against any criterion may eliminate the Response from consideration.

4.2.1 COMPLIANCE CRITERIA QUESTIONNAIRE

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Attach a copy of your organisation structure and provide background information on your company and label it **"Organisation Structure"**. (No more than 10 pages)	**"Organisation Structure"**	Tick✓if attached ☐
If companies are involved, attach their current ASIC company extracts search including latest annual return and label it "**ASIC Extract**".	**"ASIC Extract"**	Tick✓if attached ☐
Are you acting as an agent for another party? If **Yes**, attach details (including name and address) of your principal.	**"Agency"**	Tick✓if attached ☐
Are you acting as a trustee of a trust? If **Yes**, give the name of the trust and include a copy of the trust deed (and any related documents); and if there is no trust deed, provide the names and addresses of beneficiaries	**"Trust Deed"**	Tick✓if attached ☐
Will any actual or potential conflict of interest in the performance of your obligations under the Contract exist if you are awarded the Contract, or are any such conflicts of interest likely to arise during the Contract? If **Yes**, please supply in an attachment details of any actual or potential conflict of interest and the way in which any conflict will be dealt with.	**"Conflict"**	Tick✓if attached ☐

3) Referees

Attach details of your referees, and label it **"Referees"**. Your response should contain at least 3 written references advising on the performance standards of previous projects undertaken, or the names of at least 3 referees who can advise on the performance standards of previous projects undertaken.	**"Referees"**	Tick✓if attached ☐

4) Subcontractors

Do you intend to subcontract any of the Requirements?	Yes / No	
If Yes, in an attachment labelled **"Subcontractors"** provide details of the subcontractor(s) including: (a) the name, address and the number of people employed; and (b) the Requirements that will be subcontracted.	**"Sub-contractors"**	Tick✓if attached ☐

5) Financial Position

Are you presently able to pay all your debts in full as and when they fall due?	Yes / No	
Are you currently engaged in litigation as a result of which you may be liable for $50,000 or more?	Yes / No	
If you are awarded the Contract, will you be able to fulfil the Requirements from your own resources or from resources readily available to you and remain able to pay all of your debts in full as and when they fall due?	Yes / No	
Attach a financial profile for you and each of the other proposed contracting entities together with a list of financial referees and label it "Financial Profile".	**"Financial Profile"**	Tick✓if attached ☐

6) Insurance Coverage

The insurance requirements for this Request are stipulated in the Special Conditions. Respondents are to supply evidence of their insurance coverage in a format as outlined below or in an attachment labelled **"Insurance Coverage"**. A copy of the Certificate of Currency is to be provided to the Principal within 7 days of acceptance.			**"Insurance Coverage"**	Tick✓if attached☐
Type	**Insurer - Broker**	**Policy No.**	**Value ($)**	**Expiry Date**
Public & Product Liability				
Worker's Compensation				
Professional Indemnity				
Other (Specify)				

4.3 QUALITATIVE CRITERIA

Before answering the qualitative criteria, Respondent's shall note the following:

i) All information relevant to your answers to each criterion is to be contained within your Response;

ii) Respondents are to assume that the Evaluation Panel has no previous knowledge of your organisation, its activities or experience;

iii) Respondents are to provide full details for any claims, statements or examples used to address the qualitative criteria; and

iv) Respondents are to address each issue outlined within a qualitative criterion.

Local Knowledge of the Town of Victoria Park Respondents must address the following information in an attachment and label it "**Local Knowledge of the Town of Victoria Park**": • Demonstrated knowledge of the existing character of the Town; and • Demonstrated understanding of the relevant planning and development issues within the Town.	**15%** Tick if Attached ☐
Experience in Design Review Respondents must provide the following information in an attachment and label it "**Experience in Design Review**": • Demonstrated professional experience in undertaking design review; and • Examples (no more than 3) of specific design issues that have raised in design review, and the resulting benefits for the project.	**40%** Tick if Attached ☐
Experience in New Developments and Planning Respondents must provide the following information in an attachment and label it "**Experience in New Developments and Planning**": • Demonstrated professional experience in the design and delivery of significant developments, projects and planning proposals. • Demonstrated understanding of planning and development application processes.	**20%** Tick if Attached ☐
Skills and Experience in Nominated Fields Respondents must address the following information in an attachment and label it "Skills and Experience in Nominated Fields": • Demonstrated high level of expertise and knowledge in one of the following fields: a) architecture b) urban design c) landscape architecture d) sustainability and/or building servicing. Respondents must clearly indicate the specific field(s) they are proposing themselves as members for. • Ability to work in a multidisciplinary team. • Curriculum Vitae.	**25%** Tick if Attached ☐

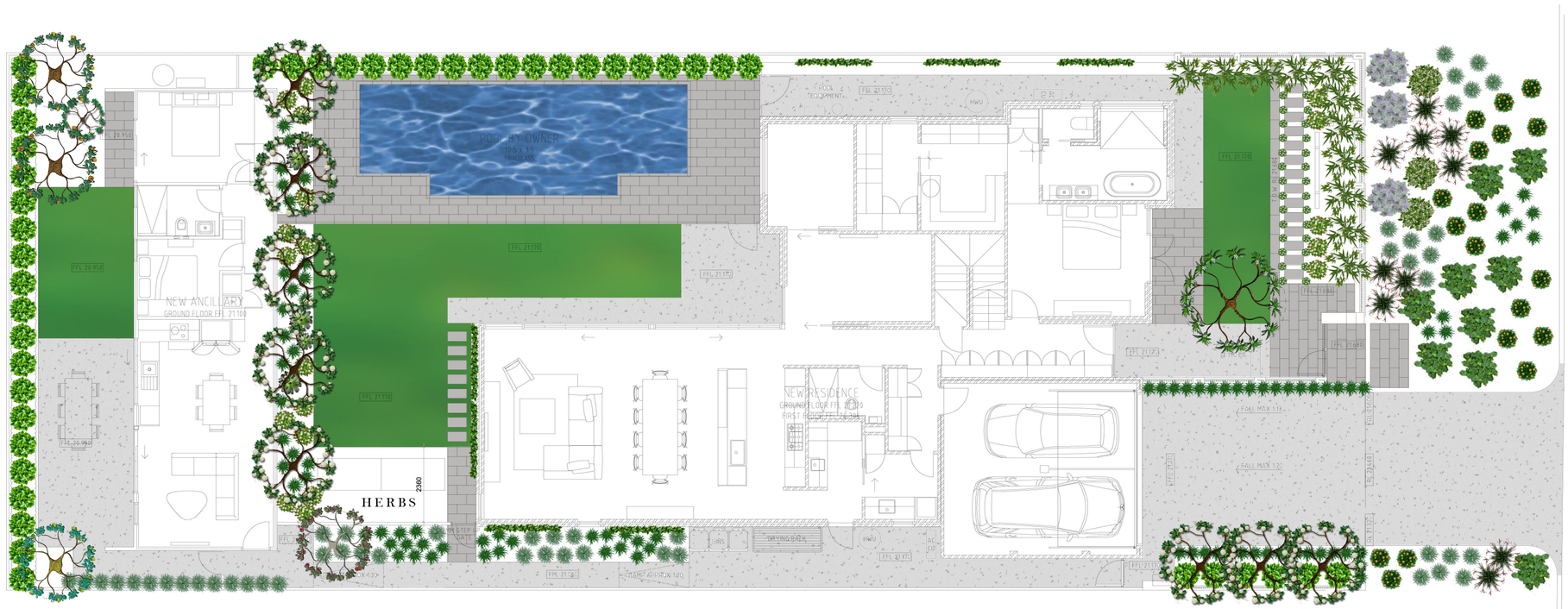
• Current registration with relevant professional body is desirable. • Any other relevant information.	

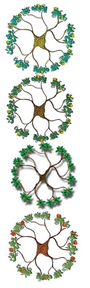
Company Name: _____

Address: _____

Signature: _____

Full Name of Respondent (Block Letters): _____





'Emperor Mandarin'
Citrus reticulata 'Emperor'



Meyer Lemon
Citrus × meyeri

Kaffir Lime
Citrus hystrix

Valencia Orange
Citrus x sinensis 'Valencia'



White Crepe Myrtle
Lagerstroemia indica x L. fauriei 'Natchez'



Mottlecah
Eucalyptus macrocarpa

Fruit Salad Frangipani
Plumeria sp. "Fruit Salad"

Slender Weavers' Bamboo
Bambusa textilis var 'Gracilis'

Creeping Fig
Ficus pumila



Tricolor Star Jasmine
Trachelospermum asiaticum Tricolor

Viburnum Dense Fence
Viburnum ororatissium ' Dense Fence'

Limewave
Lomandra confertifolia 'Limewave'

Lomandra 'Crakerjack'
Lomandra confertifolia rubiginosa 'Crackerjack'



Agave
Agave attenuata

Pratia
Pratia pedunculata 'Alba'

Creeping Boobialla
Myoporum parvifolium

Giant Bromeliad
Alcantarea imperialis 'Silver Plum'



Spider Grevillea
Grevillea thelemanniana 'Gilt Dragon'

Emu Bush
Eremophila nivea 'Spring Mist'

Red and green kangaroo paw
Anigozanthos manglesii

Banksia 'Golden Candle sticks'
Banksia spinulosa

2.5m 0.5m 0m 5m

Site plan
scale 1:100

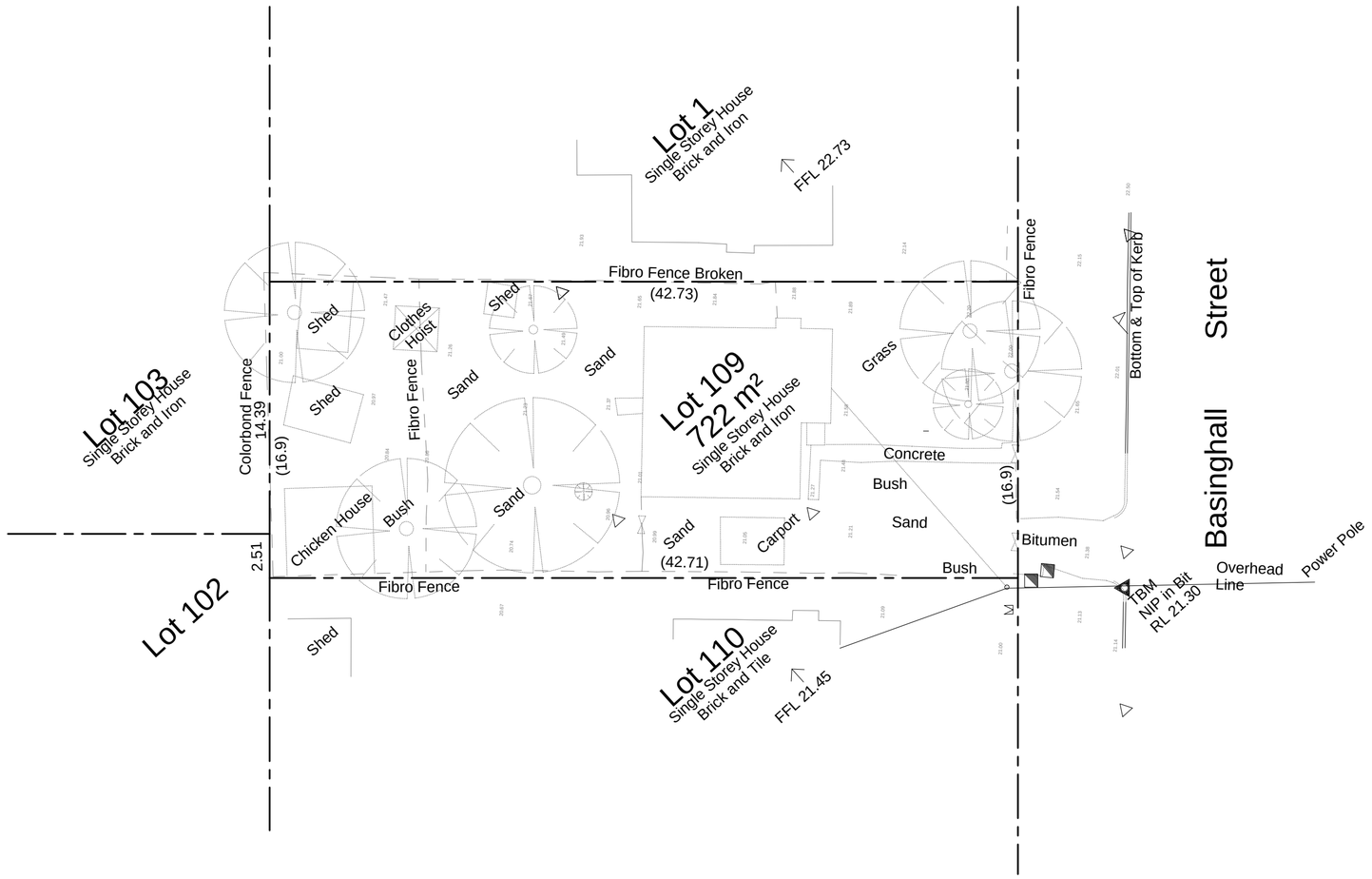
acanthus green

client.
Chindarsi - Choon & Milton
119A Basinghall Street
East Victoria Park

drawn. CMD
date. 05/02/21
scale. 1:100
paper. A3
drawing no. 1 of 1
job no. 00593

NORTH

a 57C Moulden Avenue, Yokine 6060
m 0403 192 775 e info@acanthusgreen.com.au



PLANNING APPLICATION ISSUE

REVISION	DATE	DESCRIPTION
1	16/04/21	PLANNING APPLICATION ISSUE
0	15/05/20	ISSUE FOR BUILDING PERMIT AND CONSTRUCTION

chindarsi architects

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po box 211 mount lawley western australia 6929
mobile 0400 829 579

119A BASINGHALL ST
EAST VICTORIA PARK

TITLE: PLAN SURVEY

SCALE:	DATE:
1:200 A2	15/05/2020

DRAWN BY:	DRAWING NO.	REVISION
SURVEYOR	19-01 A-001	1
CHECKED BY: JC / APPROVED BY: JC	CAD FILE /19-01	

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SURVEY PLAN
SCALE 1:200

NOTE:

IF ASBESTOS IS FOUND REFER TO THE SPECIFICATION FOR REMOVAL, HANDLING AND DISPOSAL PROCEDURES.

THE CONTRACTOR IS TO SURVEY THE EXISTING SOAKWELLS AND REMOVE OR RELOCATE ANY EXISTING SOAKWELLS THAT MAY UNDERMINE THE PROPOSED WORKS - ALL TO THE SATISFACTION OF THE STRUCTURAL ENGINEER

SITE TO BE DEMOLISHED AND CLEARED TYPICALLY INCLUDING BUT NOT NECESSARILY LIMITED TO EXISTING DWELLING, CARPORT, SHEDS, TREES & SHRUBS, SOAKWELLS, HARD AND SOFT LANDSCAPING AND SITE FENCING

EXISTING OVERHEAD POWER CONNECTION TO BE DECOMMISSIONED AND REMOVED - ALLOW FOR NEW WESTERN POWER DOME REFER TO ELECTRICAL PLANS

EXISTING CROSSOVER TO BE REMOVED AND REPLACED WITH NEW CROSSOVER - REFER TO SITE PLANS

PLANNING APPLICATION ISSUE

DEMOLITION PLAN
SCALE 1:100

REVISION	DATE	DESCRIPTION
P5	04/02/19	VERIFICATION OF EXEMPTION FROM DEVELOPMENT APPROVAL
P4	19/02/20	ISSUE FOR CONSULTANTS
P3	28/01/20	ISSUE FOR CONSULTANTS
P2	15/02/19	DA EXEMPTION ISSUE
1	16/04/21	PLANNING APPLICATION ISSUE

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119A BASINGHALL ST
EAST VICTORIA PARK

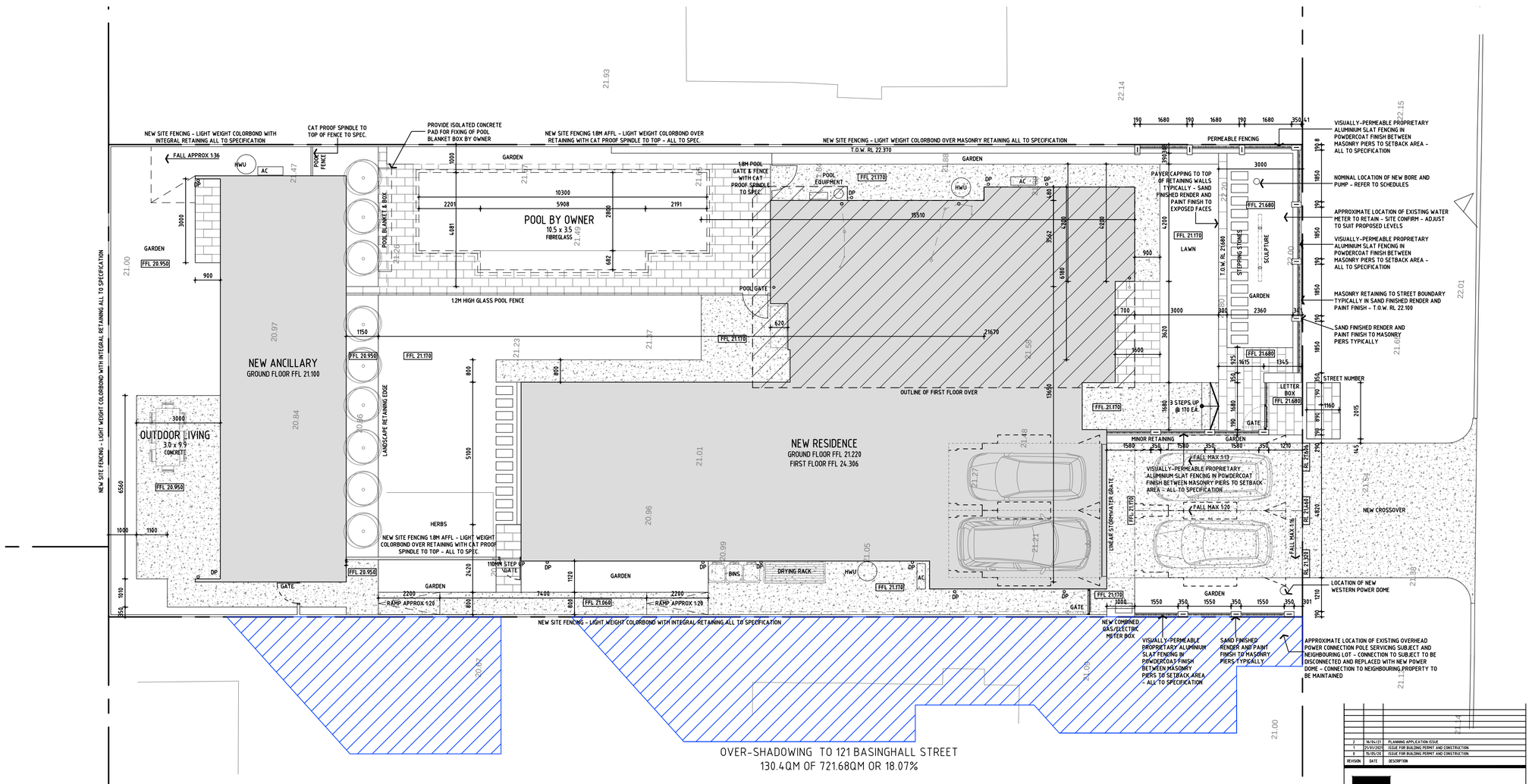
TITLE:
PLAN
DEMOLITION

SCALE:	DATE:	
1:100 A2	19/02/2020	
DRAWN BY: BS	DRAWING NO. 19-01 A-002	REVISION 0
CHECKED BY: JC	APPROVED BY: JC	CAD FILE: 19-01

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SITE PLAN LEGEND

- WATER WASHED EXPOSED AGGREGATE CONCRETE
- 600X300 GRANITE STONE PAVERS IN 1/3RD STAGGERED STRETCH PATTERN



SITE & LANDSCAPE PLAN
SCALE 1:100

PLANNING APPLICATION ISSUE

REVISION	DATE	DESCRIPTION
2	16/04/21	PLANNING APPLICATION ISSUE
1	21/01/21	ISSUE FOR BUILDING PERMIT AND CONSTRUCTION
0	15/05/20	ISSUE FOR BUILDING PERMIT AND CONSTRUCTION

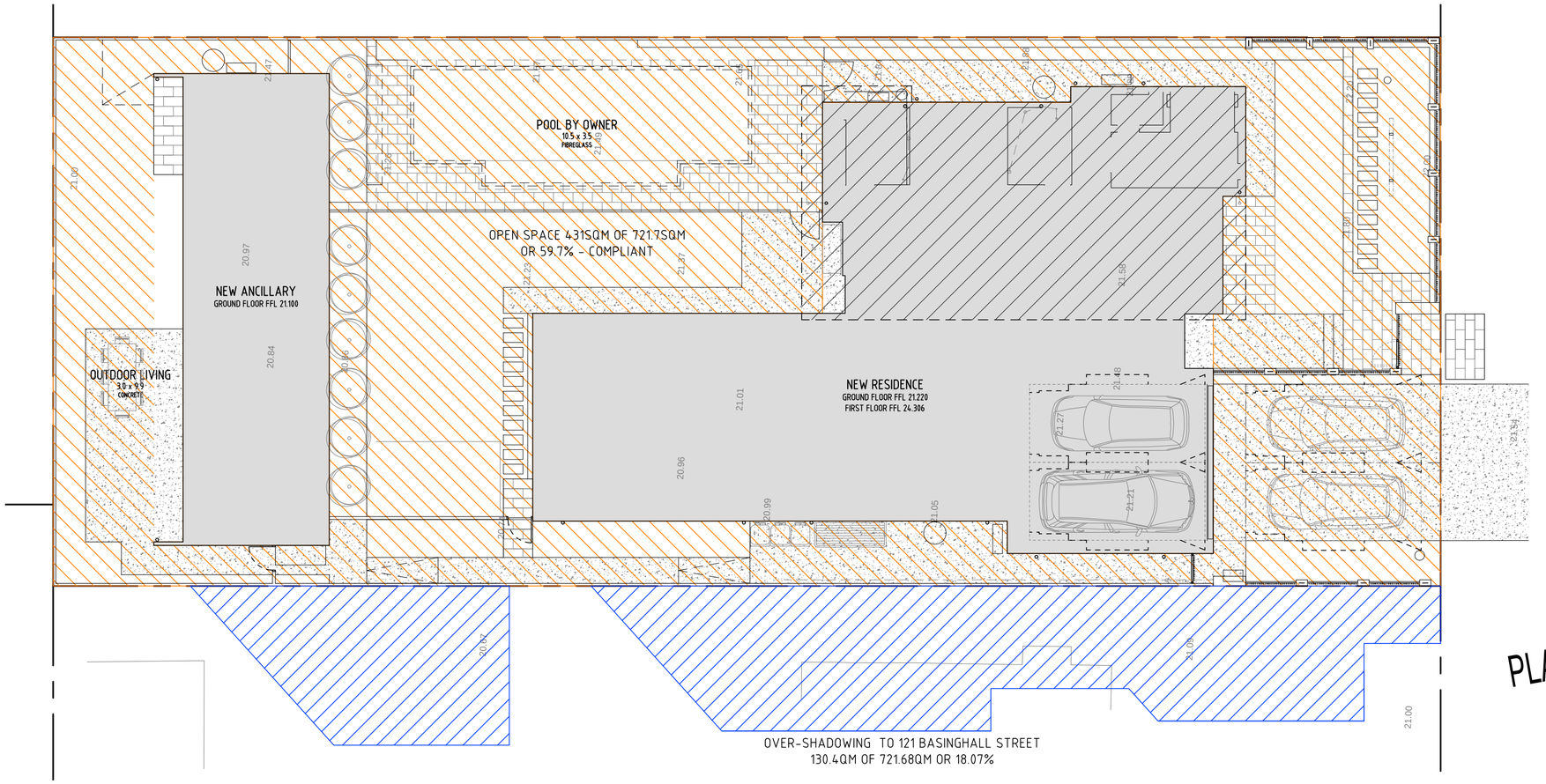
chindarsi architects
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po box 211 mount lawley western australia 6929
mobile 0400 829 579

119A BASINGHALL ST
EAST VICTORIA PARK

TITLE: PLAN
SITE & LANDSCAPE

SCALE:	DATE:	
1:100 A2	21/01/2021	
DRAWN BY: BS	DRAWING NO. 19-01 A-003	REVISION 2
CHECKED BY: JC	APPROVED BY: JC	CAD FILE /19-01

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OVER-SHADOWING & OPEN SPACE DIAGRAM
SCALE 1:100

PLANNING APPLICATION ISSUE

REVISION	DATE	DESCRIPTION
0	14/04/21	PLANNING APPLICATION ISSUE
P2	15/02/19	DA EXEMPTION ISSUE
P1	04/02/19	VERIFICATION OF EXEMPTION FROM DEVELOPMENT APPROVAL

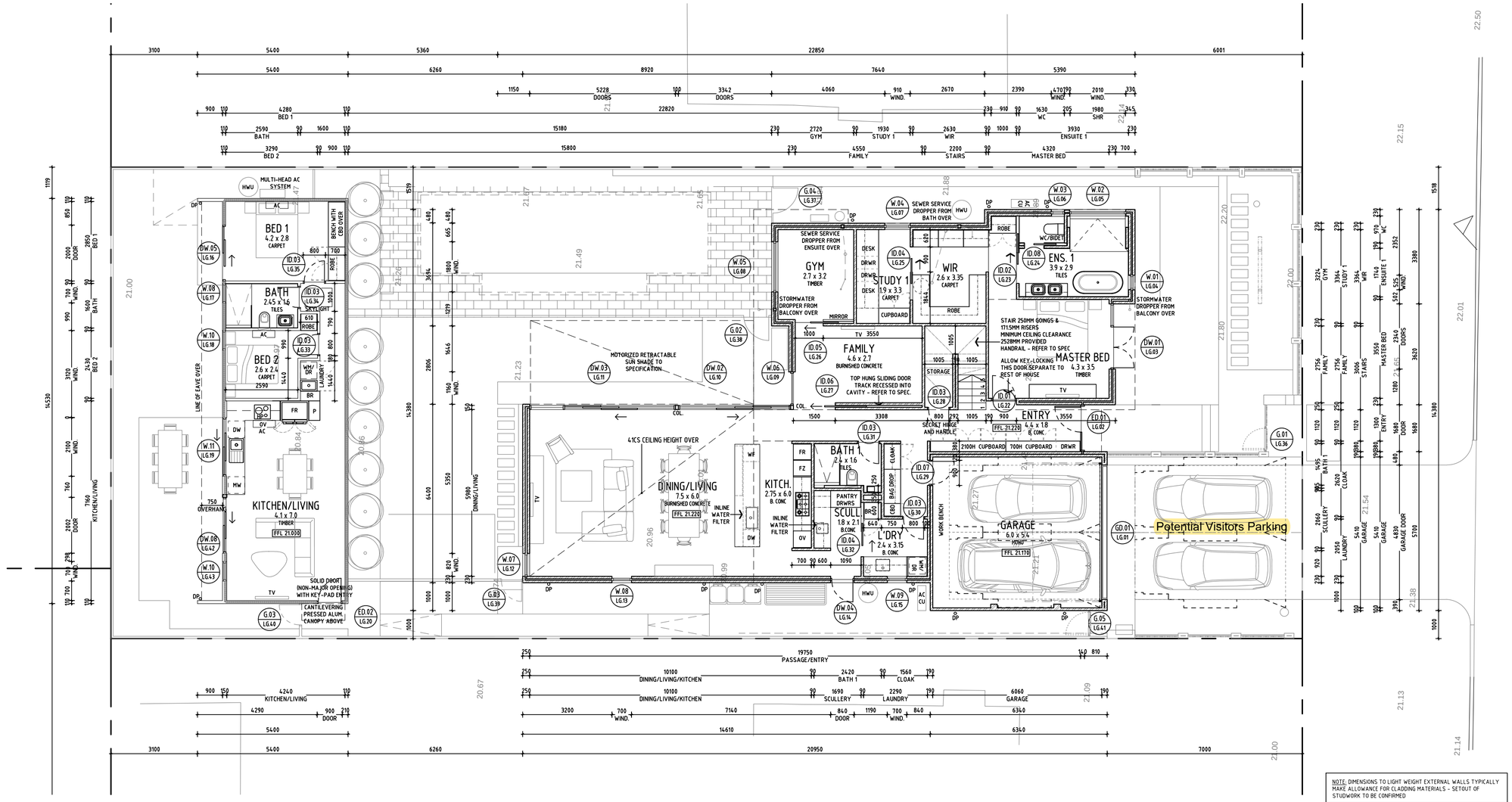
chindarsi architects
telephone +61 08 9328 7238 facsimilie +61 08 9328 7268
po box 211 mount lawley western australia 6929
mobile 0400 829 579

119A BASINGHALL ST
EAST VICTORIA PARK

TITLE:
DIAGRAMS
OPEN SPACE, OVER-SHADOWING

SCALE: 1:100 A2		DATE: 11/02/2019	
DRAWN BY: BS		DRAWING NO. 19-01 CAD FILE: 19-01	REVISION 0
CHECKED BY: JC	APPROVED BY: JC	A-004	

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GROUND FLOOR PLAN
SCALE 1:100

PLANNING APPLICATION ISSUE

NOTE: DIMENSIONS TO LIGHT WEIGHT EXTERNAL WALLS TYPICALLY MAKE ALLOWANCE FOR CLADDING MATERIALS - SETOUT OF STUDWORK TO BE CONFIRMED

REVISION	DATE	DESCRIPTION
4	16/04/21	PLANNING APPLICATION ISSUE
3	24/08/20	AMMENDED ISSUE FOR CONSTRUCTION - SKYLIGHT ADDED
2	05/08/20	AMMENDED ISSUE FOR CONSTRUCTION
1	02/04/20	AMMENDED ISSUE FOR CONSTRUCTION
0	15/05/20	ISSUE FOR BUILDING PERMIT AND CONSTRUCTION

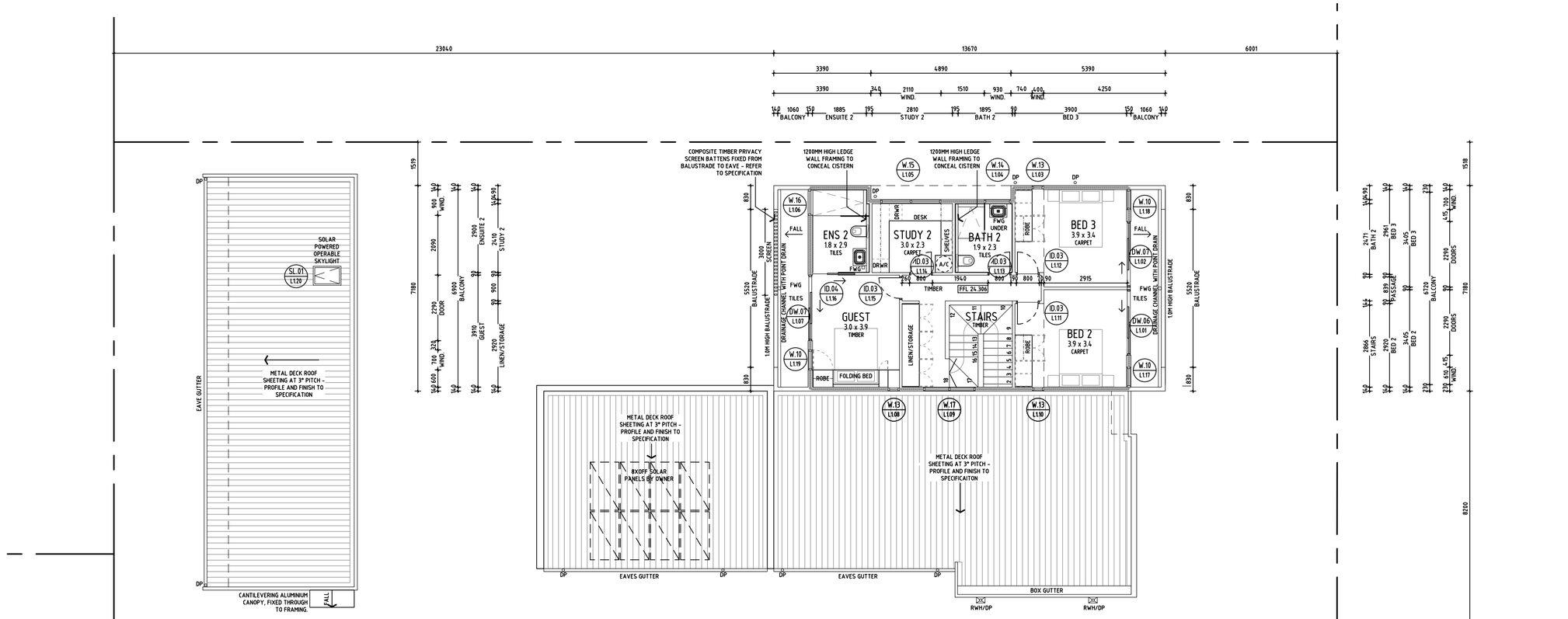
chindarsi architects
telephone +61 08 9328 7238 facsimilie +61 08 9328 7268
po box 211 mount lawley western australia 6929
mobile 0400 829 579

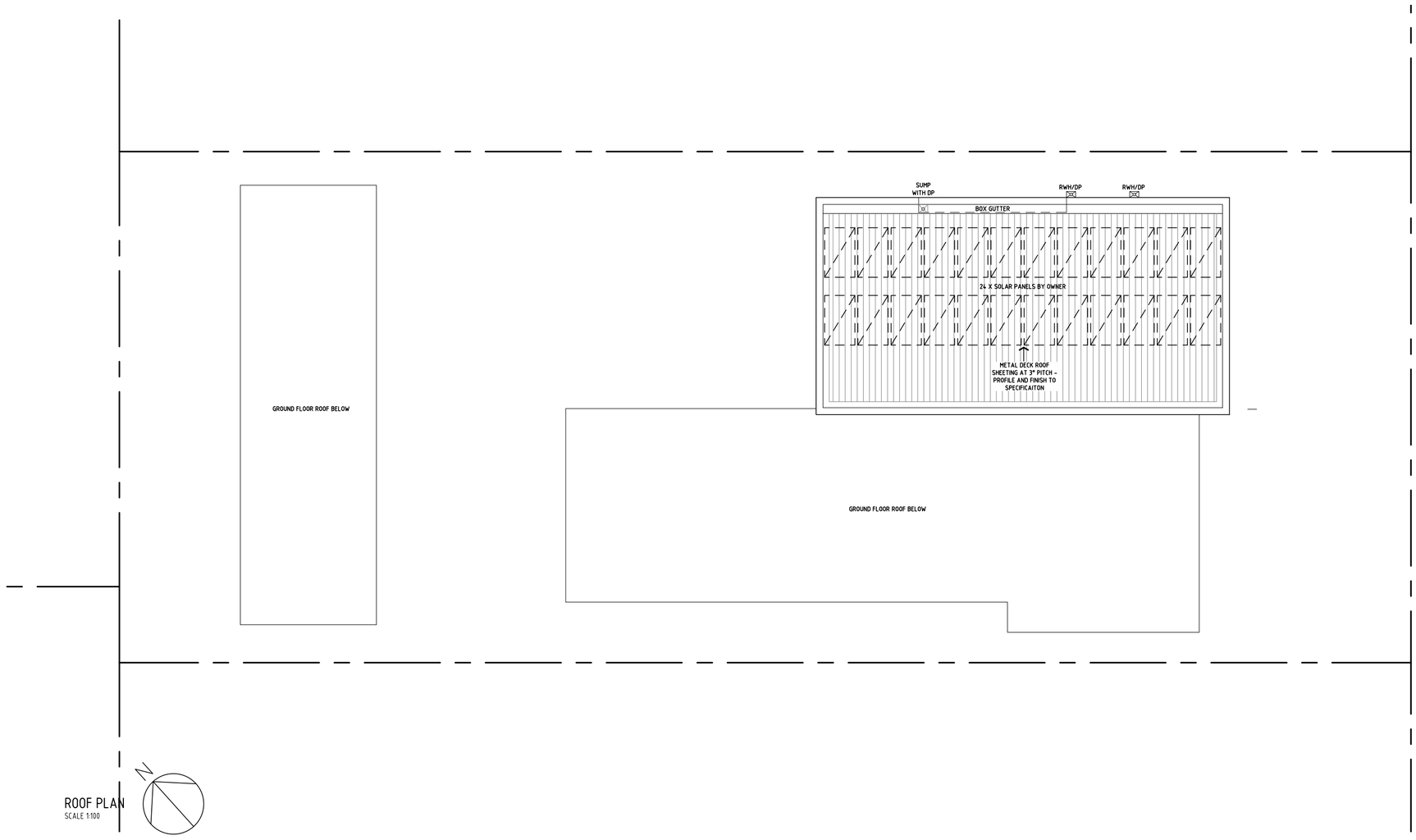
119A BASINGHALL ST
EAST VICTORIA PARK

TITLE: PLAN GROUND FLOOR

SCALE:	DATE:	
1:100 A2	26/08/2020	
DRAWN BY: BM/JC	DRAWING NO: 19-01 A-101	REVISION: 4
CHECKED BY: JC / APPROVED BY: JC	CAD FILE: /19-01	

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23040
13670
6001
3390
4890
5390
3390
340
2110 WIND.
1510
930 WIND.
740
400 WIND.
4250
140 1060 150 1885 195 2810 195 1895 90 3900 150 1060 140
BALCONY
ENSUITE 2
STUDY 2
BATH 2
BED 3
BALCONY
1519
7180
140 600 100 370 WIND.
2390 DOOR
6930 BALCONY
90 3910 GUEST
90 2920 LINEN/STORAGE
140 900 WIND.
2690
2900 ENSUITE 2
90 900 90 2410 STUDY 2
140 140 140



ROOF PLAN
SCALE 1:100

PLANNING APPLICATION ISSUE

REVISION	DATE	DESCRIPTION
1	16/04/21	PLANNING APPLICATION ISSUE
0	14/01/21	ISSUE FOR BUILDING PERMIT AND CONSTRUCTION

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po box 211 mount lawley western australia 6929
mobile 0400 829 579

119A BASINGHALL ST
EAST VICTORIA PARK

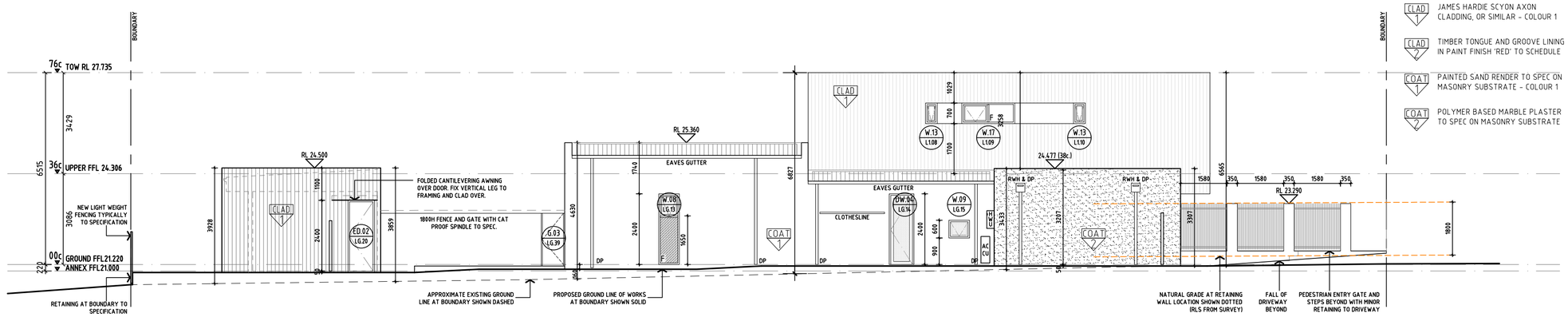
TITLE:
PLAN
ROOF

SCALE:	DATE:	
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CHECKED BY: JC / APPROVED BY: JC		

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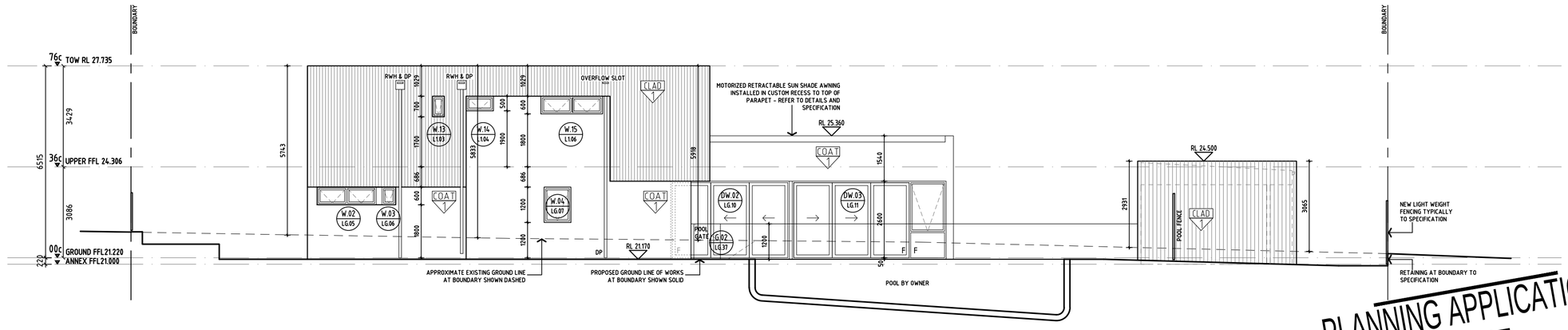
FINISHES

- CLAD 1 — JAMES HARDIE SCYON AXON CLADDING, OR SIMILAR - COLOUR 1
- CLAD 2 — TIMBER TONGUE AND GROOVE LINING IN PAINT FINISH 'RED' TO SCHEDULE
- COAT 1 — PAINTED SAND RENDER TO SPEC ON MASONRY SUBSTRATE - COLOUR 1
- COAT 2 — POLYMER BASED MARBLE PLASTER TO SPEC ON MASONRY SUBSTRATE



ELEVATION - RESIDENCE: SOUTH-WEST SIDE FACADE

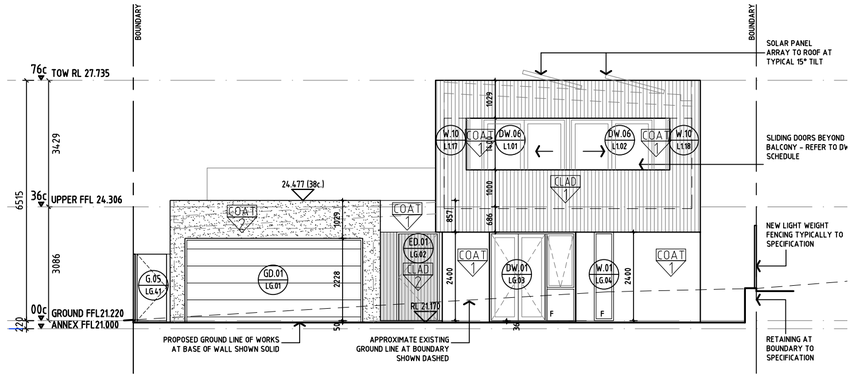
SCALE 1:100



ELEVATION - RESIDENCE: NORTH-EAST SIDE FACADE

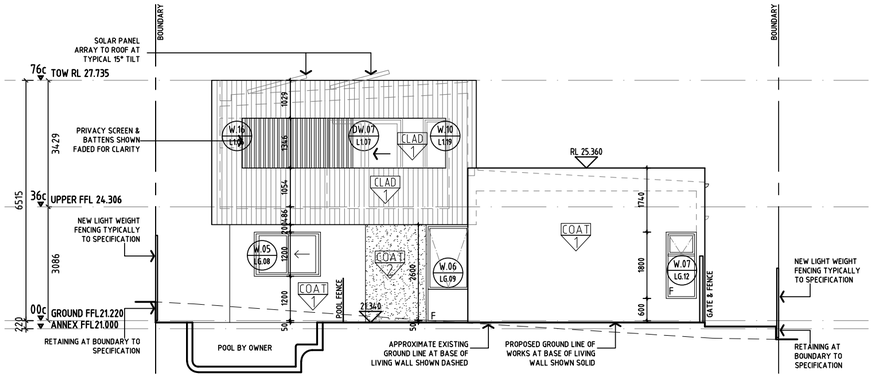
SCALE 1:100

PLANNING APPLICATION ISSUE



ELEVATION - RESIDENCE; SOUTH-EAST STREET FACADE

SCALE 1:100



ELEVATION - RESIDENCE; NORTH-WEST REAR FACADE

SCALE 1:100

REVISION	DATE	DESCRIPTION
1	16/04/21	PLANNING APPLICATION ISSUE
0	15/05/20	ISSUE FOR BUILDING PERMIT AND CONSTRUCTION

chindarsi architects

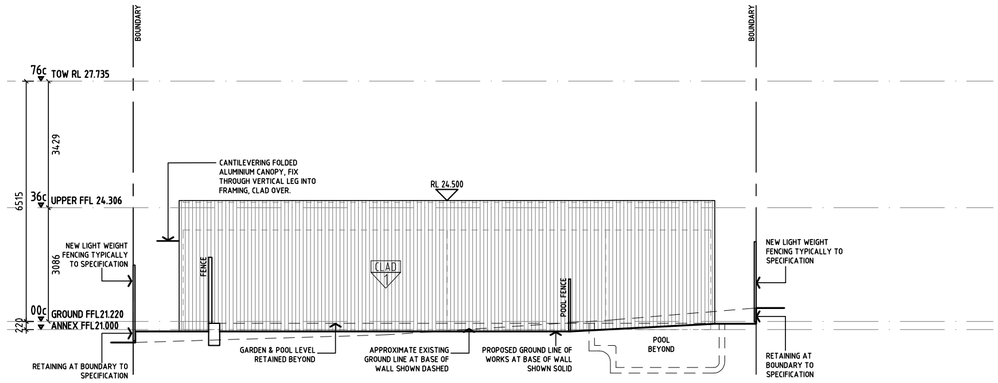
telephone +61 08 9328 7238 facsimilie +61 08 9328 7268
po box 211 mount lawley western australia 6929
mobile 0400 829 579

119A BASINGHALL ST
EAST VICTORIA PARK

TITLE: ELEVATIONS RESIDENCE

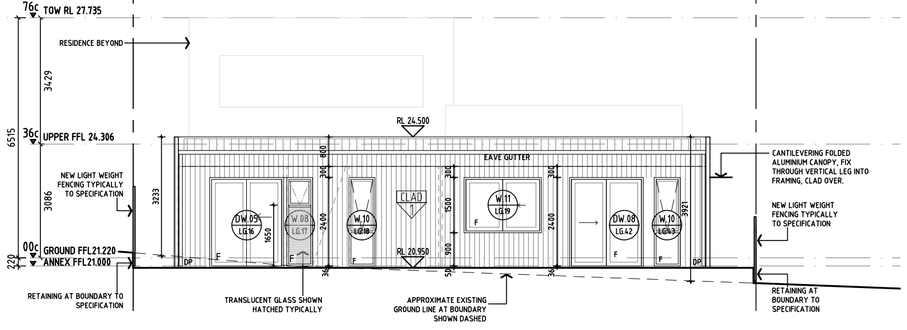
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DRAWN BY: WKL/JC	DRAWING NO.: 19.01 A-201 CAD FILE /19-01
CHECKED BY: JC	APPROVED BY: JC
	REVISION: 1

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ELEVATION - ANCILLARY; SOUTH-EAST STREET FACADE

SCALE 1:100



ELEVATION - ANCILLARY; NORTH-WEST REAR FACADE

SCALE 1:100

FINISHES

CLAD 1 — JAMES HARDIE SCYON AXON CLADDING, OR SIMILAR - COLOUR 1

CLAD 2 — TIMBER TONGUE AND GROOVE LINING IN PAINT FINISH 'RED' TO SCHEDULE

COAT 1 — PAINTED SAND RENDER TO SPEC ON MASONRY SUBSTRATE - COLOUR 1

COAT 2 — POLYMER BASED MARBLE PLASTER TO SPEC ON MASONRY SUBSTRATE

PLANNING APPLICATION ISSUE

REVISION	DATE	DESCRIPTION
2	14/04/21	PLANNING APPLICATION ISSUE
1	02/04/20	AMMENDED ISSUE FOR CONSTRUCTION
0	15/01/20	ISSUE FOR BUILDING PERMIT AND CONSTRUCTION

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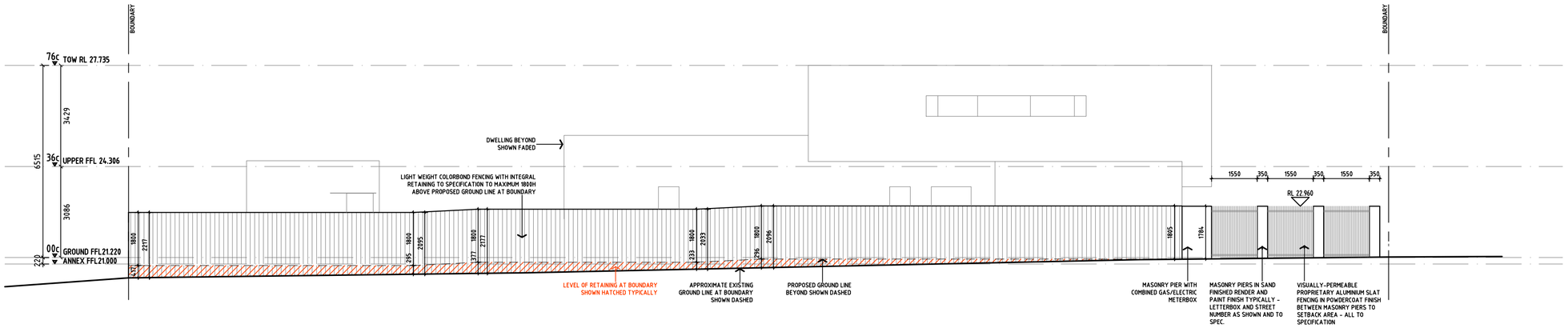
telephone +61 08 9328 7238 facsimilie +61 08 9328 7268
po box 211 mount lawley western australia 6929
mobile 0400 829 579

119A BASINGHALL ST
EAST VICTORIA PARK

TITLE: ELEVATIONS ANCILLARY

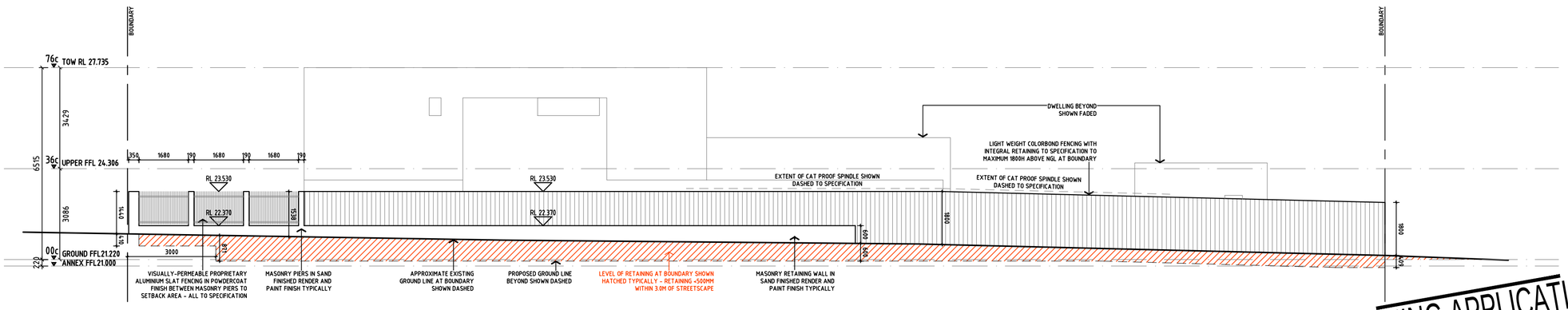
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1:100 A2	02/06/2020	
DRAWN BY: WKL/JC	DRAWING NO. 19.01 A-202	REVISION 2
CHECKED BY: JC / APPROVED BY: JC	CAD FILE /19-01	

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ELEVATION - RESIDENCE: SOUTH-WEST SIDE FACADE

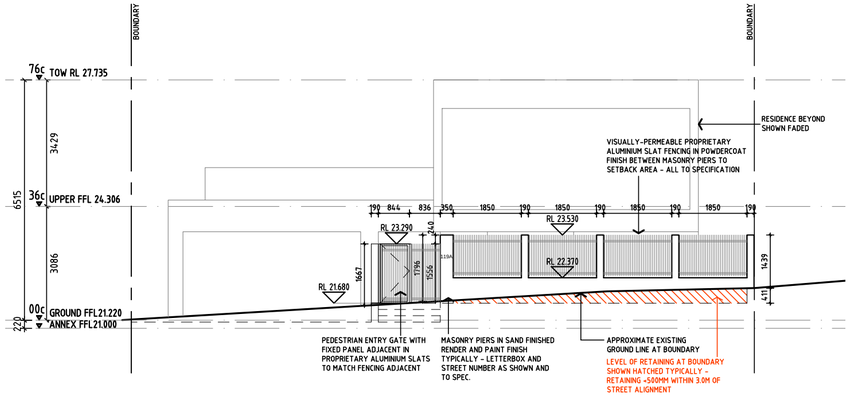
SCALE 1:100



PLANNING APPLICATION ISSUE

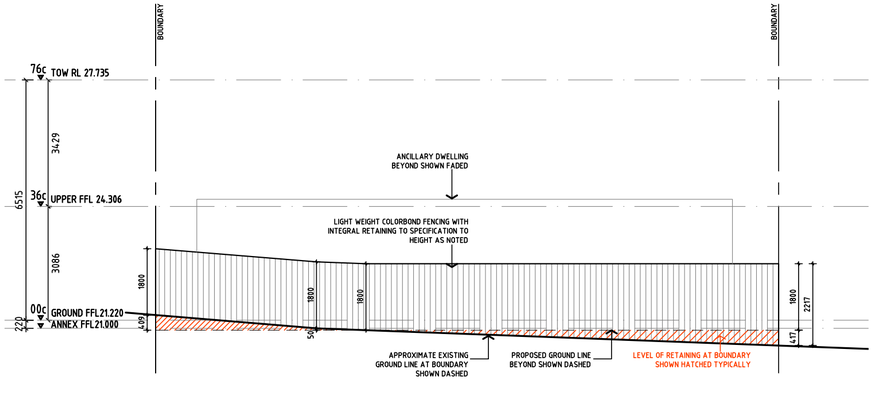
ELEVATION - RESIDENCE: NORTH-EAST SIDE FACADE

SCALE 1:100



ELEVATION - RESIDENCE; SOUTH-EAST STREET FACADE

SCALE 1:100



ELEVATION - RESIDENCE; NORTH-WEST REAR FACADE

SCALE 1:100

REVISION	DATE	DESCRIPTION
1	16/04/21	PLANNING APPLICATION ISSUE
0	15/05/20	ISSUE FOR BUILDING PERMIT AND CONSTRUCTION

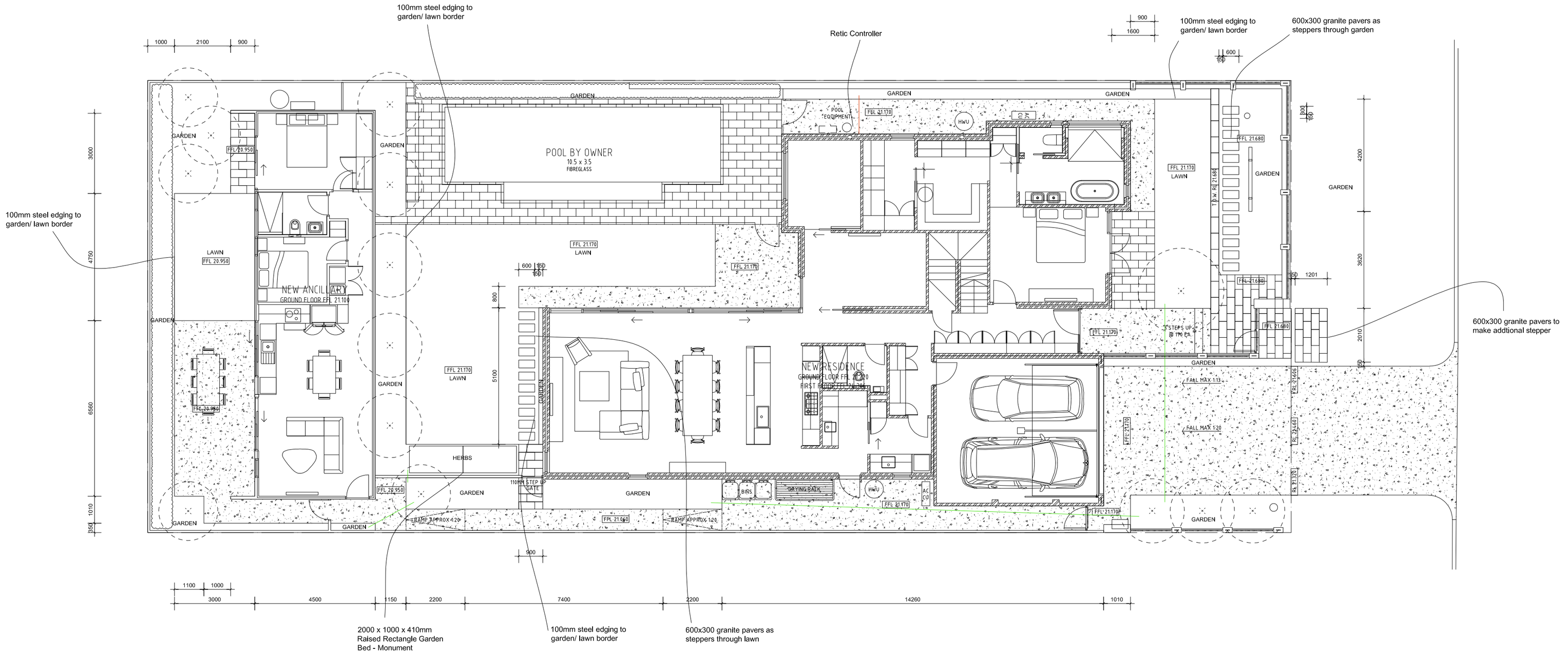
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mobile 0400 829 579

119A BASINGHALL ST
EAST VICTORIA PARK

TITLE: ELEVATIONS BOUNDARY

SCALE:	DATE:
1:100 A2	15/05/2020
DRAWN BY: BS	DRAWING NO.: 19.01 A-210 /19-01
CHECKED BY: JC / APPROVED BY: JC	CAD FILE	REVISION: 1

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RETIC PRELAYS

90mm stormwater pipe reticualtion prelay

flexible conduit prelay with draw string for reticualtion controller

SITE WORKS

20-40mm of Soil conditioner to all garden beds, dug through top 300mm of existing soil

Mulch
70-100mm of Karri and Peat mulch applied to all garden

2.5m 0.5m 0m 5m

Site plan
scale 1:100

acanthus green

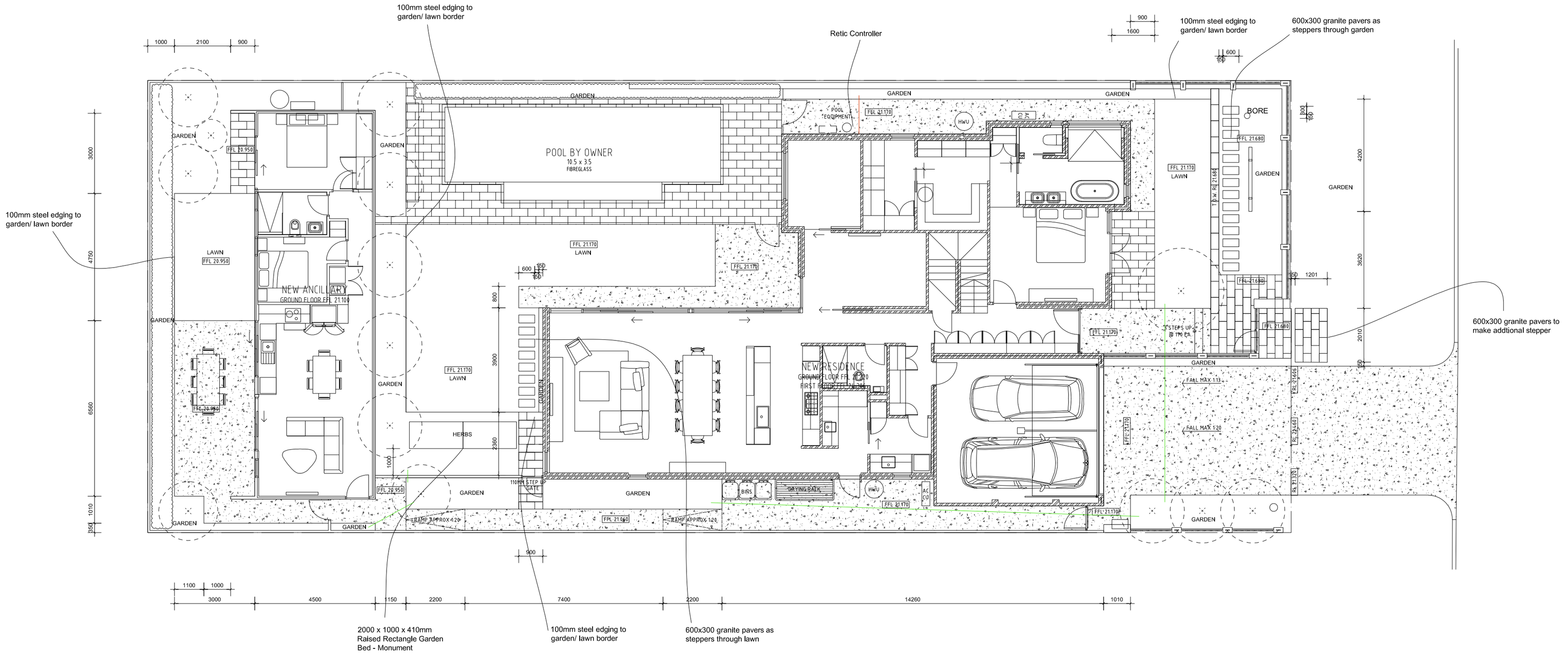
client.
Chindarsi - Choon & Milton
119A Basinghall Street
East Victoria Park

drawn. CMD
date. 03/02/21
scale. 1:100
paper. A3
drawing no. 1 of 1
job no. 00593

NORTH

a 57C Moulden Avenue, Yokine 6060
m 0403 192 775 e info@acanthusgreen.com.au

Note: All levels and dimensions indicated on all plans are indicative only, which need to be confirmed on site by Contractor(s) before works commence. Positioning of hard and softscapes will be adjusted to site conditions.



SITE WORKS

20-40mm of Soil conditioner to all garden beds, dug through top 300mm of existing soil

Mulch
70-100mm of Karri and Peat mulch applied to all garden

Lawn
20mm of lawn mix to be spread and leveled prior to Palemtto Soft leaf Buffalo, wetta soil and water crystals spread, compaction after lawn laid.

Reticualtion
Controller to be located as noted on plans, reticulation to come off the Bore. Flood bubblers at base of trees, Sprays to garden Beds, pop ups to lawn areas.

RETIC PRELAYS

90mm stormwater pipe reticualtion prelay

flexible conduit prelay with draw string for reticualtion controller

2.5m 0.5m 0m 5m

Site plan
scale 1:100

acanthus green

client.
Chindarsi - Choon & Milton
119A Basinghall Street
East Victoria Park

drawn. CMD
date. 05/02/21
scale. 1:100
paper. A3
drawing no. 1 of 1
job no. 00593

NORTH

a 57C Moulden Avenue, Yokine 6060
m 0403 192 775 e info@acanthusgreen.com.au

Note: All levels and dimensions indicated on all plans are indicative only, which need to be confirmed on site by Contractor(s) before works commence. Positioning of hard and softscapes will be adjusted to site conditions.

SHORT-TERM ACCOMMODATION

MANAGEMENT PLAN

ANCILLARY BUILDING

119A BASINGHALL ST, EAST VICTORIA PARK WA 6100

20 APRIL 2020

1. BACKGROUND

This Management Plan is for short term accommodation using the ancillary building, a fully furnished 2 bedroom x 1 bathroom self-contained facility located at the rear of 119A Basinghall St, East Victoria Park WA 6100. We have created a home away from home for short term visitors who live outside of Perth, interstate or overseas, and look forward to sharing our West Australian hospitality while providing for utmost privacy, security and tranquillity. Our host's Mandarin language skills will also make the accommodation particularly attractive to guests from Asia, including families visiting International students who are studying at Curtin University.

Our proximity to the CBD (10-15 mins drive), the Albany Highway cafe strip showcasing the best restaurants Victoria Park and arguably Perth has to offer (less than 5 mins by car or 10-15 stroll) and Curtin University (serviced by 4 bus routes within 5 mins walk) make this an attractive location for visitors.

We also aim to provide a home that minimises its impact on the environment. 28 solar panels capture the sun's energy to power the premises and its beautiful landscaping is reticulated by bore water. Hot water is generated using state-of-the-art energy efficient heat pump water heaters. Our professionally landscaped grounds feature drought-hardy native plants, bamboo and flowering and fruit trees to provide shade, privacy and peacefulness in an inner-city location.

The owners/ managers live on-site in the house in the front and are always on-hand to ensure guests' needs are attended to, and any potential disturbances are kept to a minimum.

2. OBJECTIVES OF MANAGEMENT PLAN

This plan sets out the manner in which the short-term accommodation will be managed so all stakeholders including potential guests, Town of Victoria Park Council and neighbours have a clear understanding of processes including resolution in the unlikely event of disturbances to neighbours.

3. MANAGEMENT STRATEGIES

3.1 MANAGER

Name and contact details of owner:

1. Choon Tan
   119A Basinghall St, East Victoria Park WA 6100
   M: 0407968988
   E: choonbo@hotmail.com

2. Milton Goodchild
   119A Basinghall St, East Victoria Park WA 6100
   M: 0419463773
   E: notlimg@gmail.com

Managers of short-term accommodation: Same as owners (living on-site)

Any other personnel in relation to property: No

Proximity of managers place of residence from proposed short-term accommodation:

0 mins driving time as managers/ owners live on-site in the house at the front.

General availability to respond to issues that may arise at the premises:

Immediately.

The owners/ managers undertake to provide the Town with any updated versions of the management plan within two weeks of any change of management.

3.2 CHECK-IN/ CHECK-OUT

Check-in time: After 2pm

Check-out time: Before 10am.

Late check-out time may be extended upon request, but no later than 12pm with the approval of the owner/ manager. Guests may make arrangements to leave bags at the owner/ manager's house (at the front) for collection later that day.

Early check-in: We recognise that guest may arrive at odd times of the day and will try to accommodate guests' request for early check-in if the accommodation is vacant and ready. All early check-in requests must be approved by owner/ manager prior to arrival.

Access to the accommodation is via a walkway on the left side of the property. Guests will have to enter via a locked gate. Keys for the gate and accommodation may be accessed via a lockbox. All guests will be emailed clear instructions on finding the property and the lock box, prior to arrival. Guests must return the keys to owners in person or the lock box upon departure. Failure to return keys will result in a fine.

3.3 MITIGATION AND COMPLAINTS PROCEDURE

- The accommodation will be limited to a maximum of 4 persons, including children.
- Guests may have up to 4 visitors but visitors will not be allowed to stay overnight.
- No pets allowed.

- Guests are advised that noise must be kept to a minimum and to be considerate of neighbours. Prospective guests will be made aware that owner/ manager lives on the site and will not tolerate inconsiderate or anti-social behaviour.
- Outdoor areas may not be used after 9.30pm.
- The site is equipped with security alarms, as well as a high definition outdoor video security system to monitor unauthorised entry.
- Unfortunately, the property does not have disabled access and this will be made clear in any marketing material so guests who require disabled access and facilities do not book the accommodation.
- Complaints from guests/ neighbours may be directed via Complaints Management Form to either owner/ manager, and will be dealt with promptly. Where repairs/ works are required, they will be attended to within a reasonable timeframe, usually within 1 – 2 working days. Complaints Management Form to be made available to adjoining property owners and tenants. Complainants should provide:
    - Name and address
    - Contact details
    - Brief description concerning the feedback
    - Dates, times and location of key events
    - Photos if relevant
    - A statement of what the complainant hopes to achieve by providing feedback

  The owners/ managers undertake to resolve the issue and update the complainant as soon as practicable.
  The owners/ managers undertake to provide all adjoining owners and tenants with any updated versions of the Complaints Management Form within two weeks of any revisions to the management of the property.

3.4 USE AND MAINTENANCE

- The owners/ managers undertake to ensure the premises, including landscaping and gardens, common property (e.g. walkways) is maintained to an acceptable standard. Guests are asked to assist by keeping the premises neat and tidy and being mindful of the enjoyment of subsequent guests.
- Code of Conduct:
    - Please treat our house with the respect you would treat your home. This includes being mindful of noise, including loud conversations when outside, so as to not impact on the quiet enjoyment of our surroundings for the neighbours. This is especially true during the evenings and early mornings.
    - Strictly no smoking of any description in or outside the house. Smoke detectors are present and smoke will trigger the alarm.
    - Take only memories, leave nothing behind. This includes any food or personal care products you might have purchased for your stay. Guests have access to rubbish and recycling bins in the walkway, so please separate your waste and use accordingly.

- An outdoor BBQ is provided. If you use the BBQ please return it to the condition you found it and put the cover back on after the BBQ has sufficiently cooled down.
- The amenities include an oven, induction cooktop, microwave oven, vacuum cleaner, dishwasher and refrigerator with filtered water and ice making facility. Dishwashers are a more environmentally friendly alternative to washing dishes by hand and you are encouraged to use it.
- Washing machine and dryer is provided. Please leave the laundry door open when using the dryer to allow warm air to escape.
- If you are unsure of how to use any of the appliances, please contact the owner who will gladly come and show you.
- This is a shoe-free home. The floor is vacuumed and mopped for your enjoyment so we would be grateful if you do not walk around in your footwear. Please remove your footwear when in the house and use the disposable slippers provided.
- There are some fruit trees on the premises. Please do not pick the fruit without the owner's permission.
- Guests may access the swimming pool in the main house by prior arrangement with the owner. The pool has all requisite safety fence and gates. Access to the pool is only during the day. Children must be supervised by adults at all times and noise need to be kept to reasonable levels.
- Guests and their visitors utilise the facilities on the property at their own risk.

3.5 SAFETY, HYGIENE AND SECURITY

3.5.1 SAFETY

- A fire extinguisher, fire blanket and first aid kit is available and located in the kitchen. Contact the owner for any questions or ring '000' in a life-threatening emergency.

3.5.2 HYGIENE AND COMFORT

- The amenities include an oven, induction cooktop, microwave oven, vacuum cleaner, dishwasher and refrigerator with filtered water and ice making facility. Dishwashers are a more environmentally friendly alternative to washing dishes by hand and you are encouraged to use it.
- Washing machine and dryer is provided. Please leave the laundry door open when using the dryer to allow warm air to escape.
- If you are unsure of how to use any of the appliances, please contact the owner who will gladly come and show you.
- This is a shoe-free home. The floor is vacuumed and mopped for your enjoyment so we would be grateful if you do not walk around in your footwear. Please remove your footwear when in the house and use the disposable slippers provided.

- Take only memories, leave nothing behind. This includes any food or personal care products you might have purchased for your stay. Guests have access to rubbish and recycling bins in the walkway, so please separate your waste and use accordingly.
- Please turn on exhaust fans when using the bathroom.
- The accommodation is fully air-conditioned. Please be mindful of excessive use and its impact on our environment. Use the window blinds to keep the house cool, and the skylight may be opened to allow any warm air to escape. The skylight is equipped with rain sensors and will shut automatically during wet weather.

3.5.3 SECURITY

- The house is equipped with a security alarm which is used to arm the premises when the house is vacant and no guests are expected. Guests should NOT be operating the alarm. They should simply ensure that all doors, sliding doors and gate are locked whenever they leave the premises. The premises have external video surveillance cameras installed to monitor unauthorised entry.
- A safe is available in the main bedroom to secure guests' valuables. Guests may set their own passcode to secure the safe and are reminded to remove the valuables before leaving.

3.6 CAR PARKING

The accommodation is less than a minute walk to the bus stops on the corner of Basinghall and Etwell Sts, where TransPerth routes 72 and 75 run between Perth CBD and Curtin University, with a frequency of under 10 mins during peak times. Or under 5 minute walk to Kent St which has TransPerth route 657 running between the Perth Stadium and Curtin University, or route 960 which runs between Curtin University and Edith Cowan University's Mount Lawley campus. We encourage guests to use public transport or rideshare services for their commute.

Should guests prefer to use a car to get around, guest may park ONE vehicle on the driveway by prior arrangement with the owner, while allowing owner access to their lock-up garage (see Plan drawing A-101).

As there is no pedestrian walkway on our side of Basinghall St, we do not anticipate driveway parking to interfere with pedestrian access.

We expect frequency of vehicle trips for guests who require car parking to be low, as guests are expected to mostly be tourists and would spend most of their day out exploring and returning at the end of each day to park and rest.

To: Urban Planning Unit,

Town of Victoria Park

20 Apr 2021

DESCRIPTION OF BUSINESS FOR ANCILLARY BUILDING, 119A BASINGHALL ST, EAST VIC PARK

We are aiming to utilise the ancillary building at the rear of 119A Basinghall St, East Victoria Park WA 6101 into short-term accommodation targeting guests traveling from outside metropolitan Perth, interstate and overseas, promoted primarily through online services such as AirBnB.

The accommodation will be operated and managed by the undersigned owners, who also live on the property in the main building at the front of the lot. This will ensure that we are in a position to manage our guests, attend to their needs and on hopefully rare occasions, any disturbances or complaints promptly.

A maximum of 4 guests (including children) are allowed at a given time. Guests may have up to 4 visitors in total, but visitors are not allowed to stay overnight.

As a short-term accommodation, operating hours are 24 hours per day, 7 days a week, with check-in time set at after 2pm, and check out time before 10am. Any outdoor areas must not be used after 9.30pm.

The net lettable area is approximately 144 sqm (20% of the lot size).

No machinery apart from standard whitegoods and household appliances will feature in the accommodation.

Deliveries do not form part of this accommodation business.

Guests will have access to the waste and recycling bins on the property via the side walkway, and waste is disposed as per usual domestic waste collection by the Council.

Should you have any questions, please do not hesitate to call Choon Tan on 0407968988.

Choon Tan

Owner

Milton Goodchild

Owner

To: Urban Planning Unit,

Town of Victoria Park

20 Apr 2021

JUSTIFICATION LETTER: CHANGE OF USE, ANCILLARY BUILDING AT 119A BASINGHALL ST, EAST VIC PARK

We are aiming to utilise the ancillary building at the rear of 119A Basinghall St, East Victoria Park WA 6101 for short-term accommodation targeting guests traveling from outside metropolitan Perth, interstate and overseas, promoted primarily through online services such as AirBnB. We have lived in the Town of Victoria Park for over 7 years. We love our Town, its amenities, its proximity to Perth city and wonderful restaurant strip and wish to share our experience of living here with travellers.

Our main residence, ancillary and site is designed by award-winning Chindarsi Architects, whose environmentally-sustainable designs feature regularly during Open House Perth each year. 119A Basinghall St is Chindarsi Architects first home south of river and will be a classy addition to the Town of Victoria Park. The garden and verge will be professional landscaped by Acanthus Green. While it is scheduled for completion in May 2021, it has already attracted the attention of many in the neighbourhood.

The main residence is a 4 bed, 4 bath home where we, the owners and operators of the short-term accommodation will be living with our children, so we are on hand to ensure our guests are well looked after and any issues are addressed quickly. The ancillary short-term accommodation is a 2bed, 1 bath self-contained building constructed with every modern convenience and privacy in mind. Sensor lighting, security alarms and video cameras will be installed to ensure safety and security.

We do not believe that we require any variations to the Town of Victoria Park Planning Scheme No. 1. However, we may require an exemption with regards to parking requirements under LPP-23, should the Town deem its guest car spaces in the driveway unsuitable. We will be promoting the use of public transport (4 bus routes on nearby Etwell and Kent St, and more on Berwick St and Albany Hwy), but guests who prefer to travel by car would be asked to use only 1 car. Basinghall St is not a main street so disturbance to traffic on the Street should be minimal.

Also, it should be noted that while the ancillary was not designed with disabled access in mind, we will ensure that all marketing material makes it clear that disabled access is not available in this short-term accommodation.

We are mindful of news reports of short-term accommodation creating issues for neighbourhoods and have only decided to venture down this path on condition that we live on the premises too. This will ensure that issues are dealt with promptly, and surrounding neighbours are not disturbed.

Our aim remains to give traveling guests an opportunity to experience the Vic Park Life and West Australian hospitality in the tranquil settings of Basinghall St. Our host's mandarin language skills will also be especially handy for guests visiting from Asia, and the accommodation's proximity to Curtin University and the Albany Highway restaurant strip might make it especially attractive to families visiting International Students from Curtin. Interstate and international visitors will spend the money in our Town and add to the economy and vibrancy of Victoria Park.

We respectfully request that the Town approve our request to change the use of our ancillary building to allow for short-term accommodation. We would be happy to answer any questions or facilitate an inspection on-site. Feel free to contact Choon Tan on 0407968988.

Yours sincerely,

Choon Tan

Owner

Milton Goodchild

Owner

119A Basinghall Street, East Victoria Park – 5.2021.225.1

Summary of Submissions

No.	Submission received	Officer's response	Amended – Y/N
1	Loss of privacy to adjoining neighbour as a result of ancillary dwelling at rear boundary, with all windows and entrances of the building facing the rear fence.	Ancillary dwelling complies with the visual privacy requirements of the R-Codes.	
	Security camera fixed to ancillary dwelling means the sight line of the camera can be set to view into the adjoining neighbour's backyard and bedrooms. It is requested a solid extension of at least 50cm in height be placed on top of the existing rear fence to block out any possible intrusion.	Applicant submitted additional information regarding angling of security camera to ensure this does not face into adjoining neighbours' yards. Dividing fence height a civil matter to be negotiated between affected parties.	
	Outdoor living area for short stay accommodation located between building and back fence will have noise impacts for adjoining neighbour.	Noise impacts to be managed as outlined in the applicant's supplied management plan.	

Our Ref: TM:CPH:AL411690 Owner: Tanguy Mwilambwe

24 September 2021

Attention: Amie Groom, Senior Planning Officer
Town of Victoria Park
99 Shepperton Road
VICTORIA PARK WA 6979

By email.

Dear Ms Groom,

RE: DR191/2021 – CHOON PING TAN v TOWN OF VICTORIA PARK

We refer to the above subject matter and confirm that we instructed by Mr Choon Ping Tan, the Applicant in the matter ('**the Applicant**').

We are instructed by the Applicant to provide the following information pursuant to direction 3 of the State Administrative Tribunal ('**the Tribunal**')'s Direction dated 10 September 2021. The purpose of the following information is to assist the Respondent with the process of appropriately determining whether a recommendation for reassessment of the Application is correct and preferrable on the materials.

PART I DECISION UNDER REVIEW

- The Applicant sought review, with the Tribunal, of the decision made by the Respondent to refuse the application for development ('**the Original Decision**').
- The Respondent's decision is a reviewable decision under clause 76 of the deemed provisions in schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (WA). In that, the Applicant is an affected person in relation to a reviewable determination, being the Applicant for development approval and owner of the land in

respect of which an application for development approval is made. Further, the Original Decision is a reviewable determination by the local government to refuse an application for development approval. Accordingly, it is understood that the Applicant may apply to the Tribunal for a review in accordance with Part 14 of the *Planning and Development Act 2005* (WA).

- Therefore, the Respondent's decision is a reviewable decision by the Tribunal under section 252(1) in Part 14 of the *Planning and Development Act 2005* (WA).
- The Respondent's decision was affected by questions of fact, discretion and law.

PART II RELEVANT ISSUES

- Whether the it is correct and preferrable on the material for the Respondent to recommend a reassessment of the Applicant's application for development approval.

PART III REVELANT LAW

- *Planning and Development Act 2005* (WA) ('**the Act**');
- *Planning and Development (Local Planning Schemes) Regulations 2015* (WA) ('**the Regulations**');
- *Local Planning Scheme No. 1* ('**the LPS1**');
- *Local Planning Policy No. 3 Non-Residential Uses In or Adjacent to Residential Areas* ('**the LPP3**');
- *Local Planning Policy No. 23 Parking Policy* ('**the LPP23**');
- *Local Planning Policy No. 31 Serviced Apartments and Residential Buildings including Short Term Accommodation* ('**the LPP31**'); and
- *Residential Design Codes* ('**the R-Codes**').

PART IV OVERVIEW OF THE LEGISLATIVE SCHEME

1. Section 256 of the Act authorises the making/existence of the Regulations in relation to local planning schemes such as the Town of Victoria Park.
2. Section 256(1) and (5) of the Act provides that the Regulations must prescribe model provisions and deemed provisions.

3. Section 257B(2) of the Act describes the effect of the deemed provisions in the Regulations, being that:

> "*Deemed provisions, as amended from time to time, have effect and may be enforced as part of each local planning scheme to which they apply, whether they are prescribed before or after the scheme comes into force.*"

4. The LPS1 is the local planning scheme text prepared by the Respondent under section 72 of the Act and in accordance with sections 8 to 10 of the Regulations.

5. Schedule 2 of the Regulations prescribes the deemed provisions that are to apply to any local planning schemes, including the Respondent, regardless of whether the deemed provisions are incorporated into the local planning scheme text, such as the LPS1, per section 10(4) of the Regulations.

6. Clause 3(1) of the deemed provisions in schedule 2 of the Regulations provides that:

> "*The local government may prepare a local planning policy in respect of any matter related to the planning and development of the Scheme area.*"

7. LPP3 and LPP31 are the local planning policies that the Respondent prepared pursuant to clause 3(1) if the deemed provisions in schedule 2 of the Regulations.

PART V CRITICAL INFORMATION

LOCATIONAL REQUIREMENTS

8. Insofar as it appears from the Notice of Determination on Application for Development Approval ('**the Notice**') read in conjunction with Minutes of the Council in relation to the Application for Development Approval ('**the Minutes**'), the reasoning for the refusal was as undermentioned:

   a. The proposal put forth by the Applicant accompanying the Application for Development Approval is not consistent with the LPP31, in that, it is the Council's view that the proposal fails to meet the required minimum two (2) locational criteria for land use. In turn, the proposal fails to satisfy the policy objective (a) of the LPP31; and

   b. Without specificity or reasoning as to how the proposal is also contrary to the LPP3 and LPP23.

   c. Without specificity or reasoning as to how the proposal is contrary objectives (a) and (d) of the LPP3, noting that the Minutes reflect the Council have accepted, to the effect, that objectives (a) and (d) of the LPP3 are satisfactorily met through proposed

management.

d. Without specificity or reasoning as to how the proposal is contrary objectives (d) and (e) of the LPP31, noting that the Minutes reflect the Council have accepted, to the effect, that objectives (d) and (e) of the LPP3 are satisfactorily met through proposed management.

9. In the premise of paragraphs 8(c) and 8(d) above, despite mentions of the proposal being contrary to objectives (a) and (d) of the LPP3 and objectives (d) and (e) of the LPP31, it appears that only objective (a) of the LPP31 (requiring an analysis of clause 1 of the LPP31) was traversed and formed the basis for the refusal.

10. For sake of clarity, it is noted that clauses 1.1 and 1.2 of the LLP31 are of particular relevance to the Original Decision. For completeness, clauses 1.1 and 1.2 of the LLP31 read as follows:

> "*1.1 Residential Buildings and Serviced Apartments should be appropriately located to ensure they are in convenient, easily accessible locations for their guests, and to minimise potential adverse impacts on the amenity of surrounding residential properties, particularly within low density, suburban environments.*
>
> *1.2 To achieve 1.1 above, Residential Buildings and Serviced Apartments will only be supported by the Council where they are located on sites which meet at least two or more of the following criteria:*
>
> *a) Are on a Primary, District or Local Distributor road;*
>
> *b) Are within 400 metres of a train station or high frequency bus route stop;*
>
> *c) Are within 400 metres of an area of tourist potential as determined by the Town, such as adjacent to the Swan River foreshore and major sporting/entertainment complexes;*
>
> *d) Are within 400 metres of a District Centre zone, Commercial zone or other location providing convenience shopping and access to everyday goods and services; and/or*
>
> *e) Are within 800 metres of a higher education provider (TAFE or University campus), where the proposal is for Short Term Accommodation to house students.*"

11. It is noted that the Council had accepted that the proposal does indeed meet the requirement prescribed in clause 1.2(b) of the LPP31.

12. The Respondent had made an incorrect finding of fact, in that, the proposed ancillary building may be used for Short Term Accommodation to house students, as such, this should not have been disregarded to render clause 1.2(e) of the LPP31 inapplicable. Consideration ought to have been afforded the proposal being multipurpose in nature, including and not

limited to the usage for Short Term Accommodation to house students, whether domestic or international. Had the foregoing been attended to, the correct and preferrable decision on the material would have been that the proposal does indeed satisfy two (2) minimum locational criteria as required in clause 1.2 of the LPP31, namely;

a. The proposed ancillary building is within 400 metres of a train station or high frequency bus route stop; and

b. The proposed ancillary building is within 800 metres of a higher education provider (TAFE or University campus), where the proposal is for Short Term Accommodation to house students.

13. In reference to paragraph 12(b) above, according to the Town Planning Scheme No.1 East Victoria Park Precinct and the IntraMap tool, the South Metropolitan TAFE, Bentley Campus, located at:

    Hayman Road
    BENTLEY WA 6102

is approximately 780 metres from the proposed ancillary building. Therefore, it is abundantly that there is a higher education provider within 800 metres radius of the proposed ancillary building. Accordingly, the conclusion must be that the proposal also meets clause 1.2(e) of the LPP31. In turn, clause 1.2 of the LPP31 is wholly satisfied by reason of two (2) locational requirements having been met.

THE NATURE AND FUNCTION OF POLICY

14. We further note and reiterate the Tribunal Member's preliminary remarks in passing during the Directions Hearing dated 10 September 2021 in respect to the nature and function of policy being that it must not be met with rigidness.

15. It is noted that the power to grant or refuse the Application for Development Approval is fundamentally an exercise of discretionary power by the Council, as conferred upon it under the Act and Regulations, to determine whether the grant of development approval is correct and preferrable on the material. The LPP31 and other relevant policies of the Respondent are not the source of power, but rather, the proper understanding is that they are tools that would assist the decision makers in exercising their discretion.

16. The design of policies, such as the LPP31, are to serve the purpose of providing guidance to decision makers in exercising their discretion. It must not be taken as a fixed, determinative rule or applied inflexibly to the exclusion of consideration of the merits of the individual circumstances.

17. Of particular importance is that inflexible/mechanical application of policy as a fixed and/or determinative rule can fetter with the discretion conferred upon the decision maker under the Act and Regulations, to the effect of preventing the Act and Regulations from governing the decision-making process. Accordingly, this point must be taken with the utmost respect.

18. The inflexible application of the LPP31 is evident in consideration of the undermentioned:

    a. According to the Town Planning Scheme No.1 East Victoria Park Precinct and the IntraMap tool, the proposed ancillary building is within reasonable/relatively close distance from the Commonwealth Hockey Stadium, a major sporting/entertainment complex.

    b. According to the Town Planning Scheme No.1 East Victoria Park Precinct and the IntraMap tool, the proposed ancillary building is within reasonable/relatively close distance from the nearest District Centre zone located on Albany Highway.

    c. According to the Town Planning Scheme No.1 East Victoria Park Precinct and the IntraMap tool, the proposed ancillary building is within reasonable/relatively close distance from locations providing convenience shopping and access to everyday goods and services:

        i. Approximately 600 metres away from the nearest Local Centre on Berwick Street; and

        ii. Approximately 650 metres of the Shell Coles Express Victoria Park.

        The aforementioned locations are reasonably within reach for those choosing to stay at the proposed ancillary building, noting that that it is within walking distance.

    d. According to the Town Planning Scheme No.1 East Victoria Park Precinct and the IntraMap tool, the proposed ancillary building is only approximately 420 metres from the nearest Parks and Recreation of Harold Rossiter Park.

19. In the premise of paragraphs 14 to 18, it is clear that the Council had applied the LPP31 inflexibly to the extent that it may be said to have fettered with the discretion conferred under the Act and Regulations.

PART VI CONCLUSION

20. A recommendation for reassessment of the Application for Development Approval should be made, because:

    a. By reason of the facts, matters and circumstances set out above, the Applicant has strong grounds of appeal on questions of fact, discretion and law;

    b. Proceeding to mediation or continuing with the Tribunal process would require the

parties to incur significant further costs;

c. If a recommendation for reassessment of the Application for Development Approval is not made, the Applicant will proceed to mediation and/or hearing through the Tribunal.

d. In respect to the abovementioned information, the Applicant would like to finalise this matter; and

e. It is in the Respondent's interests to have the matter finalised at an early stage without commitment to further proceedings in the Tribunal.

f. A recommendation for reassessment of the Application for Development Approval is an attempt to compromise without the parties having to incur costs associated with any proceedings in the Tribunal.

In the event that you do not understand the contents of this letter, please do not hesitate to contact me on 1300 636 846 or by email on ckam@armstronglegal.com.au.

Yours faithfully,



Tanguy Mwilambwe
National Practice Director – Civil, Administrative and Immigration Law
Armstrong Legal

City of Cockburn
wetlands to waves

GUIDELINES FOR COMMUNITY GARDENS

in the City of Cockburn



Document Set ID: 8349756
Version: 1, Version Date: 06/03/2019



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Version: 1, Version Date: 06/05/2019





Introduction

Community gardens can be a great way to grow your own food, meet like-minded people, reduce your carbon footprint and make a difference in your local community.

The City of Cockburn has put together this guide to help community groups understand the steps required to create a sustainable community garden.

Objectives

The objectives of these guidelines are to:

- Promote the development of community gardens as places where people can meet and work together, build stronger community relationships and learn about sustainable gardening
- Ensure that the location is the initial consideration in determining the potential for a community garden
- Clarify the rights and responsibilities of all stakeholders involved in the community garden process
- Increase community ownership and encourage community gardens to be self-managed and not reliant on the City for ongoing support
- Ensure consistency in the development and management of community gardens in the City of Cockburn.

How the City supports community gardens

The City demonstrates support for the establishment of community gardens via:

- A Community Garden Policy
- The preparation of guidelines for the establishment and management of community gardens
- Undertaking land assessments
- Licensing of suitable land for the purpose of community gardens
- Providing guidance and support for community groups to become incorporated
- Providing funding opportunities.

Document Set ID: 8349756
Version: 1, Version Date: 06/05/2019

Procedure for starting a new community garden

Step 1
Determine the type of community garden.

Community Garden	School Garden	Verge Garden
Continue to Step 2.	Contact the school to seek approval in accordance with their policies and procedures.	Refer to the City of Cockburn Street Verge Improvement Policy.

Step 2
Establish context and seek guidance on the application process from the Community Development Coordinator.

Step 3
Determine a location for the community garden.

Freehold land owned by City of Cockburn	Crown Reserve managed by City of Cockburn	Private land	Crown Reserve managed by State Government
Proceed below.	Proceed below.	Contact the respective landowner to seek approval in accordance with their policies and procedures.	Contact the respective State Government department to seek approval in accordance with their policies and procedures.
Liaise with Land and Lease Administration Service Unit to undertake a preliminary site assessment:			
Land is supported	**Land is not supported**		
Conditional Approval issued Proceed to Step 4.	Written feedback will be provided. An alternate site may be considered. Return to Step 1.		

Step 4
Undertake community consultation. If there is significant opposition from the community to the proposal, the City reserves the right to consider alternate sites for the project.

Step 5
Establish an Incorporated Community Garden Group.

Step 6
Prepare a Management Plan, Risk and Safety Assessment, and Rules of Use.

Step 7
Enter into a license agreement.

Step 8
Once all steps have been completed, and all documents have been approved by the City, then applicants may wish to apply for grants or funding to commence development of the community garden.



Document Set ID: 8349756
Version: 1, Version Date: 06/05/2019

1 Types of community gardens

There are a number of different models for community gardens in Australia including:

1.1. Neighbourhood Community Gardens

Community gardens can be located in a range of locations including private property, public open space and community facilities such as churches. Neighbourhood community gardens can include a mix of allotment and communal gardens. Sometimes these gardens donate surplus produce to local charities in need.

- Allotment Gardens include small garden plots that are allotted to, and managed individually by, different people or families. Small fees may be charged to rent an allotment. Some allotments may be shared
- Communal Plots are managed collectively by all members of the community garden group. Roles, responsibilities and tasks are shared between group members.

1.2. School Kitchen Gardens

School kitchen gardens are used as outdoor classrooms and are located on school property where students, teachers and parents within the school community can join the garden project. The school curriculum is reinforced through the planting, cultivation and harvesting of produce, teaching valuable lessons in teamwork, decision-making and healthy eating.

These gardens can also include sensory gardens and bush tucker gardens.

A number of school kitchen gardens have been established under City of Cockburn Sustainability Grants program and the Stephanie Alexander Kitchen Garden Foundation.

1.3. Edible Verge Gardens

The City allows edible gardens in accordance with the Verge Improvement Policy. Edible gardens need to be well maintained to ensure no sight line issues are created. The City encourages consultation with adjacent owners in order to achieve the desired outcomes.



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2 Establish context

Starting up a community garden is hard work and requires a significant investment of time, energy, and a clear vision.

The most successful community garden projects are those where ample time is invested in the planning stages and an ongoing commitment is established.

The City's Guidelines for Community Gardens and Community Garden Policy provide useful information on the process to establish a community garden.

The Community Development Coordinator is the first point of contact for community gardens enquiries within Cockburn.

The following questions need to be asked and resolved in the planning of a community garden:

- Is there a need for a new community garden?
- Where is the nearest established community garden?
- Is there sufficient community interest and support to sustain the project long term?
- What community groups or businesses are nearby including schools, childcare centres, community or aged care facilities?
- Who lives in the local community and what are people's cultural and linguistic backgrounds?
- What is the land currently used for? Who owns the land? (See page 12)

Community garden enquiries:
Community Development Coordinator
City of Cockburn
(08) 9411 3444
communitydevelopment@cockburn.wa.gov.au

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3 Land ownership & preliminary site assessment

The first thing to consider when searching for a community garden location is the ownership of the land.

3.1. Land ownership

Land ownership can be classified under four main categories:

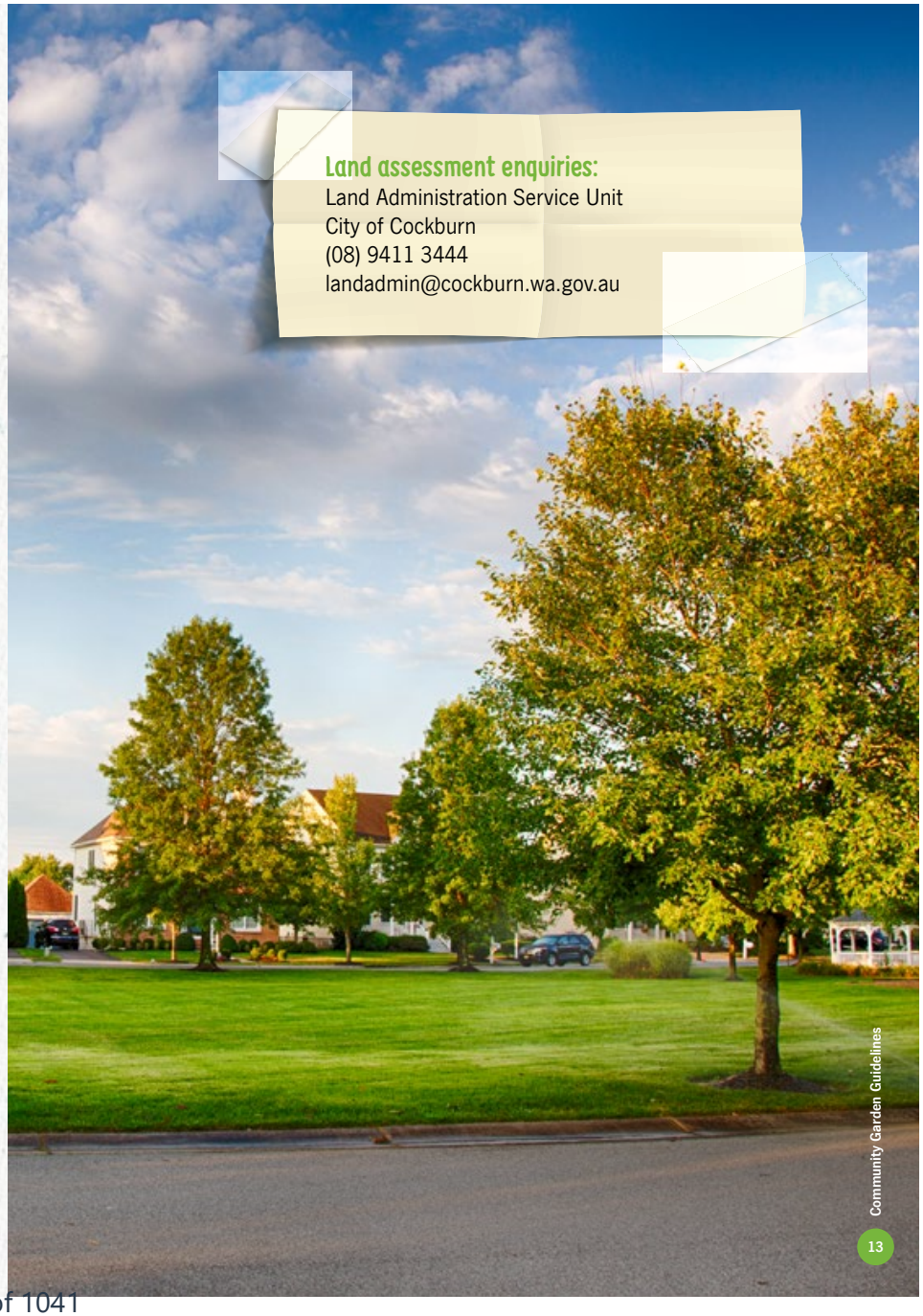
1. Freehold
If the land is owned in freehold by the City of Cockburn, the City can consider this land for a community garden and will undertake an assessment of its suitability.

2. Crown Reserve – Managed by the City of Cockburn
If the land is a Crown Reserve (owned by the State of WA) and is managed by the City this land may be considered for a community garden. However, this option may require the City to apply to the Department of Lands to amend the Management Order, a process which may take up to one year.

3. Private
If the land is privately owned in freehold by another party (e.g. an individual or a company) or a State Government agency (such as Department of Education or Western Australian Planning Commission), the applicant may then seek to enter into an agreement directly with the respective landowner.

4. Crown Reserve – Managed by other State Government department
If the land is a Crown Reserve (owned by the State of WA) that is managed by another State Government agency (e.g. Department of Biodiversity, Conservation and Attractions), the applicant may then seek to enter into an agreement directly with the respective State Department.

The assessment of the land's suitability for community gardens on City of Cockburn freehold land (category 1) or land managed by the City of Cockburn (category 2) will be undertaken by the Land and Lease Administration Service Unit in conjunction with Parks Team.



Land assessment enquiries:
Land Administration Service Unit
City of Cockburn
(08) 9411 3444
landadmin@cockburn.wa.gov.au

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3.2. Preliminary site assessment

Once it has been established that the City does have ownership or management of the land, the applicant will need to consider a range of issues. Ideally community gardens should leverage on existing community and park facilities.

Multi-Use

The concept of including a community garden as part of an existing facility that compliments the aims and objectives of a community garden is to be encouraged. For example, if there is a community hall or clubroom located on site, the community group can create synergies with other community groups utilising the land.

Existing infrastructure

The use of existing infrastructure such as carparks, water, lighting, electricity and amenities means that the cost of providing stand-alone infrastructure is defrayed by utilising existing utilities.

The costs of installing sub-meters in order for the water and electricity costs of the community garden to be calculable needs to be factored into the establishment process.

Accessibility and safety

The site requires good accessibility by:

- Private vehicle and public transport
- Pedestrian use
- Delivery vehicles
- People with disabilities
- Internal footpaths.

The site needs to have sufficient lighting in place so that the community garden is well-lit and safe.

These factors, combined with the land ownership, will enable the City of Cockburn to make a determination on whether conditional site approval is granted. This assessment process can take from 6 months to 1 year.



Consider raised garden beds

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4 Community consultation

Strong supportive partnerships with neighbours, community groups, and organisations within the local community are essential for the long term viability and success of any community garden.

It is essential that community gardens proposals are discussed with stakeholders directly affected by the project, especially immediate neighbours. Community consultation will help to establish if there is sufficient interest and support in the local community for a new project. If there is significant opposition from the community to the proposal, the City reserves the right to consider alternate sites for the project.

The City's Community Development team can help to draft a consultation plan. A variety of engagement tools can be considered including:

- A letterbox drop
- Meeting at your chosen site
- Organising a BBQ to promote the idea
- Putting up posters
- Contacting local schools, gardening, cultural and community groups.

Along with community consultation, the applicant may also wish to establish partnerships with local businesses and organisations which can be a valuable source of resources and financial support. Additionally the applicant can liaise with established community garden organisations who can provide a wealth of knowledge, experience and advice.

The Community Development Coordinator will guide the applicant through this step.



Community consultation enquiries:
Community Development Coordinator
City of Cockburn
(08) 9411 3444
communitydevelopment@cockburn.wa.gov.au

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5 Incorporation of the group

It is a requirement for community garden groups to develop a constitution and become incorporated.

Being incorporated allows groups to create a separate legal entity through which to conduct their activities. There are numerous advantages, such as:

- Individual members limit their exposure to personal legal liabilities
- Bank accounts can be opened in the name of the association
- The association apply for grants and hold property.

Garden groups can apply to the Department of Mines, Industry Regulation and Safety to become Incorporated Associations. It is recommended to visit their website for helpful information such as how to become incorporated, roles of committee members, key obligations and record keeping.

The Community Development Coordinator can guide the applicant through this step.

5.1. Constitution

A constitution is a legal governing document which sets out the rules for the daily running of the group and contains details of the group's purpose, obligations and responsibilities. It is necessary for the following reasons:

- To ensure project aims are clear and agreed by its members
- To provide mechanisms for making decisions.

5.2. Insurance

It is essential that garden groups are aware of the risks associated with undertaking a publicly accessible community garden project. Each garden group has a duty of care to the community who access the garden areas.

It is essential that the group takes out appropriate public liability insurance so they are covered for potential risks. The City recognises that public liability insurance has an associated cost, and might be a financial burden to small community groups.

Options for obtaining insurance cover include the following:

- The City's Community Development department can cover the cost of insurance to eligible organisations in Cockburn
- The group may be covered by another organisation, such as a local resident group
- A group of community gardens with similar objectives might obtain insurance together
- The group manages their own insurance.

5.3. Management Structure

A core group, ideally with a range of skills and experience, should be selected to form the garden management committee. Having a committee helps share the tasks of garden management and avoids excessive responsibility being placed on a couple of people. This group is to work collaboratively to keep the project on track and deal with issues as they arise.

An effective committee:

- Works to support the gardens aims, objectives and vision
- Includes representation from a range of stakeholders
- Is well informed about operational and governance issues
- Upholds agreed meeting and decision making procedures
- Has good support from the community garden members
- Holds friendly, efficient and well facilitated meetings
- Facilitates effective communication between committee and other gardeners.



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5.4. Conflict Resolution and Complaints Procedure

Although community gardens aim to promote an environment that is tolerant and inclusive, sometimes conflict will arise, either within the garden group or with external stakeholders. Managing disputes and complaints is an important task of the management committee. Developing a clear process for the resolution of conflict is therefore essential and should to be included in the group's constitution.

It is recommended to consider the following points:

- Encourage respectful and open communication
- Clarify the stakeholders involved
- Address who, both internally and externally will mediate conflict
- Identify the process for addressing personal grievance.

In the event of a conflict arising, steps should be taken immediately to accelerate its resolution, including communicating respectfully with those involved and engaging the assistance of a mediator where appropriate.

The City recommends that community gardeners develop a Code of Conduct which includes a Gardener's Agreement that all members agree to follow. An agreement should provide information on the expectations of behaviour on site, as well as the management of shared garden areas and plots.

5.5. Rights of Community Gardeners

Community gardeners have the right to:

- Develop their own internal policies, organisational procedures and plan of management providing they liaise with, and get support from, the landowner
- Be consulted with regard to any decision that may affect the project and to be advised by the City in a timely manner of any policy changes that impact them
- Be treated with respect by other gardeners, local residents and partnering organisations
- Negotiate a secure and reasonable agreement with the landowner.



5.6. Responsibilities of Community Gardeners

Community gardeners are responsible for maintaining the garden so that the health and safety of the surrounding community is not adversely impacted. In particular, gardeners are responsible for ensuring that:

- They cooperate and manage effective relationships with the surrounding neighbourhood, partnering organisations and other gardeners
- They do not discriminate against one another due to differences in race, culture or sexuality
- They regularly communicate with the City and stakeholders
- Decision making is democratic, transparent and inclusive
- Any water leaving the garden is not contaminated by sediment, fertiliser, manure or excessive organic matter that might pollute waterways
- Noise levels within the garden are maintained at a level that is not disturbing to neighbours
- Compost, worm farming systems and fertilisers are maintained so as not to attract vermin or produce unpleasant odours
- Rainwater harvesting systems are maintained to ensure water is of a high quality
- Lawn areas are regularly mowed and garden beds kept tidy
- Any materials delivered to, or stored at the garden are maintained so as not to create an unpleasant environment for other residents in the community
- Visitors are welcomed to the garden, and members of the public can access the community garden during daylight hours.

Community group enquiries:
Community Development Coordinator
City of Cockburn
(08) 9411 3444
communitydevelopment@cockburn.wa.gov.au

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6 Management plan

The incorporated community group will be required to submit a management plan to the City outlining the following key points.

The Parks Manager can assist the Community Garden Group with any questions regarding this step.

Aims and Objectives
Develop a shared vision for the garden and outline what the group wants to achieve.

Aims and objectives can include short, medium and long term goals to ensure that the group is sustainable and meets the needs of the community.



Design
The design needs to consider the following:

- Plot size, layout and height of beds
- Alignment of services i.e. water, power
- Infrastructure, i.e. buildings, carpark, sheds, toilets
- Accessibility to and through the garden, i.e. delivery of materials, pedestrian movement, universal access
- Water management scheme
- Sustainability
- Safety & Security.

Water Management
The efficient management of water is critical to the sustainability of a community garden project. Water minimisation strategies are to be implemented in managing the garden efficiently. The community garden will be required to conform with the Water Corporations scheme water restrictions.

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Infrastructure Required
A range of infrastructure will be required to establish a community garden. The cost, construction and maintenance of this infrastructure needs to be factored into the establishment process, and shall be borne by the community group.

Budgeting and Finance
There are a number of different financial models for community gardens that ensure it is sustainable. Key elements to consider include; cost to build garden, connection to service and ongoing costs, membership fees, reinstatement costs (bond,etc.), garden plot fees, etc.

Risk Management
It is essential that community groups are aware of the risks associated with undertaking a publicly accessible community garden project. Each community group member has a duty of care in managing the garden areas. A risk assessment must be undertaken by the group to identify potential risks and corresponding action plan to reduce the risk to an acceptable level.

Rules and Guidelines
The community garden group will need to develop a set of rules and guidelines to meet their aims and objectives. Sample headings are provided below.

1. Membership
2. Fees
3. Allocation of plots
4. Forfeiting of garden plots
5. Responsibilities of members
6. General conduct in the garden
7. Maintenance of common areas
8. Waste management
9. Water management
10. Pest and vermin management
11. Storage of materials and equipment
12. Animals
13. Security
14. Visitors
15. Donation of surplus produce



Management plan enquiries:
Parks Manager
City of Cockburn
(08) 9411 3444
customer@cockburn.wa.gov.au

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7 Licence agreement

Incorporated community groups can discuss the terms of the licence arrangement with the City of Cockburn's Land Administration Service Unit.

The terms of the licence will be determined on a case by case basis, and listed below are some examples of the terms that will likely be included in the licence.

7.1. Establishment

The applicant would need to cover all costs involved in the design, establishment and construction of the community garden. In some cases, depending on the design and the level of infrastructure, planning and building approval may be required.

7.2. Maintenance

The applicant would be responsible for all costs associated with the cleaning, upkeep, upgrades and maintenance of the community garden and its associated infrastructure.

7.3. Insurance

The applicant would need public liability insurance to cover their members and the public who use the community garden.

7.4. Reinstatement bond

In most cases, the City would require the applicant to provide a cash bond to be held by the City in case the community garden ceases operation. The cash bond will be used towards reinstating the land back to its original purpose and original condition. For example, the costs towards removing the furniture, garden beds, reticulation, re-levelling the land and re-establishing grass/vegetation.

Once the licence has been established, an Elected Members item will be prepared for Council's consideration.

License agreement enquiries:
Land Administration Service Unit
City of Cockburn
(08) 9411 3444
landadmin@cockburn.wa.gov.au

8 Apply for funding

Incorporated community groups may apply through the City's Community Grants Program or Sustainability Grants Program for funding to assist with the establishment of the community garden.

Additionally there are a range of external funding sources that can be accessed to assist in establishing a community garden.

For more information on grant opportunities please contact the City of Cockburn's Grants and Research Officer.

Funding enquiries:
Grants and Research Officer
City of Cockburn
(08) 9411 3444
communitygrants@cockburn.wa.gov.au

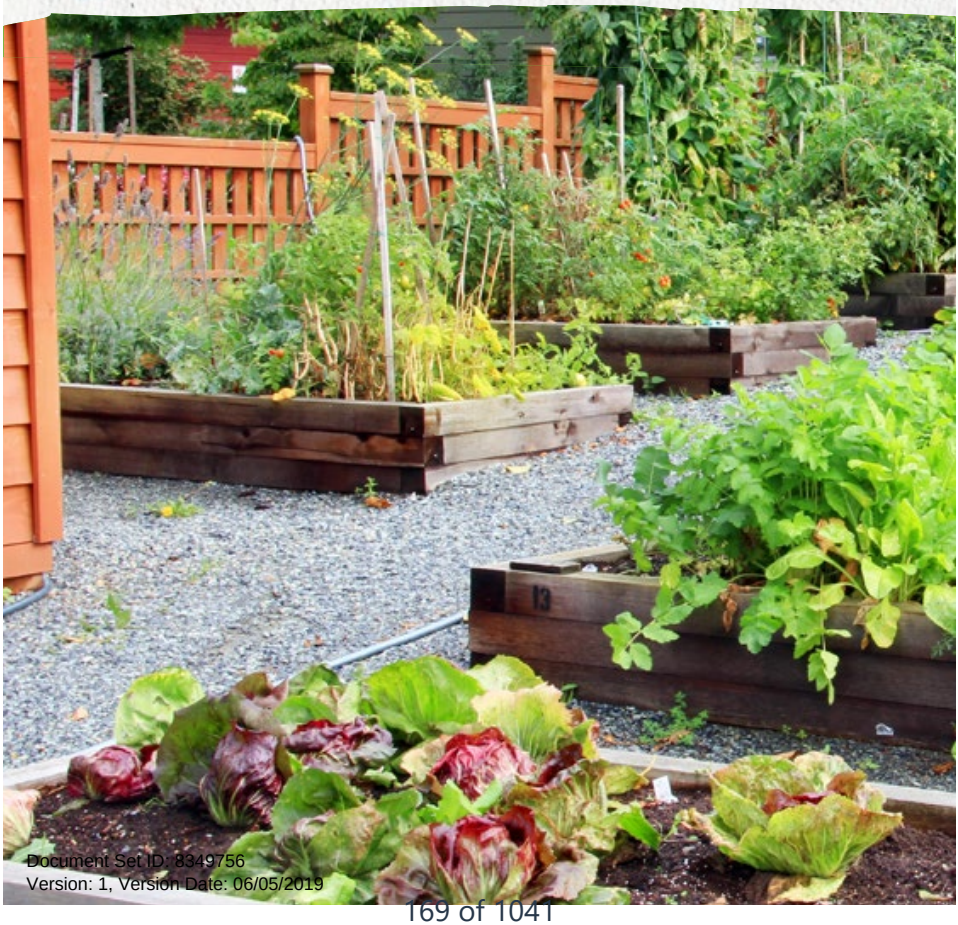


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DRAFT LOCAL PLANNING STRATEGY (MARCH 2021)

SUMMARY OF DOCUMENT MODIFICATIONS

On the 21 April 2020, the Council adopted the draft Local Planning Strategy for advertising following certification (ie. permission to advertise) from the Western Australian Planning Commission (WAPC) as required by the Planning and Development (Local Planning Schemes) Regulations 2015.

The draft Strategy was lodged with the Department for Planning Lands and Heritage (DPLH) in May 2020 for assessment against Regulation 11(2) of the Planning Regulations. Significant modifications were required by DPLH to ensure compliance with the Regulations.

On 15 September 2020, the Statutory Planning Committee of the WAPC supported the draft Strategy subject to further modifications and delegated certification to the DPLH.

The following is a summary of modifications to the draft Strategy to-date.

Changes made between original Draft Strategy adopted by Council in April 2020 and revised draft September 2020.

- Major re-writing, editing and re-formatting to address:
    - length and readability, including Objectives and Actions for consistency and removal of several 'unnecessary' actions (eg. data collection ones, short-stay accommodation etc);
    - re-formatted to reflect the conventional Part 1 and Part 2 LPS format (vs Part A and Part B);
    - removal of Action categories "Strategic Planning Studies" and "Local Planning Scheme No.2" to present a simplified table of Actions;
    - significant re-write of new Part 1 to summarise issues and opportunities, with full explanation of issues and opportunities retained in Part 2.
- Further address the Town's capacity to meet the State government's infill dwelling target (refer to LPS map):
    - Burswood station catchment - identify additional areas as in Lathlain as potentially suitable for infill development ie "Future Investigation Areas";
    - Vic Park station catchment (west of railway) identify land adjacent to the station as "Future Investigation Area" with opportunity for sensitive development of multiple dwellings in existing R40 area in RCA, and opportunity for higher density on the VisAbility site;
    - St James – identify land along Hillview Terrace and part of Berwick Street as potentially suitable for infill development ie "Future Investigation Area";
    - provide further information / clarification regarding number of planned dwellings and estimated number of additional infill dwellings, and clarity the Town's methodology for calculating these dwellings.
- Provided further justification for re-classification of Burswood Peninsula from District Centre to Specialised Activity Centre and Albany Highway (entire length) to Secondary Centre in Part 1 document (rather than Appendix – Draft Activity Centre Strategy) and provide further justification according to State Planning Policy 4.2 Activity Centres.
- Re-write the Objectives and Actions for the Ridge (West) Neighbourhood/Precinct as a previous version was use in error.
- Include an action re preparation of statutory heritage list.
- Change in terminology:
    - Change "Strategic Investigation Areas" to "Precinct Planning Areas" to more accurately reflect the intent for these areas.
    - Create a new category of planning area called "Future Investigation Areas" that has potential for urban consolidation / additional dwelling growth through higher densities, but which requires engagement with the

community to gauge their support for change given these areas were not generally identified as infill areas during the 2016 strategic community plan infill mapping workshop.

- Changes to LPS map/s – remove District Centre designation from Burswood South as not yet justified (will be done during precinct planning).

Changes made between September 2020 version and March 2021 version.

- Change terminology “Precincts” to “Neighbourhoods” to avoid confusion with precinct structure planning areas under SPP 7.2.
- Provide further justification, including a summary of the justification contained in the Town’s draft Activity Centre Strategy, for the re-classification of Burswood Peninsula to Specialised Activity Centre and Albany Highway (entire length) to Secondary Centre.
- Infill dwelling targets / dwelling capacity – further address potential for infill dwellings in the catchments of Victoria Park and Burswood train stations including (refer to LPS map):
    - Vic Park station catchment (east of railway)- identify a further “Future Investigation Area” in Lathlain adjacent to the station to align with the Central Sub-regional Planning Framework (WAPC, 2018) given potential for higher density development, excellent access to the train station and absence of original/character dwellings;
    - Show part of Kent Street and Shepperton Road as Urban Corridor with an action for the Town to investigate opportunities for urban consolidation.
- LPS Map - added additional Future Investigation Area in Lathlain and Urban Corridors (Kent St/Shepperton Rd), clarified “proposed” secondary centre and specialised activity centre designations.
- Amend Action 2.3 to clarify there will be a systematic review of TPS No.1 Precinct Plan provisions when preparing LPS No.2.
- Delete action 3.4 which relates to requiring a retail sustainability assessment for retail developments over 5000sqm as these requirements are provided for under SPP4.2. - Activity Centres and associated guidelines.
- Action 3.1 – more general wording re change of activity centre classifications for Burswood south and Oats street Station given lack of supporting info in LPS.
- Action 4.1 – amend wording to focus on setting parameters rather than expectations re developer-led precinct structure planning.
- Action 14.1 removed reference to Character Retention Area Special Control Area.
- Action – removed action relating to LPS Implementation plan as essentially an internal resource planning exercise.
- Action – adjust actions relating to investigation of aged/dependent persons housing and accessible housing.
- Amend action BS.2 and CB.3 to make more general.
- Provide further / update information for infill dwelling / planning area locations:
    - update infill dwelling capacity table to include potential capacity from the additional Future Investigation Area in Lathlain and updated comparison with the Town’s infill dwelling target;
    - amend strategy text and objectives to include greater description of the future character of urban consolidation areas, including images and illustrations;
    - Included infill dwelling capacity table in Part 1 as well as Part 2.
- Social infrastructure – additional text outlining the purpose of the social infrastructure plan and relationship to SPP3.6 Infrastructure Contributions and Residential Design Codes Volume 2.
- Make various text changes to accurately reflect the METRONET project scope and terminology.
- Amend text re collection of Public Open Space (POS) contributions more general.

TOWN OF VICTORIA PARK

Appendix 2 -

Local Planning Strategy – Submissions Summary, Analysis and Modifications Report (October 2021)

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1. Report Purpose and Background.
2. Advertising Dates and Activities.
3. Optional On-line Surveys.
4. Number and Distribution of Submissions.
5. Community Submissions - Summary of Comments Relating to Town-Wide Topics and Recommended Strategy Modifications.
6. Community Submissions – Summary of Comments Relating to Precinct Planning Areas and Recommended Strategy Modifications.
7. Community Submissions – Summary of Comments Relating to Future Investigation Areas and Recommended Strategy Modifications.
8. Government Submissions – Summary of Submissions and Recommended Strategy Modifications.

Attachment 1 – Your Thoughts Engagement Reach

TOWN OF VICTORIA PARK

1. REPORT PURPOSE AND BACKGROUND

The purpose of this report is to:

- Record the public advertising activities carried out for the draft Local Planning Strategy;
- Provide a summary of government and community submissions received; and
- Respond to submissions and provide recommendations for final modifications to the Local Planning Strategy for the Council's consideration, prior to lodgement with the WA Planning Commission for final consideration.

The advertising of a Local Planning Strategy is guided by Part 3 (Local planning strategies) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Regulation 13 (Advertising and notifying local planning strategy) states (summarised):

- The strategy must be advertised as reasonably practicable after certification (ie. permission to advertise) is provided by the WA Planning Commission.
- The strategy must be available from the Town's website and for public inspection during normal business hours.
- Advertising notices must be provided to each public authority considered affected by the strategy.
- The advertising period is a minimum of 21 days after the strategy is advertised.

Regulation 14 (Consideration of submissions) states (summarised):

- The strategy must be reviewed after advertising having regard to any submissions.
- The local government may support the strategy without modifications or support with proposed modifications to address issues raised in the submissions.
- Following the review, the advertised copy of the strategy must be submitted to the WA Planning Commission with a schedule of submissions and particulars of any modifications proposed.

TOWN OF VICTORIA PARK

2. ADVERTISING DATES AND ACTIVITIES

The draft Local Planning Strategy was advertised from 6 April to 31 May 2021 which is 56 calendar days (including 1 public holiday). The advertising activities included:

- Two quarter page adverts in the Southern Gazette (circulating to South Perth, Victoria Park and Belmont) on 8 April and 6 May 2021
- One Town website new article on 6 April 2021.
- One news article in the Southern Gazette on 9 April 2021.
- Town of Victoria Park Your Thoughts community engagement web page (yourthoughts.victoriapark.wa.gov.au/lps) open from 6 April to 1 June 2021 with Strategy documents and summary for download, FAQs, Strategy overview video, on-line submission form, quick polls (informal). The page received 2,400 visits (refer to Attachment 1 – Your Thoughts Engagement Reach).
- Local Planning Strategy (Part One and Part Two) documents available for viewing at the Town of Victoria Park Administration Centre and Library during business hours.
- Local Planning Strategy summary brochures available for viewing and take-away at the Town of Victoria Park Administration Centre, Library and Leisurelife and Aqualife recreation centres.
- Distribution of 14,800 postcards to residential letterboxes between 6 April and 10 April 2021.
- 764 letters to landowners in the Lathlain, Victoria Park and St James Future Investigation Areas advising them of the Local Planning Strategy recommendation regarding their property, where to find information, inviting them to an information session and/or make further enquiries, inviting them to make a submission and enclosing a map of the Future Investigation Area and a summary brochure.
- 115 letters sent to landowners in the Oats Street Station Precinct Planning Area (Industrial Zone only) advising them of the Local Planning Strategy recommendation regarding their property, inviting them to make a submission or make further enquiries and enclosing a summary brochure.
- 55 letters sent to landowners in the Technology Park Precinct Planning Area (as above).
- 21 letters sent to landowners in the Canning-Berwick Precinct Planning Area (as above).
- 32 notices sent to State government agencies, surrounding local governments, key institutions and key developers and planning consultants.
- Multiple e-news advertisements through the Town business e-new and social media.

Five pop-up information stalls were held:

- 9 April (Fri) 4pm -6pm– Victoria Park Central – 10 brochures distributed, 5 attendees (advertised on Your Thoughts).
- 10 April (Sat) 9am - 12 noon - Harold Hawthorne Hall, Carlisle – 3 attendees (advertised in newspaper).
- 16 April (Fri) 4pm -6pm – Park Centre, East Victoria Park – 35 brochures distributed, 3 attendees (advertised on Your Thoughts).
- 17 April (Sat) 9am - 12 noon - Vic Park Community Centre, East Vic Park – 7 attendees (advertised in newspaper).
- 9 May (Sun) 8am - 10.30am - Dog's Breakfast, Carlisle – 5 brochures distributed, 5 attendees (advertised on Your Thoughts).

Six Future Investigation Area Information Evenings were held to explain the Strategy recommendations for these areas and to answer any questions, so the community had an opportunity to be informed. The sessions **were not** designed to gather feedback on the Strategy or to replace the need for the community to make a written submission. The following sessions were held:

Lathlain

- 29 April (Thu) 6pm – 7pm On-line Session – 19 attendees.
- 5 May (Wed) 6pm – 7pm On-line Session – 2 attendees (was originally intended as an in-person session but changed to Zoom due to COVID restrictions).

St James

- 3 May (Mon) 6pm – 7pm On-line Session – 23 attendees.
- 6 May (Thu) 6pm – 7pm In-Person Session – 10 attendees.

Victoria Park

- 10 May (Mon) – 10am - 11am In-Person Session – 7 attendees.
- 10 May (Mon) 6pm - 7pm ZOOM – 8 attendees.

Two presentations were made via invitation from Connect Vic Park (15 attendees) and Swan Care (no record of attendees).

The Town received less than 30 phone calls and counter enquiries during the advertising period.

TOWN OF VICTORIA PARK

3. TOTAL NUMBER AND DISTRIBUTION OF SUBMISSIONS

A total of 105 submissions were received during the advertising period. 103 submissions were deemed valid and 1 submission was deemed invalid as it comprised marketing material and 1 submission was a duplicate.

The 103 valid submissions comprised:

- 89 community submissions (63 submissions lodged via Your Thoughts and 26 submissions via email / counter).
- 11 state government submissions.
- 3 local government submissions.

One submission was rejected as its sole purpose was to promote a paint product.

Of the 89 community submissions received:

- 65% were from residents of the Town.
- 22% were from non-resident landowners.
- 9% were from business owners/operators.
- 3% were from external business owners or undescribed connection to the Town.

Of the 89 community submissions received, key places of interest were:

- 25% related to St James.
- 15% related to Lathlain.
- 13% related to Carlisle.
- 13% related to Bentley / Tech Park / Curtin University.
- 11% related to Victoria Park.
- 7% related to East Victoria Park.
- 3% related to Burswood.
- 1% related to Welshpool.

11% of submissions related to general and/or town-wise issues.

4. OPTIONAL ON-LINE SURVEYS

(a) Support / Non-Support for Strategy Directions

The Your Thoughts on-line submission form included an optional survey seeking an indication of support / non-support for the key town-wide strategy directions. Between 63 and 58 submitters answered one or more of the 6 questions.

The results show widespread support for the strategic directions of each theme area of the Strategy as shown below:

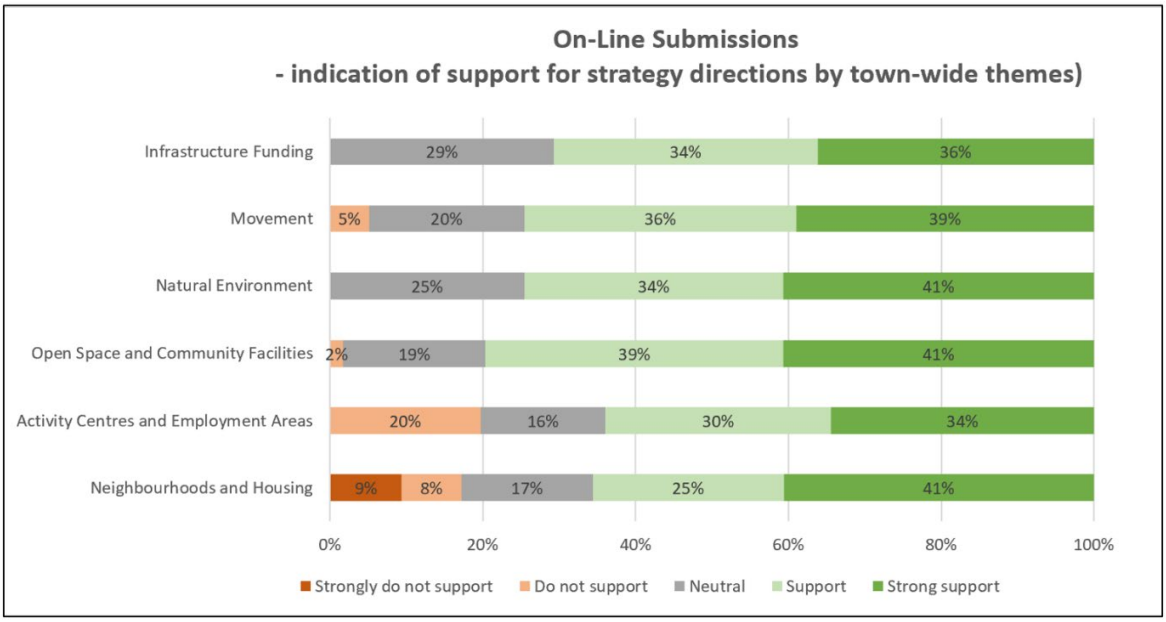


Table 1 – Optional On-line Submission Form Survey Results

(b) Quick Polls

The Your Thoughts engagement page included several optional quick polls and results were:

	Number of Responses	Yes	No	Maybe / Unsure / It's Complicated
Do we need more diverse housing options?	41	56%	22%	22%
Should we have more affordable housing?	31	58%	22.5%	19.5%
Should we have more environmentally sustainable buildings?	30	96.5%	3.5%	0%
Is the design of new shops/offices adding or detracting from Vic Park's character and vibe?	34	Adding – 67.5%	Detracting – 17.5%	15%

5. COMMUNITY SUBMISSIONS - SUMMARY OF COMMENTS RELATING TO TOWN-WIDE TOPICS AND RECOMMENDED STRATEGY MODIFICATIONS.

Comments contained in the community submissions were grouped into town-wide planning themes for the purpose of analysis and recommended Strategy modifications. Detailed summaries and responses to each individual submission is contained in the report Local Planning Strategy - Community Submission Summary (Individual) (October 2021).

Topic Area	Summary of points raised in community submissions	Discussion/ Response	Recommended Strategy Modifications
Transport	Comments relating to Transport (including METRONET) accounted for 31% of total town wide comments and are summarised as follows: • Strong support for improving walkability and cycling by shading / urban forest program, walking routes, crossing points especially near public transport / busy roads, overhead passes, footpaths, better lighting, address crime in cul-de-sacs, improved river connections / fix sub-way, upgrade end of trip bike facilities, public education about value/benefits of non-vehicle travel. • Crucial that non-vehicle transport prioritised and directly linked to the value of increased urban density. • Do not support the discrimination against private vehicles. Do not support shared road spaces as too dangerous, rather routes for cars vs bikes/pedestrians should be separate. • High priority / need to address traffic issues before changing the planning, need effective traffic management. • Address commercial parking / school parking impacts on adjoining residential area amenity. • Need sufficient residential parking and parking for POS /community facilities. • Use METRONET land and upgrades for urban forest, to create people friendly open space and parks, improve walkability.	There was strong support for improving the safety and amenity of the Town to support more walking and cycling, including re-dressing the priority for these modes considering the dominance of vehicles in the transport network. Encouraging more active transport (walking/cycling) was seen as important given future dwelling and population growth and increasing density in some areas across the Town. However, there was also substantial concern about existing and increasing traffic and parking issues especially considering future growth. Given the Town's location in the inner city, there is a fair degree of regional traffic that is generated by land uses outside of the Town and vehicles moving through the Town. This will increase over time with the growth of the metropolitan region and is beyond the scope and control of the LPS. As such, these concerns have been shared with the Place Leader (Strategic Transport) for consideration when finalising the Town's draft Transport Strategy and Parking Management Plan (May 2021). These documents are the primary documents adopted under the Town's Integrated Planning and Report Framework (IRPF) to guide the strategic direction	The points raised in the submissions are noted but do not warrant any Strategy modifications.

Topic Area	Summary of points raised in community submissions	Discussion/ Response	Recommended Strategy Modifications
	• Deeply concerned about the negative impact of METRONET sky rail option and lost opportunity to sink rail to create land for open space and mixed-use development.	and management of the transport network in response to community needs, environmental imperatives and future dwelling and commercial growth within the Town and the wider region. The planning framework can be used to manage parking and the LPS reflects the Transport Strategy objective to manage the amount of parking to encourage a 'mode shift' (ie. encourage people to shift from private vehicle use to sustainable transport modes) and to ensure we maximise the use of land for living and jobs vs carparking. It should be noted that the draft Transport Strategy include several actions that address the submitters desire for more sustainable transport system and the LPS Action 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.* This includes: • Initiative 2 - *"Commission the development of a Town wide mesoscopic traffic model to better assess and manage the likely traffic impacts of proposed developments."* This will assist with managing impacts from particular developments.	

Topic Area	Summary of points raised in community submissions	Discussion/ Response	Recommended Strategy Modifications
		• Initiative 9 - Implement Actions from the Parking Management Plan., including: - *Adopt reduced parking requirements within the TPS that reflect public transport accessibility, availability of public parking and requirements for EoT facilities.* - *Examine potential caps to be utilised for developments in lower order centres through structure planning.* Planning for and improving the public realm to encourage more sustainable and active transport modes (walking, cycling and public transport) will be addressed through the Town's approach to precinct structure planning which includes identifying public realm upgrades.	
Housing and Dwelling Growth	Comments relating to Housing and Dwelling Growth accounted for 21% of total town-wide comments and are summarised as follows: • Strong support for infill growth, achieving density targets and density around key transit hubs given inner city location, accessibility and facilities, and the opportunity to encourage public transport use and walking/cycling, while protecting character and amenity in other areas.	There was limited concern about accommodating growth per se, although considerable concern regarding traffic impacts from growth. There was more support for the growth pattern proposed in the LPS than concern or opposition. There were minimal comments regarding special housing needs beyond universal access and affordable housing which is addressed in the LPS.	The points raised in the submissions are noted but do not warrant any Strategy modifications.

Topic Area	Summary of points raised in community submissions	Discussion/ Response	Recommended Strategy Modifications
	• Support for increasing amenity with density (ie. small parks, play / recreation facilities, trees, bigger investments in walking and cycling and green infrastructure) to make liveable neighbourhoods. • Concern about locating growth on busy roads, and preference for directing growth to existing commercial areas that are more desirable locations for development eg. car yards. • Some concern that high-density areas have potential to become slums / centres of disadvantage and crime if not planned well. • Considerable concern about increasing density causing increases in traffic and parking issues. • Affordability is a big issue, need to cater for diversity of needs, need to cater for low income. • Disappointed no zoning / development scale change for East Vic Park West. • Do not support residential areas adjacent to industrial areas. • Protect remaining character homes and existing streetscapes whenever possible. • Provide flexibility to maximise occupation of vacant houses with market fluctuation eg. convert to short-stay accommodation. • Consider universal access in design phase vs retrofitting.		

Topic Area	Summary of points raised in community submissions	Discussion/ Response	Recommended Strategy Modifications
Activity Centres	Comments relating to Activity Centres accounted for 12% of total town-wide comments and are summarised as follows: • Support the LPS objective to maintain a viable activity centre hierarchy, should support the primacy of existing retail centres including by managing the scale of centres commensurate with their catchment size, controlling out-of-centre retail floorspace in new Scheme/policy, and requiring Retail Sustainability Assessments for floorspace over 5,000m^2. • Given the recent re-development of Carousel Shopping Centre and potential retail floorspace at Burswood Peninsula (63,000m^2) and Bentley-Curtin (10,000m^2) a further wholistic review of floorspace within these locations is required to ensure that the primacy of established Centres is not undermined. • Reclassify Oats Street from District Centre to Local Centre. • Assess and register the valued social/cultural assets of activity centres to maintain their character. • Disagree with reducing parking spaces for commercial properties, will discourage use of local business, should promote multi-storey. • Maintain affordability to support businesses. • Support for the development of local centres to improve liveability.	There was some concern about the viability of the activity centre hierarchy and the impact on existing retail centres given the planned development additional retail floorspace in new centres in future growth areas at Curtin-Bentley and Burswood Peninsula. Future growth areas (and activity centre floor space sizes) are subject to existing approved district structure plans and in the case of Belmont Park, local structure plans / development plans. The LPS raises the opportunity to consider the impacts of these future centre when district structure plans are reviewed, noting this is the responsibility of the State government. Moreover, the LPS does not attempt to control floor space limits per se, but rather focusses on strengthening and building resilience into all existing and future activity centres by: • Growing population in centres to increase local trade around the clock. • Grow the already wide diversity of businesses, experiences and attractions on offer across the Town. • Ensure the planning framework provides maximum flexibility / reduces red tape to	The points raised in the submissions are noted but do not warrant any Strategy modifications.

Topic Area	Summary of points raised in community submissions	Discussion/ Response	Recommended Strategy Modifications
		facility business set up, growth and change over time. • Upgrade the public realm and streetscapes to enhance the distinctiveness and amenity of centres, aiming for a point of difference to surrounding major shopping centres. • Encourage high quality, characterful and activates buildings, public places and streets as places for people.	
Environment	Comments relating to the Environment accounted for 12% of total town-wide comments and are summarised as follows: • Strong support for, much greater emphasis on and/or mandating higher environmental standards and outcomes, ensuring the LPS objectives don't become platitudes. • Would like to see things like roof gardens/green roofs, PV solar/local batteries, replacing car parks with endemic landscaping. • Should mitigate the impact of development on surface temperatures and heat. • Greater priority on retaining mature trees in development, create a register of significant trees.	The strong support for improving environmental outcomes through the local planning framework is noted. The Town has recently been involved in the initiation of a local government ESD forum with WALGA (WA Local Government Association) to investigate opportunities for reform of the planning framework in the regard. The Town's Urban Forest Strategy assists with mitigation of urban heat and Precinct Structure Planning will also address needs and opportunities. The Town's Urban Forest Implementation group is investigating options for registering trees, and should this result in recommended change to the planning framework, then this can be actioned through the LPS Action 5.4 re implementation of the	The points raised in the submissions are noted but do not warrant any Strategy modifications.

Topic Area	Summary of points raised in community submissions	Discussion/ Response	Recommended Strategy Modifications
		Town's Informing (Environment) Strategies.	
Public Open Space	Comments relating to Public Open Space (POS) accounted for 8% of total town-wide comments and are summarised as follows: • Support for filling in gaps in POS but concerns about lack of equitable access to POS and community facilities between different areas of the Town. • Concern for lack of POS in higher density and activity centres. • Concerns that smaller parks / sumps are inadequate for recreation, purchase larger areas as more economical. • Create green corridors to connect land uses, even at the expense of alfresco areas. • Design parks for wider range of activities eg. study, reading, adult space. • Ensure sufficient parking for POS areas. • Retain public access to open space on Burswood Peninsula.	The comments relating to public opens space are addressed through the Town's existing Public Open Space Strategy (2019), Urban Forest Strategy and draft Social Infrastructure Plan (2021). Opportunities for creation of additional open space will be identified during precinct structure planning for the LPS Precinct Planning Areas.	The points raised in the submissions are noted but do not warrant any Strategy modifications.
Infrastructure Funding	Comments relating to Infrastructure Funding accounted for 5% of total town-wide comments and are summarised as follows: • Do not support funding partnerships based on the Lathlain Oval experience which did not benefit community.		The points raised in the submissions are noted but do not warrant any Strategy modifications.

Topic Area	Summary of points raised in community submissions	Discussion/ Response	Recommended Strategy Modifications
	• Support contributions from new development to support population growth, do not support existing household contributions. • Infrastructure development should support other LPS objectives and focus on green infrastructure (community battery, water sensitive design etc).		
Industrial	Comments relating to Industrial activity accounted for 3% of total town-wide comments and are summarised as follows: • Several submissions proposed changing Welshpool industrial area from Industry zone to residential. • Better consider and monitor pollution impacts (noise, dust, air, light) from Welshpool industrial.	Welshpool industrial area forms part of a larger economic area which provides regionally significant employment, goods and services and economic returns for the Town and the metropolitan region. The LPS proposes to retain the Industry zone east of the railway line and considers the potential for a change in land use for the portion west of the railway line in the Oats Street Station Precinct Planning Area through LPS Action OS.1 (Preparation of a Precinct Structure Plan). Industrial businesses are required to comply with the Environmental Protection Act 1986 and related regulations which are overseen by the Town's environmental health unit.	The points raised in the submissions are noted but do not warrant any Strategy modifications.
Planning Process	Comments relating to the Planning Process accounted for 8% of total town-wide comments and are summarised as follows:	The UN has 17 Sustainable Development Goals which are focused on raising the standards of living in developing countries and coordinating intergovernmental response. While commendable,	The points raised in the submissions are noted but do not warrant any Strategy

Topic Area	Summary of points raised in community submissions	Discussion/ Response	Recommended Strategy Modifications
	• Planning must consider social, environmental and financial factors, include reference to Sustainable Development Goals providing framework for thinking global and act local. • LPS should be reduced to basic zoning only, overhaul the Scheme to achieve the LPS outcomes. • Difficult to understand role of LPS objectives. • An interactive map showing impact on individual properties would be useful. • Consult more as LPS progresses.	they are too high-level and would not provide sufficient guidance for the update and management of the Town's planning framework. The LPS has 20 objectives across town-wide topics and 3 objectives for each of the 14 Neighbourhoods which have been designed to set practical strategic directions for land use and development that can guide decision-making and be measured over time to identify progress and success.	modifications.

6. COMMUNITY SUBMISSIONS - SUMMARY OF COMMENTS RELATING TO PRECINCT PLANNING AREAS AND RECOMMENDED STRATEGY MODIFICATIONS

Comments contained in the community submissions relating to Precinct Planning Areas were grouped for the purpose of analysis and recommended Strategy modifications. Detailed summaries and responses to each individual submission is contained in the report Local Planning Strategy - Community Submission Summary (Individual) (October 2021).

Precinct Planning Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
Albany Highway Precinct Planning Area	2 submissions supported precinct planning, commenting (summarised): • Consolidate retail on Albany Hwy to support variety of business vs "big box" shopping centres which are associated with heat islands in carparks. • Support the Park Centre as a central node, especially given size of landholding and redevelopment synergies with surrounding open spaces and facilities, and opportunity to re-engage with Albany Highway. • Should establish bespoke land use mix targets (retail to non-retail) for the Park Centre that considers market realities. • Should review retail floorspace needs to support primacy of the East Vic Park retail area. • Should carefully consider designation of Special Entertainment Precinct as they may exclude residential development. • Should require Retail Sustainability Assessment for new developments, control out-of-centre retail floorspace, review retail proposed for Burswood and Curtin.	The Albany Highway Activity Centre is the Town's largest retail and commercial services precinct. The Town has commenced the preparation of a Precinct Structure Plan for the centre that will recommend updates to the planning framework, including land use mix (with the discretion to amend the mix ratios as per draft State Planning Policy 4.2) and whether a Special Entertainment Precinct is suitable. The LPS comments are noted and have been passed to the precinct planning project team for consideration during that project. Under the draft State Panning Policy 4.2 Activity Centres (WAPC 2020) Impact Tests (previously called Retail Sustainability Assessments) can be required where: • Major development proposes an additional 10,000 m2 NLA retail floorspace over amounts stated in a Retail Needs Assessment (ie. draft Commercial Activity Centres Strategy), Precinct Structure Plan or LPS. • There are proposals for new activity centres or change in the hierarchy classification of activity centres.	The points raised in the submissions are noted but do not warrant any Strategy modifications.

Precinct Planning Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
	1 submission opposed higher residential density along Albany Highway as it will cause too much activity and vehicle traffic raising concerns about safety, aesthetics and deterring pedestrians, while the focus for planning should be on pedestrians and social activity.	• There are proposals for 'out-of-centre' development with floorspace over 500m^2. The intension of an Impact Test is to determine any potential impact on the community and not competition between businesses. The SPP provides sufficient guidance for the assessment of potential impacts of this nature and special provisions to amend the State Planning Policy 4.2 in the new Scheme are not warranted.	
Burswood South Precinct Planning Area	1 submission opposed designating Burswood South as an activity centre as it will increase the need for parking impacting on surrounding streets.	Development within the Burswood South Precinct Planning Area is guided by an existing Local Planning Policy 22 which allows for significant expansion of mixed-use development (ie. residential and commercial). The LPS proposes a Precinct Structure Plan be prepared for the precinct to guide a review of the current planning policy for the area. Action 6.4 of the LPS proposes a review of parking standards under the direction of the Town's draft Transport Strategy and Parking Management Plan (2021).	The points raised in the submissions are noted but do not warrant any Strategy modifications.
Carlisle Town Centre and Station Precinct Planning Area	3 submissions support precinct planning, with 2 of these submissions requesting rezoning of existing business in the Residential zone to Local Centre. 1 submission opposed development of the public car park in the Archer Street local centre and requested development be limited to maximum 2 storeys in the Archer St centre.	LPS Action CT.1 proposes a Precinct Structure Plan be prepared to guide updates to the planning framework for this area, which will consider the extent and type of zones and building heights (among other things). The Precinct Structure Planning process will involve further community engagement and a public advertising period. The potential impacts of future development on adjoining residential	The points raised in the submissions are noted but do not warrant any Strategy modifications.

Precinct Planning Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
		areas will be considered.	
Oats Street Station Precinct Planning Area	3 submissions supported precinct planning, including 1 owner of property in the Industry zone west of the railway who had previously requested a rezoning to Residential. 1 submission requested an extension of the Precinct Planning Area to Briggs Street so that part of the Industrial zone could be changed to Residential. 1 submission requested more shops / mixed use along Oats St from the station up to Harris Street.	Welshpool industrial area forms part of a larger economic area which provides regionally significant employment, goods and services and economic returns for the Town and the metropolitan region. The LPS proposes to retain the Industry zone east of the railway line and considers the potential for a change in land use for the portion west of the railway line in the Oats Street Station Precinct Planning Area through LPS Action OS.1 (Preparation of a Precinct Structure Plan). This action also intends to consolidate retail and commercial development around the Oat Street Station versus extend commercial development along Oats Street to Harris Street.	The points raised in the submissions are noted but do not warrant any Strategy modifications.
Technology Park West Precinct Planning Area	12 submissions supported precinct planning: • Should revise the Bentley-Curtin Specialised Activity Centre Structure Plan objectives and extend the mixed-use areas identified in the plan. • Allow greater flexibility in permitted land uses (ie. lifting restrictions around research and development). • Modify the precinct structure planning action to make precinct planning a higher priority and support landowner-led structure planning.	The WA Planning Commission is the custodian of the Bentley-Curtin Specialised Activity Centre Structure Plan (WAPC, 2018) and responsible for leading a review of the Plan. The LPS Action CB.1 proposes precinct structure planning that will consider the permissibility of land uses. The Town has limited resources and commencement of precinct planning is subject to the allocation of resources through the Town's annual business planning and budgeting process. It should be noted that Action CB.1 identified precinct planning as a Short-Term action (1-2 years), however this was an error and the Town's intension	The points raised in the submissions are noted but do not warrant any Strategy modifications.

Precinct Planning Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
		is to commence structure planning in the Medium-Term (3-4 years). However, as mentioned on page 128 of Part Two, detailed planning for Tech Park will require a partnership approach with the State government which may influence the timeline, and in addition, the Town understands that landowners may be able to lead the preparation of structure plans per the Planning and Development (Local Planning Schemes) Regulations 2015, Schedule 2, Part 4 (Structure plans), Clause 15(c).	

7. COMMUNITY SUBMISSIONS - SUMMARY OF COMMENTS RELATING TO FUTURE INVESTIGATION AREAS AND RECOMMENDED STRATEGY MODIFICATIONS

Comments contained in the community submissions relating to Future Investigation Areas were grouped for the purpose of analysis and recommended Strategy modifications. Detailed summaries and responses to each individual submission is contained in the report Local Planning Strategy - Community Submission Summary (Individual) (October 2021).

Future Investigation Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
Victoria Park FIA	A total of 7 submissions were received (all owner occupiers), representing 6 properties in the Vic Park FIA Area: • 3 submissions opposed the LPS proposal. • 2 submissions supported the LPS proposal (representing 1 property). • 2 submissions did not comment on the proposal per se but supported retention of character. Reasons for opposing the LPS proposal included: • impact on residential character • the Residential Character Area already yields 27 dwellings/hectare • impact on traffic and parking • minimal public open space to support additional population • removal of family sized homes and change to more transient population One submission opposed the proposal to apply a	Considering most submissions opposed apartments in the Victoria Park FIA and given the Town's previous support for maintaining a prohibition on apartments in the R40 zone, it is recommended the LPS be amended to remove the FIA and the lifting of the prohibition on apartments in the new Scheme. However, it is recommended that the potential to apply a medium to higher density residential coding over the VisAbility site (Lot 501, No.61 Kitchener Avenue) be retained and investigated further during the preparation of the new Scheme. The VisAbility site is 1.4 hectares in area and accommodates a large, mostly single storey community service facility. The concern of the adjoining landowners is noted, however a review of the planning framework for the site is warranted given its proximity to the train station and the potential for future redevelopment. A review of the planning framework will provide an opportunity to consider site specific controls for the site (ie. height, setbacks, requirement for a Local Development Plan	It is recommended that Part One, Chapter 8 Neighbourhoods, Neighbourhood 5 – Residential Character Area be amended as follows: ~~Action CA.1 Designate land between Harper Street, Kitchener Avenue, Gresham Street and Shepperton Road as a Future Investigation Area (refer to Figure 16). Gauge landowner and community support for removal of multiple dwelling restrictions under the R40 density code and apply a suitable medium to high density coding over the VisAbility site.~~ Action ~~CA.2~~ CA.1 Transition the current Town Planning Scheme No.1 zones and densities into the new Local Planning Scheme No.2. ~~until further updates are recommended via Action CA.1.~~ except for Lot 501 (No. 61) Kitchener Avenue, Victoria

Future Investigation Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
	suitable medium to high density coding over the VisAbility site (Kitchener Avenue) in the new Scheme citing: • potential loss of community facilities when demand will only increase with population growth. • new development is unlikely to be sympathetic to the streetscape character. • demolition of an existing concrete building and construction of a new building is not environmentally sensible.	etc.). These controls could provide additional guidance for any future development over and above the current requirements under the R40 code or any future higher code. This may help to manage built form in an existing medium density area with valued local character. The site's landowners did not lodge a submission on the LPS despite attempts to contact them. However, further efforts will be made to engage them early during the preparation of the new Scheme.	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) It is recommended that Part One, Chapter 8 Neighbourhoods, Neighbourhood 5 – Residential Character Area be amended to remove Figure 16 - Residential Character Area - Future Investigation Area. It is recommended that Part Two, Chapter 13 Residential Character Area be amended to remove the Future Investigation Area from Figure 13.4.
Lathlain FIA	A total of 13 submissions were received from Lathlain (residents, landowners and business operators), representing 11 properties: • 8 submissions supported the FIAs outright (representing 7 properties). • 1 submission supported the FIA and proposed an extension of the FIA over the whole of Milliax	The smaller FIAs on Castle Way and between Midgley St and Cookham Road, did not receive any objections from landowners and should remain in the Strategy. For the FIA around Vic Park Station (Lathlain side) and Lathlain Place, there was more support (5) than opposition (3). As such, given the balance of submissions support the FIA, it recommended the FIA	It is recommended that Part One, Chapter 8 Neighbourhood 3 – Lathlain, Figure 13 be amended to extend the FIA over whole of Milliax landholdings between Maple and Cornwall Streets.

Future Investigation Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
	landholdings (Empire Bar site) and to cover a much wider area of Lathlain (to Gallipoli St). • 2 submissions opposed the FIAs outright. • 1 submission opposed the FIA with the "possible" exception of the FIA around Lathlain Place. • 1 submission opposed the FIA around Saleham Street. For the FIA portion bounded by Goddard St, Howick St, Rutland Av and Bishopsgate St, the breakdown of submissions received were: • 5 submissions supported the FIA, representing 4 properties (including 2 submissions from prospective landowners representing 1 property in the Gallipoli St local centre). • 3 submissions opposed the FIA, representing 2 properties. For the FIA around Lathlain Place – 1 submission supported the FIA and 1 submission opposed the FIA. From the total range of submissions, reasons for opposing the FIAs included:	remains in the Strategy with the boundaries extended over the whole of the Milliax landholdings. A submission was received from Milliax Pty Ltd who have landholdings between Maple St and Cornwall St (currently 7 lots zoned Commercial Zone and 5 lots zoned Residential R20) requesting extension of the FIA across a much wider area of Lathlain. These areas are currently zoned Residential R20 and already subject to low-scale infill, and not within the walkable 400 metre catchment of the train stations. As such, the request should be dismissed, however there is merit in extending the FIA over the whole of Milliax landholdings which will enable a review of the planning framework over the next 5 years. The submission suggesting amendment to Objective L.2 is supported.	It is recommended that Part One, Chapter 8 Neighbourhood 3 – Lathlain, Objective L.2 be amended as follows: To encourage mixed use development in local centres and commercial areas. ~~commercial and community activities within commercial zones, particularly within and around the Lathlain Oval and Lathlain Place, with residential development above ground floor.~~

Future Investigation Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
	• should be guided by the Objectives for Lathlain which state "encourage predominantly low to medium density residential development. • current density provides a sufficient level of infill and suitable contribution. • increasing density will have negative effects ie. reduce property value, increase traffic, change character and feel, reduce canopy cover, making the street less liveable. • did not anticipate zoning changes when purchased property. Reasons for supporting the FIAs included: • good access to facilities, oval, transport, schools and shops. • modernisation of the suburb. • create community diversity through higher density housing options and assist the City to achieve infill targets, sensible for inner city to have density. • support Vic Park businesses. • provide easy transport options and benefit the environment.		

Future Investigation Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
	• allows for more compact and diverse development as envisaged under the Central Sub-Regional Planning Framework (WAPC 2018). One submission recommended Objective L.2 could be amended to better reflect the desire for mixed use development in the local centre (ie. Lathlain Place) and the land currently zoned commercial along Great Eastern Hwy.		

St James FIA	A total of 22 submissions were received for St James, representing 17 properties:
	• 17 submissions supported the FIA (representing 12 properties), with 9 of these submissions requesting an extension of the FIA:
	  ○ 3 submissions requested an extension to Alvah Street (representing 1 property on Berwick St and 1 on Hill View Tce).
	  ○ 6 submissions requested a extension to Upton Street (representing 3 properties on Upton St, between Bush and Boundary Rd).
	• 5 submissions opposed the FIA (representing 5 properties).
	Of the total submissions received:
		Given there is greater support for the FIA that opposition, it is recommended the FIA be retained in the LPS.
		The request for extension of the FIA to Alvah Street came from 2 owners outside Alvah Street. However, 2 owners on Alvah Street opposed the FIA. As such, it is recommended the boundary of the FIA is not extended to Alvah Street.
		The request for extension of the FIA to Upton Street came from 3 properties on Upton Street, between Boundary Rd and Bush St. This section of Upton St contains 18 lots with 16 original lots available for development (including 7 properties are owned by Dept of Communities). As such, it is recommended that Part One, Chapter 8, Neighbourhood 13, Figure 15 (St James FIA) be amended to include the whole street
			It is recommended that Part One, Chapter 8, Neighbourhood 13, Figure 25 be amended to:
			• Include the whole street block bounded by Berwick Street, Bush Street, Upton Street and Boundary Road.

Future Investigation Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
	• 11 were located in the FIA (representing 9 properties). • 6 were located outside the FIA (representing 3 properties on Upton Street). The issue of submissions from investors vs owner-occupiers was raised during the FIA information sessions held during the advertising period. A breakdown of submissions shows: • 16 submissions were received from owner-occupiers (12 support / 4 oppose). • 2 submissions from occupiers only (2 support). • 4 submissions from non-resident landowners (3 support / 1 oppose). Reasons for opposing the FIA included: • Little gain in additional dwellings, would prefer additional dwellings around train stations and Albany Hwy. • No justification for higher density other than high frequency bus routes, no shops or train access and over 10,000 vehicles per day on both streets. • Few areas in the Town with original lot sizes which bring unique character and sense of community.	block bounded by Berwick Street, Bush Street, Upton Street and Boundary Road. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not.	

Future Investigation Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
	• Increased density will worsen social issues without considering assess to quality services and amenity, planning for increased density should occur with holistic redevelopment, like Lathlain Place, to make it an attractive place to live. • Would drastically change the character resulting in poor built form (like City of Canning adjacent) that attracts students with little protection of streetscape/neighbourhood character, loss of open leafy streets, would attract high front fences and loss of character, sense of community (good for safety) and neighbourliness. • Would result in loss of established trees and birdlife. • Steep topography in some sections between Hill View and Alvah St would lead to significant overshadowing / overlooking and enjoyment of backyards and lifestyle. Higher density and smaller lots sizes increases the likelihood of multi-storey buildings and overlooking. • Would result in additional vehicles impact on safe and quiet streets, would bring non-local pedestrians creating safety issues.		

Future Investigation Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
	The reasons for supporting the FIA included: • Proximity to amenities in St James Town Centre, access to high frequency public transport, on strategic bike route, take advantage of the inner suburban location and the wide range of nearby services and facilities including good public transport, retail, medical and public open space. • Promote St James with its own town centre. • Opportunity for urban refresh, improve quality of the area, encouraging high quality, contemporary designs that addresses frontage activation and fine-grained built form, replace ageing and unimproved houses while maintaining character. • Redevelopment should be used to improve St James, become more liveable place by creating spaces that encourage positive neighbourhood interaction and discourage anti-social behaviour eg. nodal points for activity such as small parks and shops, cafes etc. • Contribute to housing diversity which is lacking especially given extent of smaller households in St James.		

Future Investigation Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
	• Done to retain privacy for neighbouring properties, improve safety and security and protect mature trees / replace exotics.		

TOWN OF VICTORIA PARK

8. GOVERNMENT SUBMISSIONS – SUMMARY OF SUBMISIONS AND RECOMMENDED STRATEGY MODIFICATIONS

The following table summarises the submissions received from State government and local governments, and recommended modifications to the LPS in response to these submissions.

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
Heritage Property and Services - Dept of Planning, Lands and Heritage	1. Encouraging to see the role of LPS in cultural heritage is recognised, however recommend minor word change "role of planning framework in heritage identification, conservation and protection". 2. Recommend replace term "Municipal Heritage Inventory" with "Local Heritage Survey" (LHS) to avoid confusion with updated *Heritage Act 2018*. 3. Precinct Structure Plans could identify potential places and precincts with cultural heritage value that have not already been identified or placed under heritage protection and recognise the contribution of heritage to the understanding of an area's history and the community's sense of place. 4. Including update of Local Planning Policy 25 Streetscapes as an action. 5. Part Two Chapter 2 Issues and Opportunities This section also notes that the Town does not have the power to control the demolition of single houses unless cultural heritage values are to be protected.	1. Agreed. 2. Agreed. 3. The new Local Heritage Survey (2021) has identified places and buildings of heritage value in accordance with the Heritage Act, and the Town is now preparing a Heritage List for adoption under the Scheme. As per the State Government's Precinct Planning Guidelines, precinct structure plans will consider and integrate places of cultural heritage significance and broader neighbourhood character into the planning framework where relevant. 4. The update of LPP25 has commenced and a separate Action is not warranted. 5. Agreed. 6. Agreed. 7. Aboriginal heritage sites are identified and protected under the Aboriginal Heritage Act 1972 which is currently under review by the State government. Part Two can refer to this legislation. Art installations and heritage walks are not within the scope of the LPS,	1. Recommend Part Two, Chapter 2 Neighbourhoods and Housing be amended where relevant to refer to the "role of planning framework in heritage identification, conservation and protection". 2. Recommend Part One Chapter 2 Neighbourhoods and Housing and Part Two Chapter 2 Neighbourhoods and Housing be amended where relevant to replace the term "Municipal Heritage Inventory" with "Local Heritage Survey". 5. Recommend Part Two Chapter 2 Neighbourhoods and Housing be amended to note referral to the Heritage Council under the Heritage Act may be required even if the proposal does not directly relate to a heritage place.

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	This statement could be expanded to note that referral to the Heritage Council under the Heritage Act may be required even if the proposal does not directly relate to a heritage place (ie the demolition is adjacent to an identified heritage place). 6. Part Two should be amended to include a description of the difference between "heritage" and "character" and should comment that in some instances, demolition applications should be referred to the Heritage Council. 7. Consider including actions re recognising Aboriginal heritage sites and developing a heritage walk trail.	rather they are guided by the Town's Public Art Strategy and Reconciliation Action Plan.	6. Recommend Part Two Chapter 2 Neighbourhoods and Housing be amended to include a description of "cultural heritage" and "character" and that some demolition applications may require referral to the Heritage Council. 7. Recommend Part Two Chapter 2 Neighbourhoods and Housing be amended to acknowledge the Aboriginal Heritage Act 1972 and presence of Aboriginal heritage sites.
Dept of Fire and Emergency Services	1. Given the LPS focus on infill in precinct areas, which may not be located in Bushfire Prone Areas, the application of *State Planning Policy 3.7 Planning in Bushfire Prone Areas* may not apply but is ultimately at the discretion of (the relevant) decision-maker.	1. Two areas of the Town are in Bush Fire Prone areas according to State government mapping and subject to *State Planning Policy 3.7 Planning in Bushfire Prone Areas* (SPP 3.7) which is applied per the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 Deemed provisions for local planning schemes, Part 10A Bushfire risk management. This includes a small portion of Burswood Station East (adjacent to the Farmer Freeway) and some 60-70 metres from bushland along the Swan River at Balbuk Way, and	n/a

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
		some lots around the edges of the Jirdarup Bushland. SPP 3.7 is considered in all relevant statutory approval processes (development applications, Scheme amendments, subdivisions etc) where necessary.	
Public Transport Authority (rail planning, Transperth and METRONET delivery)	1. There is no action regarding bus priority initiatives and the PTA is keen to work with Town to investigate bus priority measures. 2. Figure 8 Transport should be updated to include some missing high frequency bus routes. 3. Need to clarify role of METRONET re land development – pg 36 and 37 (Chapter 8 – Neighbourhoods 9 and 10) language around METRONET Level Crossing Removal Project is unclear and suggests METRONET will redevelop the land immediately around the respective stations. This should be corrected and rephrased to *"identification of land redevelopment opportunities around the station"*.	1. This is outside the scope of the LPS and more relevant for the Town's draft Transport Strategy (2021). 2. Agreed. 3. Agreed.	2. Recommend Part One Figure 8 Transport be amended to show additional high frequency bus routes. 3. Recommend Part One, Chapter 8, Neighbourhood 9 (pg 36) and Neighbourhood 10 (pg 37) be amended to read: *"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."*
Dept of Biodiversity, Conservation and Attractions	1. To better acknowledge the interaction between the *Swan and Canning Rivers Management Act 2006*, the *Planning and Development Act 2005* and the *Metropolitan Region Planning Scheme* (MRS) for planning with and around the Swan River (namely	1. Agreed. 2. The majority of the Swan River foreshore around Belmont Park is reserved Parks and Recreation under the Metropolitan Region Scheme (MRS). This provides the principle means of securing public	1. Recommend Part One Figure 2 Local Planning Strategy Map be amended to show the Swan Canning Development Control Area as per the *Swan and Canning Rivers Management Act 2006*.

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
(Conservation and Ecosystem Management Div)	referral of development under the MRS), the Swan Canning Development Control Area should be identified on the LPS map. This is particularly important regarding future development at Burswood Peninsula. 2. The LSP should recognise the need to improve public access along the Swan River on the Burswood Peninsula, consistent with the proposed Principal Shared Path on existing structure plans. 3. A Foreshore Interface Strategy should be prepared to address the public-private interface, demand for recreation and preserve and enhance the River environment. This is particularly important for parts of Burswood Peninsula. 4. Figure 7 Natural Environment does not accurately show the Parks and Recreation reserve on the Burswood Peninsula. 5. DBCA looks forward to working with the Town on actions relating to the review of the Burswood District Structure Plan, reclassifying Burswood Peninsula from a District Activity Centre to a Specialised Activity Centre and review and update the Racecourse Redevelopment Structure Plan to ensure consistency with *State Planning Policy 2.10:*	access which is further delivered through the future development of paths and jetties in the foreshore reserve, and roads and paths through the future subdivision and construction of residential and mixed-use areas around Belmont Racecourse which are guided by existing approved structure plans. The Town's draft Transport Strategy also includes an action (Initiative 57) to work with Golden Group (Property Developer) and DPLH to ensure a high-quality foreshore path network is provided as part of Belmont Racecourse redevelopment (from Windan Bridge to Balbuk Way). A large portion of the Burswood Peninsula from the Farmer Freeway to the Causeway has been excised from the MRS and is under the control of the State government's Casino (Burswood Island) Agreement Act 1985. Public access to the foreshore in this area is managed by the Burswood Parks Board and outside the control of the Town. Additional reference to public access in the LPS is not warranted. 3. Identification of recreational needs and environmental management requirements for the Swan River foreshore is adequately managed through multiple place-based foreshore strategies/plans by the Town and other stakeholders,	4. Recommend Part One Figure 7 Environment map be amended to fix the minor MRS reserve omission.

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
	Swan-Canning River System and DBCA Corporate Policies.	namely: • Taylor Reserve and McCallum Park Concept Report (Town of Victoria Park 2017). • Taylor Reserve & McCallum Park Masterplan - McCallum Park Active Area (TOVP 2020). • Foreshore Access and Management Plan (Town of Victoria Park, 2015). • Draft Perth Water Buneenboro Locality Plan (Department of Biodiversity, Conservation and Attractions, on behalf of the Perth Water Vision Group 2019). • Burswood Park Masterplan (Burswood Parks Board, 2020). • Belmont Park Racecourse Redevelopment Structure Plan (DPS, 2013) including the Belmont Park Foreshore Management Strategy 2012 (Emerge Associates). • Proposed draft Social Infrastructure Plan (Town of Victoria Park, 2021). The preparation of a separate and additional Foreshore Interface Strategy is not warranted. 4. Figure 7 misses a minor part of the MRS reserve and can be fixed.	

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
		5. Noted.	
Venues West (Optus Stadium)	1. Increasing housing at Burswood Peninsula will support use of public spaces and amenities, and the stadium provides various facilities catering for local and regional tourism. 2. Reclassification of the Peninsula to a Specialised Activity Centre and increasing population may result in potential conflicts with the daily operation of the stadium which should be managed including: • Limited vehicle access and traffic management for large events to enable prioritisation of public transport services. • Impacts of limited parking around the stadium. • Current limited public transport services. • Management of noise. Venues West would like to be involved in any consideration of mechanisms as per LPS Action BP.5.	1. Noted. 2. Action BP.5 states *"Work with the Burswood Parks Board and the Department for Planning, Lands and Heritage to identify appropriate noise controls for entertainment areas"*. The Action was intended to only apply to the casino and hotel complex, not the stadium. The action intends to investigate whether the parameters for managing noise within entertainment districts, as set out in the Department for Planning, Lands and Heritage *Draft Position Statement: Special entertainment precincts* (DPLH 2019), could be applied by the State government who have planning control over this area under the *Casino (Burswood Island) Agreement Act 1985*. The LPS Action BP.5 can be amended to provide clarity on this matter. It should be noted that noise from the stadium is managed under the *Environmental Protection (Noise) Regulation 1997* and a venue approval has been granted under Regulation 19B allowing for events to occur at the stadium with noise exceeding the assigned levels that would normally apply under the Regulations. The LPS does not propose any change in this regard.	2. Recommend Part One, Chapter 8, Action BP.5 be amended to read: *BP.5 Work with the Burswood Parks Board and the Department for Planning, Lands and Heritage to identify appropriate noise controls for entertainment areas in the casino and hotel complex.*

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
Water Corporation	1. Water – currently available to all developed areas of the Town. Due to general nature of future dwelling yields and densities, the Water Corporation cannot determine if upgrades may be required at this stage. Although note that water planning for Burswood Peninsula has been reviewed. Note – the Water Corporation further advised after this submission that there are no major constraints to development in proposed precinct planning areas. 2. Odour Buffer Armagh St Pump Station – has a 150m odour buffer and only compatible land uses should be developed which do not include residential. Water Corporation would not support any rezoning/upcoding inside the buffer. Indicate the buffer on LPS maps with a note advising notices on titles for new developments (subdivision/strata bylaws) will be requested. 3. Wastewater – retic sewerage is planned for most areas, but due to general nature of future dwelling yields and densities, the Water Corporation cannot determine if upgrades required at this stage. Although note that that wastewater planning for Burswood Peninsula has been reviewed.	1. The Town will liaise further with the Water Corporation during the preparation of Precinct Structure Plans when a more accurate estimate of dwelling yields can be provided. 2. The LPS does not propose any changes to land use or density inside the generic 150 metres buffer. DPLH advise it is not necessary to show the buffer on the LPS map (Figure 2) as it is existing and not a new proposal. As such, amending the LPS map is not warranted. However, the LPS Part Two Background document can be amended to refer to the buffer in the relevant neighbourhood chapters. 3. The Water Corporation further advised that the whole of the Town is in the current Wastewater Planning Catchment although the Water Corporation have not planned to sewer public open space areas or reserves identified in the current TPS No.1 and if these areas change developable areas, then WC will need to review sewer planning. 4. The Town's engineering dept requires retention of minor and major storm events (up to and including the 100 year ARI) on-site and does not generally allow connection to the Town's stormwater drainage system.	2. Recommend Part Two Chapter 9, Neighbourhoods 10 (Albany Highway), 11 (McCallum-Canning) and 13 (Residential Character Area East and West) be amended where relevant to refer to the Armagh St Pump Station odour buffer with a note that reads: *the Victoria Park (Armagh Street) Main Pump Station has a 150m odour buffer around it. The Water Corporation may request notices on title (in the form of a S70A notice on a subdivision, or strata bylaws for an apartment development) for any new developments within the odour buffer to ensure landowners and residents are aware of potential odour from the station.*

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	4. Drainage – drainage can only take pre-development flows and future developers need to accommodate additional flows within sites.		
Dept of Communities	2. The WA Housing Strategy 2020-2030 provides strategic direction for improving the housing system (focus areas on supply choice / meet diverse needs, housing pathways and literacy, sustainable design). Lack of housing diversity and inability to easily adapt homes pose major constraints in meeting changing demand. Delivering housing choice requires collaboration between all sectors and is a joint function of govt and private sector. **Chapter 2: Housing and Neighbourhoods:** 2. Support Objective 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*. 3. Strongly support Objective 2.3 *To encourage a diversity of housing across the Town to cater for diverse and changing housing needs,* and Action 2.*4 Investigate opportunities to facilitate more aged and dependent persons dwellings and universally designed and adaptable dwellings through the local*	1. The LPS promotes housing diversity by retaining a diversity of residential densities in the new Scheme and updating the local planning framework through the preparation of Precinct Structure Plans. 2. Noted. 3. Noted, and in addition, recent changes to State Planning Policy 7.3 Residential Design Codes better address universal design and encourage more ancillary, small and aged/dependent persons dwellings. Re incentives for specialised disability accommodation (SDA), the Town will liaise further with the Dept of Communities to understand the potential for local planning framework incentives. Re opportunities for alternative construction methods, this is outside the scope of the LPS. 4. The LPS does not propose the Town prepare an affordable housing strategy per se. Rather the LPS proposes the Town investigate local demand and	7. Recommend Part One, Chapter 6 Transport, Objective 6.2 be amended to read: "*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.*"

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	planning framework. Universal design caters for multiple needs and is therefore a very important housing objective. The Town is encouraged to explore options to incentivise specialised disability accommodation to assist with NDIS rollout. The Town is encouraged to investigate opportunities for alternative construction methods to improve the flexibility of homes for future generations. 4. Re Action 2.3 *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.* Support the development of an affordable housing strategy and welcomes an opportunity for early input and to discuss how Communities and the broader State Government could partner with or assist in the delivery of affordable housing. Suggests the Town include an objective to support sustainable and energy efficient housing given potential to reduce housing operating costs etc. **Chapter 3: Activity Centres and Employment Areas** 5. Support precinct planning to encourage residential	potential strategies (planning and non-planning) to address demand, and seek further advice from the Council regarding the Town's role (as a local government) in addressing affordable housing especially given the potential costs of addressing any gaps in supply. 5. Noted. 6. A Public Open Space Strategy has already been prepared by the Town. 7. Precinct structure planning is guided by State Planning Policy 7.2 Precinct Design which includes an outcome relating to accessibility. The Town's draft Transport Strategy also addresses universal access. The LPS can be amended to include a clearer reference to universal access. 8. Noted. The Town will engage with the Dept of Communities regarding alignment of their landholdings with the final approved LPS.	

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
	development in / around activity centres and along transport corridors. **Chapter 4: Public Open space and community facilities** 6. Support preparation of Public Open Space and Social Infrastructure Strategy, suggest this involves early engagement with people with special needs. **Chapter 6: Transport** 7. Support Objective 6.1 *To prioritise the needs of pedestrians, cyclists and public transport users over the needs of private vehicles*. Encourage inclusion of 'universal access' in transport objectives to ensure inclusive accessibility principles are considered in precinct planning. **Chapter 8: Neighbourhoods** 8. Acknowledge the effort to guide growth to meet density targets with consideration of desired neighbourhood character. As a significant landowner actively involved in redevelopment, Communities would like to engage with the Town to ensure redevelopment supports delivery of desired dwelling /community outcomes, and to identify opportunities to delivery WA Housing Strategy strategic goals of diversification in housing		

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
	typology and creating opportunities to people to access appropriate housing.		
Main Roads WA	1. Supports the objectives and broader framework of the LPS, although highlights several matters requiring further investigation (as below). 2. A Traffic Impact Assessment (TIA) should be done to inform the LPS and future Local Planning Scheme. The TIA should assess critical intersections when evaluating the suitability of development areas as intensification of land use will affect local and state road network performance. Concentrated nodes of density around Burwood Peninsula and Curtin University are likely to significantly impact on local and state road networks. The TIA and inclusion of transport strategies in the Town's planning framework are necessary to guide future decision making. 3. Recommend the Town undertaken an Integrated Transport Study to supersede the existing Integrated Movement Network Strategy to determine any cumulative impacts on the transport network and identify any necessary mitigation measures. 4. Orrong Road is reserved as Other Regional Road	1. Noted. 2. The Transport Impact Assessment Guidelines (WAPC 2016) and the draft Local Planning Strategy Guidelines (WAPC, 2021) do not require a Traffic Impact Assessment to inform the preparation of a LPS or new Local Planning Scheme. Rather, detailed transport needs are assessed during the preparation of precinct structure plans and in some cases for scheme amendments. The Town's transport and access needs are planned for in the Town's draft Transport Strategy (2021) which proposes the development of a Town wide mesoscopic traffic model to better assess and manage the likely traffic impacts of proposed developments (Initiative 8 in draft Transport Strategy). 3. The Town is currently preparing a new Transport Strategy (2021). 4. Part Two of the LPS can be amended to include a statement to highlight that land requirements have been identified and are protected under *Planning Control Area (PCA) 142 Orrong Road*. The Town has uploaded the PCA to the Town's public Intramaps	4. Recommend Part Two, Chapter 6 Transport be amended to include the following statement: "*Main Roads is planning the Orrong Road Expressway Concept and land requirements for the Expressway Concept have been identified some some properties abutting Orrong Road and are protected under Planning Control Area (PCA) 142 Orrong Road (WAPC 2020).*" 12. Recommend Part One, Chapter 8 Neighbourhoods, Neighbourhood 11 (Welshpool Industrial) be amended by deleting Action W.3 *"Monitor any potential impacts on access to Welshpool resulting from the Main Roads Orrong Road Planning Study*", as this is more appropriately addressed by the Town's draft Transport Strategy (2021).

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
	under the Metropolitan Region Scheme (MRS) and identified as an Urban Corridor under *Perth and Peel @3.5 million Framework* (WAPC, 2018). Main Roads is planning the Orrong Road Expressway Concept and the LPS should be amended to note the land requirements for the Expressway Concept are protected under *Planning Control Area (PCA) 142 Orrong Road* (WAPC 2020). 5. Shepperton Road / Albany Hwy are designated Primary Regional Roads under the Metropolitan Region Scheme (MRS). Proposed land use changes under the Albany Highway Precinct Structure Plan may have significant impact on the performance of Shepperton Road and intersecting roads. As such, the Town is requested to prioritise alternative access per WAPC's *Development Control Policy 5.1 – Regional Roads (Vehicle Access)* supported by a comprehensive vehicle access strategy. This should align with the LPS's proposed review of the Town's Rights of Way Strategy, reinforcement of existing and establishing new rights-of-way are critical to ensuring the function of Precinct Planning Areas adjacent to urban corridors. 6. If the area around Teddington and Burswood Roads is being intensified, should be identified as such in	system. 5. The preparation of the Albany Highway Precinct Structure Plan (Action AH.1) will consider a diversity of transport needs, impacts, opportunities and constraints to ensure that future development aligns with the Town's strategic community plan, transport and other informing strategy objectives, as well as relevant State government policy. The LPS reflects the *Central Sub-Regional Planning Framework* (WAPC 2018) designation of Shepperton Road as an Urban Corridor however it does not propose any significant changes to land use or density along Shepperton Road. Vehicle access from existing rights-of-way (ROW) is required as per the current state and local policy where possible. Given the extent of existing infill development, it is highly unlikely that new ROWs can be created across private land. However, where feasible, new ROWs and shared vehicle access will be considered during precinct structure planning exercises. 6. This area has existing capacity for significant redevelopment through the exiting Local Planning Policy 22 Development Standards for Causeway Precinct. Action BS.1 identifies this area (Burswood South Neighbourhood 2) as a Precinct Planning Area	

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	the LPS. 7. Archer and Oats Streets provide important connection to Orrong Rd and are identified as Urban Corridors under *Perth and Peel @3.5 million Framework* (WAPC, 2018). Main Roads recommends the form and function of these roads be reviewed to determine if they are of an appropriate standard or if upgrades are required to support proposed densification and land use intensification. 8. Manning Road is identified by Main Roads as potential state road and future planning is subject to review. The Town should proactively liaise with Main Roads to identify possible future land (road) requirements and prevent inappropriate encroachment of development on these land areas, otherwise opportunities for future infrastructure may be compromised. 9. Costs for road and transport improvements should be collected through suitable instruments such as precinct-based development contributions plans. 10. Noise sensitive land uses adjacent to Primary Regional Roads should implement acoustic attenuation measures per *State Planning Policy 5.4*	and proposes a review the planning framework during the implementation of the LPS over the next 5 years. 7. The LPS does not recognise Archer and Oats Streets as Urban Corridors given the limited capacity for redevelopment along these roads, with the exception of areas identified as Precinct Planning Areas around Carlisle Station/Archer Street local centre and Oats Street Station (refer to LPS map). The form and function of these roads is strategically guided by the Town's draft Transport Strategy (2021) and more detailed design will be considered during precinct structure planning and/or preparation of streetscape improvement plans that balances the movement and access needs of multiple stakeholders (ie. pedestrians, cyclists, businesses etc) accessing the centre and moving through the centre. 8. Only a very small part of Manning Road is located in the Town. Detailed planning for this area is guided by the State government's Bentley Curtin Specialised Activity Centre Structure Plan (WAPC 2018) with subdivision and development is approved by the WAPC as Curtin is reserved "Public Purpose" under the MRS.	

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
	- *Road and Rail Noise (2019)*. 11. Traffic related objectives relating to monitoring and improving the existing and planning road network and minimising land use and traffic conflicts, should be incorporated into Neighbourhood Planning especially where high population growth is forecast adjacent to state roads, current congested roads and where development will require heavy vehicle access. 12. For Neighbourhood 3 (Lathlain) and Neighbourhood 8 (Carlisle Residential) insert Actions *"Monitor any potential impacts on access resulting from the Main Roads' Orrong Road Planning Study)"*.	9. Chapter 9 (Infrastructure Funding) notes the potential opportunity to collect contributions for movement infrastructure and recommends the Town investigate options. 10. The Town has multiple transport corridors that trigger consideration of noise under the SPP. Where required, the consideration and assessment of noise levels and land use and built form design responses is carried out through precinct structure planning and consideration of statutory applications. 11. The proposal for transport monitoring objectives would be more appropriately situated in the Town's draft Transport Strategy (2021). 12. These proposed actions reflect the existing Action W.3 in the Welshpool Industrial Neighbourhood. However, these actions are now included in the Town's draft Transport Strategy (2021) Initiative 12 *"partner with State Authorities on a potential upgrade to Orrong Road and assess the impact any future design might have on the adjacent community …"* and are more appropriately actioned via the Transport Strategy and can be removed from the LPS.	
Department of Water and	1. Have assessed the above referral and have no objections.	n/a	n/a

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
Environmental Regulation			
Dept of Education	1. Some primary schools in the Town are approaching their built accommodation capacity. Each of the Town's 5 primary schools significantly exceeds the dwelling yield threshold of 1500 dwellings per catchment area as per the WAPC's Operational Policy 2.4 – Planning for School Sites. However, the Dept accepts demand for places varies significantly from this within established urban areas. Preliminary analysis of current and projected dwellings and student enrolment demand indicates a potential need for 3 additional government primary school sites to meet demand from growth of the Town (including considering typically low demand yielded from higher density development). The significant amount of dwelling growth is expected to put significant enrolment pressure on existing schools in the medium to longer term. Existing schools are restricted in size which constrains future expansion. The Dept of has identified priority areas for future primary school sites in the Burswood Peninsula, Bentley-Curtin and Carlisle Town Centre neighbourhoods in the medium to longer-term. More detailed breakdown	1. The demand for additional primary school places is noted and the LPS can be amended to including an Action in Chapter 4 (Public Open Space and Community Facilities) to ensure the Town supports the Dept to identify opportunities to cater for demand. Part Two, Chapter 4 (Community Facilities) can be amended to include a summary of the preliminary assessment of need provided by the Dept of Education to ensure this information is considered during precinct structure planning and other relevant planning processes. In addition, the Town will engage with the Dept during early phases of precinct structure planning to support the investigation of opportunities to satisfy demand for primary school places. It should also be noted that the need to plan for primary schools is also included in the Town's draft Social Infrastructure Strategy (2021). Regarding the preliminary analysis that identifies the potential need for an additional three primary school sites to accommodate demand from population growth and priority areas being Burswood Peninsula,	1. Recommend Part One, Chapter 4 Public Open Space and Community Facilities be amended by adding a new Action 4.7 in as follows: "*Support the Department of Education to identify opportunities to accommodate additional demand for student places in government schools through the redevelopment of existing sites and new sites as appropriate.*" Recommend Part Two, Chapter 4 be amended to include a summary of the preliminary assessment of need provided in the Dept of Education's submission. Recommend Part One, Chapter 8 Neighbourhoods, Neighbourhood Burswood Peninsula be amended by deleting Action BP.3 *"Work with the Department of Education to confirm*

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	of future dwelling types and anticipated household types is required to more accurately project demand. The Dept asks if the LPS could acknowledge the importance of forward planning for educational needs as the Town grows and would welcome an opportunity to work with the Town in this regard. 2. Future demand for secondary school places can be accommodated within existing schools, although the Dept will closely monitor student enrolment demand. 3. The Dept requests early engagement during preparation of local planning instruments (eg. scheme amendment, structure plans) to ensure forward planning for education is met.	Curtin-Bentley and Carlisle Town Centre. The LPS notes the Burswood Peninsula District Structure Plan (WAPC, 2018) identifies two potential primary school sites on the Burswood Peninsula. Commentary in the LPS (Part Two – Background Analysis, Chapter 8 Burswood Peninsula) identifies planning for a primary school as one of several issues to be included in a review of the District Structure Plan. Action BP.1 states *"Work with the Department for Planning, Lands and Heritage to review the Burswood District Structure Plan (WAPC, 2015)"*. Given the competing priorities for land on the Peninsula, the Town encourages the Dept of Education to work closely with the Dept for Planning, Lands and Heritage (custodians of the Burswood Peninsula District Structure Plan), landowners and the Burswood Parks Board to develop longer-term strategies for provision of primary school services on the Peninsula through a future review of the District Structure Plan. Action BP.1 provides this opportunity and as such, LPS Action BP.3 *"Work with the Department of Education to confirm the need for a future primary school and identify a suitable site*" is superfluous and can be removed from the LPS.	*the need for a future primary school and identify a suitable site*" as the action is covered by Action BP.1.

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
		Regarding the Bentley-Curtin area, the Dept is encouraged to work with the Dept for Planning, Lands and Heritage (custodians of the Bentley-Curtin Specialised Activity Centre Structure Plan) to include the potential need for a primary school in a future review of the Activity Centre Plan. This could include investigation of opportunities for co-location or re-use of existing MRS Public Purpose Reserves. Regarding the potential for a site in the Carlisle Town Centre, most of the precinct is constrained by existing land uses and infill development and it is unclear how a site of 4 hectares, as preferred by the WAPC's Operational Policy 2.4 – Planning for School Sites, could be found. 2. Noted. 3. Noted.	
City of Vincent	1. Well-presented and logical approach to sensitively addressing dwelling targets within commercial centres and Precinct Planning Areas, while maintaining residential character areas. This will also support housing diversity and preservation of tree canopy. 2. Supports identifying need for housing affordability, infrastructure planning and ESD.	1. Noted. 2. Noted.	n/a

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
City of Canning	1. Supports increased medium density in (parts of) Bentley and St James to align with similar densities in Canning, closer to Albany Highway urban corridor, which supports business and public transport objectives. 2. Commends prioritisation of pedestrian, cyclist and public transport user needs, particular Action 6.3 re continuation of trackless trams project. Proposed establishing Working Group of local governments to progress. 3. Supports maintenance of Welshpool as industrial (objective W.2).	1. Noted. 2. Noted. 3. Noted.	n/a
City of Perth	1. Re Objective BP.1 and Action BP.2 – the intent of reclassifying Burswood Peninsula to a Specialist Activity Centre is not clear in terms of its primary land use focus, commercial intensity and function within the broader activity centre hierarchy. Any reclassification should complement and not undermine the primacy of the Capital City activity centre. 2. Re Objective BP.3 – the coordination of infrastructure across jurisdictions is supported, particularly in the context of improving connections across the River.	1. The reclassification of Burswood Peninsula from "District Centre" to "Specialised Activity Centre" will reflect the existing presence of metropolitan-level recreational and entertainment facilities and the metropolitan-wide catchment of the centre. A correct classification ensures that the planning, development and investment in facilities and infrastructure will be adequately guided according to the centre's specialised function and needs. Page 42 of Part Two (Background Analysis) Chapter 8 Burswood Peninsula adequately describes the intent and rationale for reclassification and further	n/a

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
	3. Re Action BP.1 – the review of the Burswood Peninsula District Structure Plan is supported, and the City would welcome involvement, including consideration of planning priorities between the Peninsula and East Perth/Claisebrook neighbourhoods.	justification is not warranted at this stage. The Town will work with the Department for Planning Lands and Heritage to identify appropriate boundaries for the activity centre classification as per the intent of LPS Action BP.2. 2. Noted. 3. The review of the Burswood Peninsula District Structure Plan is a responsibility of the State government and the Town welcomes collaborating with all stakeholders.	

Summary Report

05 April 2021 - 01 June 2021

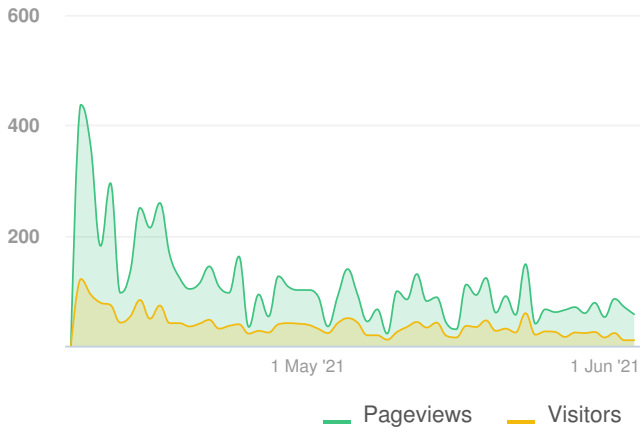
Your Thoughts

PROJECTS SELECTED: 1

Local Planning Strategy

FULL LIST AT THE END OF THE REPORT

Visitors Summary



Highlights

TOTAL VISITS	MAX VISITORS PER DAY	NEW REGISTRATIONS
2.4 k	121	0

ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
100	723	1.8 k

PARTICIPANT SUMMARY

ENGAGED
INFORMED
AWARE

100 ENGAGED PARTICIPANTS

	Registered	Unverified	Anonymous
Contributed on Forums	0	0	0
Participated in Surveys	7	0	55
Contributed to Newsfeeds	0	0	0
Participated in Quick Polls	7	0	38
Posted on Guestbooks	0	0	0
Contributed to Stories	0	0	0
Asked Questions	1	0	0
Placed Pins on Places	0	0	0
Contributed to Ideas	0	0	0

** A single engaged participant can perform multiple actions*

(%)

Local Planning Strategy	100 (5.7%)

** Calculated as a percentage of total visits to the Project*

ENGAGED
INFORMED
AWARE

723 INFORMED PARTICIPANTS

	Participants
Viewed a video	0
Viewed a photo	0
Downloaded a document	631
Visited the Key Dates page	0
Visited an FAQ list Page	34
Visited Instagram Page	0
Visited Multiple Project Pages	599
Contributed to a tool (engaged)	100

** A single informed participant can perform multiple actions*

(%)

Local Planning Strategy	723 (41.2%)

** Calculated as a percentage of total visits to the Project*

ENGAGED
INFORMED
AWARE

1,753 AWARE PARTICIPANTS

	Participants
Visited at least one Page	1,753

** Aware user could have also performed an Informed or Engaged Action*

Local Planning Strategy	1,753

** Total list of unique visitors to the project*

ENGAGEMENT TOOLS SUMMARY

0	1	0	4	0	0	1	0
FORUM TOPICS	SURVEYS	NEWS FEEDS	QUICK POLLS	GUESTBOOKS	STORIES	Q&A'S	PLACES

SURVEYS SUMMARY

1	Surveys
62	Contributors
65	Submissions

TOP 3 SURVEYS BASED ON CONTRIBUTORS

62
Contributors to

Online Submission Form

QUICK POLLS SUMMARY

4	Quick Polls
45	Contributors
136	Responses

TOP 3 QUICK POLLS BASED ON CONTRIBUTORS

41
Contributors to

Do we need more diverse housing options?

34
Contributors to

Is the design of new shops/offices adding or detracting from Vic Park's

31
Contributors to

Should we have more affordable housing?

INFORMATION WIDGET SUMMARY

18	0	0	1	0
DOCUMENTS	PHOTOS	VIDEOS	FAQS	KEY DATES

DOCUMENTS

18	Documents
631	Visitors
1.37 k	Downloads

TOP 3 DOCUMENTS BASED ON DOWNLOADS

541 Downloads	372 Downloads	156 Downloads
Local Planning Strategy - Summary Brochure	Final Draft Local Planning Strategy (March 2021) PART ONE For Advertising.pdf	Part 2 - Background Info and Analysis (all chapters) (40 MB)

FAQS

1	Faqs
34	Visitors
38	Views

TOP 3 FAQS BASED ON VIEWS

38 Views
Local Planning Strategy

APPENDIX 2 – Local Planning Strategy Community Submissions Summary (Individual)

#	Id.	Submission Summary	Town Response
1	Email1	1. Strongly disagree with all proposals, they will increase rates and debts. The priority should be efficiency in management and provision of core services, to reduce rates and the Town's debts.	1. The LPS is a statutory (legal) requirement of the Planning and Development Regulations and forms part of the Town's core strategic and statutory planning service.
2	Email21	1. Support maintaining a viable activity centre hierarchy, minimising negative impacts on the hierarchy and managing floorspace expectations, as there is potential for spill over impacts on Belmont Forum. 2. Precinct Structure Planning processes must be transparent and mindful of potential to undermine the activity centre hierarchy including at neighbourhood and local centres. 3. Support the Town's concern regarding the extent of future retail development on the Burswood Peninsula (63,000m2) and at Bentley-Curtin (10,000m2) which undermine the established retail hierarchy. Request further justification for this amount of floorspace through a retail sustainability assessment (RSA) and staged timing/delivery so that non-retail development occurs first. Request the Town reinstate the action requiring a Retail Sustainability Assessment for development applications over 5,000m^2 NLA retail floorspace on the Burswood Peninsula and at Bentley-Curtin. 4. Suggest the future scale of any neighbourhood or local centres should be commensurate with their local catchments and limit floorspace and tenancy sizes and exclude large format or destination retail uses given the potential to undermine the activity centre hierarchy. 5. Recommend that Oats Street be reclassified in the activity centre hierarchy from District Centre to Local Centre, and this should be reflected in precinct structure planning. 6. Request that Action 3.1 and Action AH.2 be modified slightly to also state that, 'Retail activity be consolidated into the three retail nodes at Victoria Park, East Victoria Park and St James', in accordance with the recommendations of the draft Activity Centres Strategy.	1. Noted. 2. Noted. 3. A previous version of the draft LPS recommended the introduction of a retail sustainability assessment (RSA) for developments over 5000 sqm of retail floorspace, however the Department for Planning, Land and Heritage requested the removal of the recommendation as sufficient provision exists under the State Planning Policy 4.2 Activity Centres to require Impact Tests (previously referred to as Sustainability Assessments). There is no statutory ability for the Town impose staging of floorspace. 4. The scale of existing local / neighbourhood centres is determined by the extent of existing areas zone commercial or local centre. The scale of future local / neighbourhood centres on the Burswood Peninsula is determined by the extent of retail floorspace approved under existing, approved planning instruments. 5. The precinct planning process for the Oat Street Station Precinct will investigate whether the precinct qualifies as an activity centre and the appropriate activity centre classification if relevant. 6. The extent of retail floorspace along Albany Highway will be addressed through the preparation of the Albany Highway precinct structure plan. Modification of these actions is not warranted.
3	3357727	1. Generally support direction for each area in terms of level of development and focus on public open space, walkability and forest canopy. 2. Biggest issue will be providing affordable/social housing to cater for diversity of resident needs. 3. Suggest METRONET land be used for urban forest, open space and parks.	1. Noted. 2. Action 2.3 recommends investigating affordable housing. 3. The Council is advocating for good community outcomes in the METRONET projects. Refer to https://www.victoriapark.wa.gov.au/ Build-and-develop/METRONET-precinct-planning. 4. Noted. These elements will be addressed through more detailed precinct structure planning for particular areas and through the Town's draft Transport Strategy.

#	Id.	Submission Summary	Town Response
		4. Walkability of all areas, improving footpaths, road crossings, shade and better lighting is essential to provide for non-car transport, particularly around train stations.	
4	Email26	1. Planning must consider social, environmental and financial factors. 2. The LPS should be reduced to basic zoning - residential, industry, commercial etc, not micromanaging planning. This would reduce corruption so developers don't have inside knowledge. 3. If your land is residential you should be able to build a 20-unit apartment, the LPS should make everything R100.	1. The LPS considers the factors required by the Planning and Development Regulations and Planning Guidelines. These include some consideration of social and environmental factors. This does not include consideration of individual property owner's financial factors or generally factors associated with the cost of development, with the exception of comments in the LPS Chapter on Infrastructure Funding. 2. The LPS does consider the zoning of land as it makes recommendations for a new Local Planning Scheme No.2 or for more detailed planning to update the zones, densities and development controls. The LPS was prepared and advertised in a transparent manner according to the Planning and Development Regulations. 3. Scheme zones and densities provide the community with certainty about the scale of development and land uses they can expect in an area. A variety of residential densities facilitates a diversity of housing types to assist meeting a diversity of community needs. As such, not all areas can be zoned R100. However, many areas within the Town are or will be developed for higher density development where appropriate, such as Burswood Peninsula, Albany Highway and Curtin University-Technology Park.
5	3166853	1. Support the need for infill and meeting dwelling targets, presents an opportunity given the Town's accessibility and facilities. However, need to address traffic issues by expanding road systems (road width, traffic light systems, pedestrian bridges etc) before changing the planning. Particularly address access and safety for walking (not enough streetlights, inadequate and dangerous pedestrian crossing points on Shepperton Road), full embrace a walkable town.	1. Noted. The Town's draft Transport Strategy has been prepared to address the management of private vehicles and promotion of sustainable transport modes (eg. walk, cycling, public transport).
6	3412394	1. Some of the proposed high-density areas have potential to become slums / centres of disadvantage and crime if not planned well, especially the less-desirable locations along the busiest, noisiest or most polluted transport routes. Busy roads should have businesses not residential and existing desirable commercial areas should have residential eg. Causeway car yards. 2. Somewhat concerned about the potential for huge increases in traffic and parking issues with increased density. Need a strong strategy to encourage public transport use vs more cars to clog already busy roads, need strong incentives to reduce car ownership. 3. The Future Investigation Area south of Vic Park Train Station already has significant issues with crime and undesirable behaviour, would not like to see this become worse with higher density/'low cost' housing. 4. The proposals re environment are laudable and I hope they area enacted vigorously rather than become platitudes. This will require innovative solutions and it would be good to see things like roof	1. Density does not equal slums. The State government's metropolitan planning strategy (Central Sub-Regional Planning Framework) identifies areas close to high frequency public transport routes as being suitable locations for infill development. The planning framework does provide some opportunity for the siting and design of buildings to take the impacts of noise and amenity into consideration. 2. The Town's draft Transport Strategy has been prepared to address the management of private vehicles and promotion of sustainable transport modes (eg. walk, cycling, public transport) that is within the role and resources of local government. This sits alongside the State government's responsibilities for managing transport (eg. public transport infrastructure and services, building regional roads such as Orrong Road) as well as managing environment impacts from vehicle use including climate change. The Town will experience an increase in traffic associated with population growth of the wider Perth metropolitan area and the primacy of the Perth CBD that is beyond the Town's control. Where possible the LPS recommends measures to better manage the needs of multiple transport users eg. Actions 6.2, Action 6.3, Action 6.4. 3. Noted.

#	Id.	Submission Summary	Town Response
		gardens/green roofs, PV solar/local batteries, replacing car parks with endemic landscaping.	4. Noted.
7	3411163	1. I understand the Town is required to meet infill targets, however the LPS needs to consider the impact of increased dwellings and commercial space on traffic congestion. 2. Development of Burswood South will increase traffic, exacerbating an already difficult and occasionally dangerous situation where Burswood Road is busy and mainly used by non-residents. More people working in Burswood South will increase need for parking and may increase numbers of cars parking in surrounding streets. 3. Activity Centres and Employment Area- It is not clear how Burswood South would be developed into an Activity Centre so I am unable to support it. 4. I under the LPS is direction setting but it is difficult to understand what some of the objectives will mean in practice. It would have been useful for the interactive map to instantly show the LPS recommendations / potential decisions and their effect on my property and neighbourhood amenity.	1. Noted. The LPS does this in Actions 6.2, Action 6.3, Action 6.4. Otherwise, the Town's draft Transport Strategy has been prepared to address the management of private vehicles and promotion of sustainable transport modes (eg. walk, cycling, public transport). 2. As an inner-city area that has the capacity for significant development, the Burswood South area will experience increasing traffic over time as commercial and residential developments are realised. As well as more generally from increased traffic as a result of general population growth of the Perth metropolitan area. Action BS.1 (review the planning framework for Burswood South) will consider multiple transport user needs and impacts. 3. Noted. 4. Noted, this could be considered when the LPS is reviewed in 5 years' time.
8	Email4	1. Oppose development of any higher density in Lathlain, with possible exception of Lathlain Place. Development should be guided by the Objectives for Lathlain which state "encourage predominantly low to medium density residential development ….".	1. Noted. However, the Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
9	Email7	1. Support the Lathlain Future Investigation Area for redevelopment of old houses given good access to facilities, transport, schools and shops. Support modernisation of Lathlain like Subiaco and Leederville. Support recent development of the oval, facilities, parks and streetscapes.	1. Noted. The Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
10	Email10	1. Strongly disapprove of any changes to the current zoning around Saleham St Lathlain. The majority of properties are already subdivided. Increasing housing density will have negative effects ie. reduce property value, increase traffic, change character and feel, reduce canopy cover, making the street less liveable. Zoning changes were not anticipated when property bought, we only anticipated subdivision for rear dwelling, otherwise if we knew there was a	1. Noted. However, the Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to

#	Id.	Submission Summary	Town Response
		possibility for townhouses or apartments, we would not have bought in the area.	proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
11	Email16	1. Support the 'Gallipoli Street Commercial' being rezoned as a local centre (encompassing the area from 25 to 21 Gallipoli St, including 67-69 Howick St) to reflect the current land uses and enables a greater variety of commercial options to service the community, rather than the existing uses which have long standing non-conforming rights usage. The local centre zone will also deliver economic and employment benefits and building a sense of community through the creation of retail and commercial spaces. 2. Support the development of R60 or higher to create community diversity through higher density housing options and assist the City to achieve infill targets.	1. Noted. 2. Noted. The Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
12	3411976	1. Support the 'Gallipoli Street Commercial' being rezoned as a local centre (encompassing the area from 25 to 21 Gallipoli St, including 67-69 Howick St) to reflect the current land uses and enables a greater variety of commercial options to service the community, rather than the existing uses which have long standing non-conforming rights usage. The local centre zone will also deliver economic and employment benefits and building a sense of community through the creation of retail and commercial spaces. 2. Support the development of R60 or higher to create community diversity through higher density housing options and assist the City to achieve infill targets.	1. Noted. 2. Noted. The Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
13	Email20	1. Strongly object to any changes to the density of housing in the area (Lathlain). It would lower the value of existing houses, increase traffic volume and change the character. The current density provides a sufficient level of infill suitable for Lathlain and makes an appropriate contribution to urban infill.	1. Noted. However, the Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
14	3369411	1. I would support the entire Town of Victoria Park being increase to medium density, it makes no sense being an inner-city suburb with densities that are lower than new suburbs over an hour from the city. 2. Infrastructure Funding - I believe in a user paid system. 3. Support the Lathlain Future Investigation Area for medium density of R40 as that would be consistent with the existing zoning close to Lathlain Oval and is in walking distance to Victoria Park Station and	1. Noted. 2. Noted. 3. Noted. The Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to proposed

#	Id.	Submission Summary	Town Response
		Victoria Park shopping and restaurant precinct, a logical increase in density for this area.	modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
15	3317597	1. Very important we have higher density around train stations to provide easy transport options and benefit the environment.	1. Noted. The Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
16	3320511	1. I don't support any change of density to allow subdivision of lots in the street block bounded by Cornwall St, Gallipoli, Streatley and Goddard St. 2. I only support the Lathlain Future Investigation Area (FIA) for areas alongside the rail line if max 2 storey dwellings. I'm concerned about management of parking and traffic and liveability impacts. 3. Retaining and developing the local neighbourhood centres is welcome and will create increased liveability. 4. How was IGA on Archer Street allowed to close and be replaced by another service station and fast-food outlet? Is the LPS really delivering what residents want or commercial and government interests, not all residents want shopping as a lifestyle opportunity at expense of quiet leafy residential streets. 5. Appears to be a distinct lack of public open spaces in the areas of higher density and town centre activity areas. Smaller parks are inadequate for recreation. Public access needs to be retained on the Burswood Peninsula and preventing private developers from limiting access. Ensure sufficient parking for open space areas for visitors. Could the LPS include green corridors to connect land uses / areas, promote walking/cycling and improve amenity, consider this even at the expense of commercial /retail alfresco activities. 6. I support improved environmental standards for new builds and developments. 7. While intent to improve infrastructure for pedestrians and cyclists is good, I do not support the discrimination against private vehicles. Do not support shared road spaces as too dangerous, rather routes for cars vs bikes/pedestrians should be separate. 8. Disagree with reducing parking spaces for commercial properties and removal of retail car parks will not encourage local use of businesses. The growth of the strip will be stunted unless free and easy parking available. The Town should promote development of multi- storey	1. There are no proposals to change the density of this area. 2. Noted. The Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7). 3. Noted. 4. It is beyond the scope of the planning framework to regulate the development of specific businesses on private property. Supermarkets are either a permitted or discretionary land use in commercial zones. 5. The Town's Public Open Space Strategy (2019) identified some shortfalls which are being addressed, including through the LPS. Provision of public space / open space will be addressed through precinct structure planning for specific areas identified in the LPS. Access to open space (including the extensive MRS foreshore reserves) is an important feature of the adopted structure plans for Burswood Peninsula. 6. Noted. Greening of the public realm is addressed through the existing Urban Forest Strategy. 7. Objective 6.1 (prioritise active transport users over private vehicles) was written to redress the historical imbalance of planning for private vehicles over the needs of pedestrians, cyclists and public transport users. 8.. Noted – refer to the Town's draft Transport Strategy and Parking Management Plan which makes a number of recommendations regarding the arrangement and management of parking. 9. Noted. The supply of residential parking is guided by the Town's strategic transport objectives and State planning policies, which consider multiple local and regional needs across all transport modes. 10. Noted.

#	Id.	Submission Summary	Town Response
		parking like Belmont and Carousel to retain patrons and promote the strip as a destination, otherwise people will go elsewhere that is more convenient for car access. Perhaps making multi-storey parking should be considered for all future retail development and redevelopment as a priority. 9. Concerned with increased residential density without providing sufficient requirements of car parks per household. 10. Infrastructure Funding – do not support funding partnerships based on experience of Lathlain oval redevelopment which only benefitted an elite organisation and did not benefit Lathlain or Vic Park community.	
17	338 993 8	1. Neighbourhoods and Housing - I strongly support the zones that have been identified for higher density development (and by extension, retaining the character and amenity of the majority of the existing suburbs). 2. Natural Environment - Excellence across these measures and sustainability more broadly must be incorporated in future developments (particularly high-density areas), particularly noting the Town's Climate Emergency Plan. 3. Movement - The effective management of traffic and parking throughout the Town is a high priority. The LPS' focus on public transport and bikeways is supported. 4. Infrastructure Funding- Strongly support the requirement for new developments to contribute to the community infrastructure required to support the increased population (particularly if their own parking / art / landscaping etc is insufficient). 5. Strongly object to any rezoning of residential properties adjoining the Empire Bar to Commercial zone. There was been significant community feedback during the recent Maple Place Development Application process that highlighted extensive community concern regarding the inappropriate development of these residential lots. These lots provide an important buffer & transition between the existing Commercial zone into the low-density residential lots within Lathlain. 6. I support the Lathlain Future Investigation Area (adjacent Empire Bar) with an increase from R20 to a medium density R40. 7. I support the Lathlain Future Investigation Area (adjacent to the Red Castle complex) for medium to high density residential zoning with strict plot ratio and height limits (ideally <3 storeys, but absolutely no taller than the Red Castle complex).	1. Noted. 2. Noted. 3. Noted. 4. Noted. 5. Noted. The Town recommends the Future Investigation Area be extended over the whole of the Milliax Pty Ltd landholdings at the Empire Bar site. This will provide an opportunity to provide an opportunity to review the planning framework for the whole of the site, including the potential to introduce site specific controls to guide future development and minimise potential impacts on adjoining lower scale residential areas. 6. Noted. The Town recommends the Lathlain Future Investigation Area be retained in the LPS as there was more support than opposition to the proposal. This includes extending the FIA over the whole of the landholdings owned by Milliax Pty Ltd at the Empire Bar development site. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7). 7. Noted.

#	Id.	Submission Summary	Town Response
18	340597 1	1. I strongly support the Lathlain Future Investigation Area. I very strongly support changing zoning in to facilitate subdivision, particularly in the area around Lathlain Place. 2. The traffic along Roberts Road seems to be ever increasing. Crossing Shepperton Road at peak hours can take a long time and multiple light changes. The Town should investigate improvement options in consultation with Main Roads regarding traffic to and from Orrong Rd.	1. Noted. 2. This is outside the scope of the LPS. The Town's draft Transport Strategy has been prepared to provide strategic direction for traffic management.
19	341203 3	1. The LPS demographic projection that 64% of households will contain only 2 people by 2036 is incorrect. Population has been changing from older people to young families with children. As such, important to plan for at least 2 vehicles per house, and car use will increase so more parking is needed including around POS. 2. Recent approvals for buildings /community facilities in Lathlain Place did not meet the requirements of the Town Planning Scheme No 1 – Lathlain Precinct (P7) eg. Land uses and building setbacks. This approval has now set a presence for future applications regarding setbacks, number of building storeys, max height of buildings, plot ratios, parking requirement short falls and landscaping requirements. Any future development should include basement parking. The parking in Lathlain Place and the surrounding facilities is currently totally inadequate and likely to get worse. It also typical of the parking around the other local centres and community public open spaces. 3. The parking standards for non-residential land use need to stricter, as reduced parking spaces leads to parking on verges and driveways, impact on residential amenity and requiring parking restrictions to be implemented. 4. The LPS should investigate how rear of the Lathlain Place Local Centre zone lots along Kesseck St can be developed to incorporate more small size businesses or combined to provide a small type supermarket (similar to IGA that was on the corner of Archer St/Orrong Rd). 5. Purchase and development of larger open spaces, such as Miller's Crossing, are more economical than development of smaller drainage lot open space areas. Ensure include provision of accessible parking when planning /developing POS. 6. Movement- The use of private vehicles is the main mode of transport with the Town. The residents are very reluctant to walk or ride to the local community facilities, shops or schools. The public transport is not used to move around the Town. The provision of bike stations is therefore not utilised. This leads to parking being a main issue around the areas of community usage.	1. The Town's population and dwelling forecasts (recently updated) estimate at 2036 that 61% of households in the Town will be single person and couple households (ie. 2 or less people per household), and 39% of households will comprise couples with kids, one parent families, other families and group households – refer to https://forecast.id.com.au/victoria-park. 2. TPS No.1 provisions for development of local centres are out-dated. Action 3.3 proposes preparing a general Local Planning Policy which updates the planning requirements for local centres. 3. The Town's draft Transport Strategy sets the strategic direction for transport including parking and the Town seeks to the demand for parking while encouraging more sustainable transport modes (eg. Walking, cycling and public transport). 4. These lots are zoned Local Centre and redevelopment is subject to the motivations of private landowners. The updating of development provision per action 3.3 may assist. 5. Noted, the Town's Public Open Space Strategy identifies potential open space locations. 6. The Town's draft Transport Strategy sets the strategic direction for transport including parking and the Town seeks to the demand for parking while encouraging more sustainable transport modes (eg. Walking, cycling and public transport). 7. The Town's Urban Forest working group is investigating potential mechanisms for registration of significant trees. 8. The LPS will be presented for final adoption to the Council and then onto the WA Planning Commission who are the final decision maker. There will be no further engagement with community on the LPS, except for implementation of individual projects arising from the LPS.

#	Id.	Submission Summary	Town Response
		7. More priority should be placed on retaining mature tree canopy rather than planting new trees when developing as they will take 10-20 years to provide a significant canopy. 8. There should be more consultation with the community as the Strategy is progressed. The community is the group most affected by this proposal.	
20	Email25	1. The Future Investigation Area shown over the existing Residential zoned lots owned by Milliax along Great Eastern Hwy (between Maple St and Cornwall St), Lathlain should be extended to include a wider area aligning generally with the ridgeline running along Gallipoli and Cookham Streets and the existing Commercial zoned land along Great Eastern Hwy. The LPS Opportunities/Constraints section should be updated to refer to this extended area being zoned "Development" and subject to further investigation and engagement to determine a suitable zone and densities that allow for more compact and diverse development as envisaged under the Central Sub-Regional Planning Framework (WAPC 2018) given the following characteristics of the Milliax's landholding and the wider area, including: • well connected to the regional road network. • well connected to public transport being in a Station Precinct as identified in the Central Sub-Regional Planning Framework (WAPC 2018) as being within a walkable catchment of Burswood Station and adjacent to the high frequency bus route along Great Eastern Hwy. • sloping topography and lower levels along Great Eastern Hwy provides opportunity for height increases without adversely impacting on remainder of Lathlain. • identified as part of an Urban Corridor in the Central Sub-Regional Planning Framework (WAPC 2018) which "should be the focus for investigating increased residential densities with potential for mixed use where appropriate" when preparing LPSs. • can provide for transition between the significant development proposed on the Burswood Peninsula as per the Burswood District Structure Plan (WAPC 2015) and the remainder of Lathlain. 2. The LPS should include an additional objective for Lathlain *"subject to the outcomes of the detailed investigations, facilitate the redevelopment of the area identified as the Future Investigation Area in accordance with the outcomes proposed for Urban Corridors within the Central Sub-Regional Framework – Perth and Peel at 3.5 million"*.	1. Given the extent of subdivision across Lathlain and constrained walkable access to Burswood Station, only limited areas were identified as having potential for future changes in density and the scale of built form and hence the limited identification of Future Investigation Areas (FIA). As such, the Town does not support expanding the FIA across a wider area of Lathlain. However, there is merit in extending the FIA across the entire Milliax Pty Ltd landholding adjacent to Great Eastern Hwy to provide an opportunity to review the planning framework for the whole of the site, including the potential to introduce site specific controls to guide future development and minimise potential impacts on adjoining lower scale residential areas. The submitter's request for a Development zone is noted, however this is not the only option available under a new Scheme to guide development of the site, and the LPS will not pre-empt any specific change of zone. 2. The LPS contains objective L.2 which says "to encourage commercial and community activities within commercial zones, particularly within and around the Lathlain Oval and Lathlain Place, with residential development above ground floor". Objectives L.2 could be amended to better reflect the desire for mixed use development in the local centre (ie. Lathlain Place) and the land currently zoned commercial along Great Eastern Hwy. 3. Given the Town's position on point 2. above, the requested action is not warranted as it is covered by the existing Action L.1 which proposes further investigation of all Future Investigation Areas in Lathlain.

#	Id.	Submission Summary	Town Response
		3. The LPS actions for Lathlain should include an additional action "*Designate the Empire Hotel site and catchment of the Burswood Station and surrounds as a Future Investigation Area and engage with the landowner and community regarding potential changes to the planning framework to maximise mixed-use development, housing density and diversity (short-term 1-2 years).*	
21	Email5	1. Need traffic calming or sinking Canning Hwy (Causeway to Berwick St) to reduce noise through day/night and improve pedestrian crossing to park and river.	1. This is outside the scope of the LPS. The State government is responsible for any changes to Canning Highway.
22	Email8	1. Support growth to 35,000 dwellings by 2050 as per the Central Sub-Regional Planning Framework, and balance of residential character and infill targets by locating higher residential densities around key transit hubs/zones to encourage public transport use and walking/cycling. 2. Support the Vic Park Future Investigation Area to achieve the State government's infill dwelling targets.	1. Noted. 2. Noted. However, the Town recommends the Vic Park Future Investigation Area be removed from the LPS as there was more opposition than support for the proposal, and the current planning framework provides adequate opportunity for redevelopment of properties for grouped dwellings which is sympathetic to the objectives of the Residential Character Area policy (Local Planning Policy 25 Streetscapes). Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
23	Email9	1. Support growth to 35,000 dwellings by 2050 as per the Central Sub-Regional Planning Framework, and balance of residential character and infill targets by locating higher residential densities around key transit hubs/zones to encourage public transport use and walking/cycling. 2. Support the Vic Park Future Investigation Area to achieve the State government's infill dwelling targets.	1. Noted. 2. Noted. However, the Town recommends the Vic Park Future Investigation Area be removed from the LPS as there was more opposition than support for the proposal, and the current planning framework provides adequate opportunity for redevelopment of properties for grouped dwellings which is sympathetic to the objectives of the Residential Character Area policy (Local Planning Policy 25 Streetscapes). Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
24	Email 23	1. Concerned about the impact of higher density coding over the Residential Character Area should be treated with considerable respect, for the reasons: • The Character Area East already meet housing density target range per hectare of 27 dwellings per hectare. • Traffic generated by additional housing and overspill of parking into Harper Street, despite aspirations of residents using public transport, shared accommodation also tends to attract as much as one car per room. • This area was not identified as a place for higher development by the community. • Currently minimal public open space nearby to support additional or current dwellings. 2. Concern over the potential loss of the Visibility site by considering application of medium to high density as per Action CA.1: • The current VisAbility site has been developed into a world-class facility purpose built with accessibility as a primary feature and	1. Noted. The Town recommends the Vic Park Future Investigation Area be removed from the LPS as there was more opposition than support for the proposal, and the current planning framework provides adequate opportunity for redevelopment of properties for grouped dwellings which is sympathetic to the objectives of the Residential Character Area policy (Local Planning Policy 25 Streetscapes). Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7). 2. Action CA.1 states *"Designate land between Harper Street, Kitchener Avenue, Gresham Street and Shepperton Road as a Future Investigation Area (refer to Figure 16). Gauge landowner and community support for removal of multiple dwelling restrictions under the R40 density code and apply a suitable medium to high density coding over the VisAbility site.*" The concern of the adjoining landowners is noted, however a review of the planning framework for the site is warranted given its size and proximity to the train station which might include the development of site-specific controls to guide any future development to manage potential impacts on adjoining properties while responding to opportunities given station access.

#	Id.	Submission Summary	Town Response
		any future redevelopment would rob vision impaired and people with disabilities of opportunities the facility provides. The facility currently provides facilities for the broader community (eg. Lecture space, commercial kitchen, library, childcare, meeting rooms, community garden, fitness facilities, wood workshop) and has the capacity to be a key activity centre and employment area that provides community facilities meeting a number of the objectives of the Draft TOVP social infrastructure plan (2017). Use and demand for these facilities will only increase as population increases. • The current VisAbility facility is a well-designed low-rise building, a housing development would be unlikely to enhance street aesthetic or character beyond what is currently there. Demolition of such a large concrete structure, followed by building another would significantly impact the Town's environmental and climate emergency goals and Urban Tree Strategy targets due to removal of existing landscaping.	
25	3172307	1. Try to keep older the homes in the suburb (Vic Park).	1. Noted. The Town's current local planning policy 25 Streetscapes aims to retain character streets and building, and the proposed TPS No.1 Scheme Amendment No.88 will strengthen controls.
26	3181028	1. Opposed to changes in Vic Park Future Investigation Area. Will lead to removal of family-sized homes with gardens being replaced by small apartments or mini townhouses that will result in a shift in demographics pushing out families and replaced by students, short-stay tourists and young couples who'll leave after a few years for outer suburbs. I t will change the community from a mixed age and diverse group to a single cohort of young mobile short-term residents, a receipt for a transient less connected based community, which reduced community activity and participation in the longer-term ie. community sports, volunteering etc.	1. Noted. The Town recommends the Vic Park Future Investigation Area be removed from the LPS as there was more opposition than support for the proposal, and the current planning framework provides adequate opportunity for redevelopment of properties for grouped dwellings which is sympathetic to the objectives of the Residential Character Area policy (Local Planning Policy 25 Streetscapes). Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
27	3182421	1. Density / R80 zoning in neighbourhood 5 (Albany Hwy) will cause too much activity / vehicle traffic causing safety concerns, deterring pedestrians and serious aesthetic concerns for the locality. The focus on the Albany Highway strip is pedestrians and social activity. 2. The Town's activity centres are special, distinguish the Town, bring people to the Town and further development of Burswood will have a similar positive effect. 3. Open space should incorporate aesthetics and environment, study or reading areas and space for adult activities vs primarily catering for children.	1. The current planning framework already provides for higher density along Albany Highway. 2. Noted. 3. This is outside the scope of the LPS. The design and development of open space is controlled by the Town's parks program. 4. This is outside the scope of the LPS. The Town's bike plan guides the development of bike routes. 5. The LPS will examine infrastructure funding generated from new development not existing development. The Town's Long-Term Financial Plan provides an outline of the Town's funding sources including rates and State government subsidies.

#	Id.	Submission Summary	Town Response
		4. Need safer bike tracks for crossing Canning Hwy to McCallum Park, such as overhead pass. 5. Support infrastructure development but don't' understand why not covered by rates, do not support household contribution given existing expensive power levy contribution.	
28	339503 7	1. Object to changes to R40 in the Vic Park Future Investigation Area due to impact on already existing issues with traffic and street parking, especially being next to a school. It would also impact negatively on maintenance the treescapes. The area already has a high density of people and is not equipped, especially with parking and traffic, open green spaces to house more people.	1. Noted. The Town recommends the Vic Park Future Investigation Area be removed from the LPS as there was more opposition than support for the proposal, and the current planning framework provides adequate opportunity for redevelopment of properties for grouped dwellings which is sympathetic to the objectives of the Residential Character Area policy (Local Planning Policy 25 Streetscapes). Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
29	340419 6	1. Suggest high density residential around Burswood Peninsula, strongly support concentration of density around public transport corridors and urban forest strategy / treed streets to promote walkability. 2. Very supportive of aim to consolidate Albany Highway as secondary activity centre / main street to cater for variety of businesses to support daily needs verses a "big box" shopping centre with associated massive car park (heat island). 3. Improved connections with the river foreshore would be great, perhaps leverage off the new Causeway pedestrian bridge, fix the subway flooding, address need for shade. Need to improve walking routes (road crossing points/ environment) to/ from bus & train stations and high frequency transit routes. METRONET project to elevate rail provides significant opportunities.	1. Noted. The Burswood Peninsula provides for higher density housing under the current planning framework. 2. Noted. The Town has commenced the preparation of a precinct structure plan for Albany Highway to guide future development and upgrade to public spaces. 3. This is outside the scope of the LPS. The Town's draft Transport Strategy guides the design and development of pedestrian routes.
30	341217 8	1. Protect remaining character homes and existing streetscapes whenever possible. 2. Parking and traffic are significant issues for the Town, including vehicle access onto several roads, further development must provide adequate parking to limit impact on existing residential areas. 3. Register of significant trees and limit destruction of existing mature trees due to in fill. 4. Limit further expansion of schools in residential areas, parking and traffic is already unmanageable around Ursula Frayne and schools between Albany Highway and Raphael Park.	1. Noted. The Town's current local planning policy 25 Streetscapes aims to retain character streets and building, and proposed TPS No.1 Scheme Amendment No.88 will strengthen controls. 2. The Town's draft Transport Strategy sets the strategic direction for transitioning movement from car-based travel to active modes (walking, cycling and public transport use) which will require moderation and management of both on-site and public parking. 3. The Town's Urban Forest Strategy implementation working group are investigating potential mechanisms for protecting significant trees including through the local planning framework. 4. Noted.
31	Email 17	1. Support future precinct planning for Albany Highway. Support the LPS proposal for the Park Centre as a central 'node' or focal point of the proposed Secondary Activity Centre along Albany Highway. Especially given the presence of a large, consolidated landholding (4.654ha) capable of supporting extensive mixed-use development, including residential. Redevelopment will benefit from the adjacent open	1. Noted. 2. Draft State Planning Policy 4.2 Activity Centres (WAPC 2020) provides the opportunity to require an Impact Test (previously called a Retail Sustainability Assessment) in certain circumstances with the purposes of assessing potential impacts of retail development on the community, and not to manage competition between businesses or the overall size of retail centres.

#	Id.	Submission Summary	Town Response
		space, public transport and future redevelopment of the Macmillan precinct. Redevelopment provides an opportunity to re-engage with Albany Highway and improve streetscape amenity and public realm in support of the LPS objectives for Neighbourhood 6 – Albany Highway and reinforcing the Park Centres focus for activity on Albany Highway. 2. Suggest precinct planning be supported by a Retail Sustainability Assessment (RSA) under the current State Planning Policy 4.2 (WAPC, 2010). The RSA should support the Parks Centre's primacy as a 'node' for retail / commercial activity and focal point for future development opportunities. 3. We are concerned about imposition of proposed land use mix ratios of 1:1 shop/retail floorspace to other non-residential land uses for Secondary Activity Centres as proposed in the draft SPP 4.2 (April 2020). The LPS should provide guidance on an appropriate mix, although we acknowledge the proposed Precinct Structure Plan for Albany Hwy will guide land use mix. We request the Park Centre has its own land use mix targets. Imposition of 1:1 1 shop/retail floorspace to other non-residential land uses may impact the viability of Activity Centres, the redevelopment viability of Activity Centres and ongoing maintenance. Retail land uses anchor an Activity Centre and the provision of a diversity of land uses (e.g. non-retail and residential uses) is market driven, often differing depending on the location of the Activity Centre. The provisions for land use mix ratios as proposed in draft SPP4.2 do not recognize and unduly restrict the land use mix of Activity Centres without regard to market forces. 4. The LPS should provide guidance on 'out of centre' retail/commercial development to maintain the primacy of the activity centre hierarchy and support the viability of establish activity centres, including the Park Centre as a focus for retail in the Albany Highway activity centre. This particularly important with the trend to increasing on-line retailing and lower demand for activity centre floorspace. The LPS should foreshadow out-of-centre controls in the new Scheme or local planning policy. 5. Caution should be applied when considering whether to designate parts of the Albany Hwy activity centre as Special Entertainment Precinct as it may be difficult for noise sensitive land uses (ie. future residential) to meet the transmission loss requirements contained in the draft Position Statement - Special Entertainment Precincts (DPLH, 2020), which may effectively preclude future residential development within any future Special Entertainment Precinct.	3. Draft State Planning Policy 4.2 Activity Centres (WAPC 2020) states the land use diversity table in the Policy's Implementation Guidelines is a guide only. The potential for land use ratios for Albany Highway will be considered during precinct structure plan and is not relevant to the scope of the LPS. 4. Commercial land uses are guided through zoning and land use permissions in the Scheme, and this will be reviewed with the preparation of a new Scheme. There are no major 'out of centre' commercia land use issues in the Town. 5. Noted. This will be considered during the preparation of the Albany Hwy precinct structure plan. 6. Given that retail floorspace has been approved under existing structure plans at Burswood Peninsula and Bentley-Curtin, the Town has no ability to modify these approvals. The Town is focussed on preparing precinct structure plans for key activity centres to encourage the growth of local population along with upgrades to public realm infrastructure to attract greater custom to centres.

#	Id.	Submission Summary	Town Response
		6. Given the recent re-development of Carousel Shopping Centre and potential retail floorspace at Burswood Peninsula and Bentley-Curtin a further wholistic review of floorspace within these locations is required to ensure that the primacy of established Centres is not undermined, and to ensure redevelopment potential is maintained to drive future development within Neighbourhood 6 – Albany Highway. This is noting that the ACS raises concerns regarding retail floorspace allocation within Burswood Peninsula and Bentley Curtin.	
32	3151401	1. Disappointed no zoning / development scale change for Neighbourhood 12 (East Vic Park West).	1. Noted. The LPS plans to direct future dwelling growth to activity centres, train station precincts and urban corridors (high frequency public transport routes) in accordance with the principles of infill development contained in the State government's Central Sub-Regional Planning Framework (WAPC). Larger lots have been retained across some areas to provide for larger households and diversity of housing across the Town.
33	3352802	1. Support high density residential in the Oats Street Neighbourhood. We submitted a rezoning application from industrial to residential fourteen years ago for lots 177 -179 Banks Street, East Victoria Park.	1. Noted. Action OS.1 recommends the Town investigate the potential for change of the industrial zone in this area via the preparation of a precinct structure plan.
34	Email12	1. Support extension of St James Future Investigation Area to Alvah St and Beaconsfield St to provide greater opportunity for amalgamation of lots and useful development areas which could accommodate up to R40.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
35	Email14	1. Support Alvah St included in the Future Investigation Area and an increase in the R-Code density to support increased dwelling growth in the area.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
36	3381487	1. Support the St James Future Investigation Area. We have been eagerly awaiting the opportunity to subdivide and if the land is rezoned, we would look at amalgamating lots.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is

#	Id.	Submission Summary	Town Response
			recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
37	Email15	1. Strongly support increased and higher density in the St James Future Investigation Area both Berwick St and Hillview Tce. For Berwick St FIA, request densities of R40-R80 to support terraces and/or small-scale apartments (2–3 storeys). Request density change implemented as soon as possible and without additional specific consultation. These densities would replace ageing and unimproved housing while maintaining neighbourhood character and would contribute to housing diversity which is lacking in St James. This especially relevant given the extent of smaller households in St James and where 80% of dwellings are single houses on larger lots and only 28% of residents in St James are families with children. They would result in a more sustainable urban form, close to the CBD (6.5 km) with ready access to high frequency bus services. The characteristics of the Investigation Area are ideal area for sustainability focused infill development. It is expected that current planning provisions would require replacement of current exotic trees with appropriate local species and intense development of the FIA would protect mature trees across the wider suburb which is lower density.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
38	Email22	1. Strongly support the St James Future Investigation Area and request planning for the area be made a priority for the following reasons: • The area is close to the amenities of the St James Town Centre. • It advances the quality of this area of Vic Park and consistent with increased gentrification. • Increased density can be done to retain privacy for neighbouring properties and improve safety and security. • Will result in a coordinated refresh of housing and a better gateway into the town from the eastern corridor. There is no consistent or valuable existing character. • The area has access to high frequency public transport and is on a strategic bike route, promoting healthy lifestyles and reducing carbon emissions. • There is greater chance of redeveloping the St James FIA and higher yields than the Oats Street precinct planning area which is likely to continue to suffer disagreement over the Metronet project. • presents an opportunity for urban refresh to encouraging high quality, contemporary designs within new developments that	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).

#	Id.	Submission Summary	Town Response
		addresses frontage activation and fine-grained built form.	
39	Email18	1. Support the St James Future Investigation Area. St James can accommodate an increased dwelling density to take advantage of the inner suburban location and the wide range of nearby services and facilities including good public transport, retail, medical and public open space.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
40	Email19	1. Do not support the St James Future Investigation Area. Any changes to zoning, increased dwellings and infill will have a negative impact on enjoyment of property, security, traffic, environment and tree canopy, sense of community and quality of life: • Higher density and smaller lots sizes increases the likelihood of multi-storey buildings and overlooking. This impacts the use and our enjoyment of our backyard, risks our lifestyle and makes St James a less desirable place to live. We St James because of the large blocks among leafy open and quiet streets. • Subdivision along Hill View Terrace will lead to loss of mature trees which is detrimental to neighbourhood character, a negative impact on local bird populations including kookaburras and endangered red-tailed black cockatoos. • It will result in additional traffic that will spill into surrounding streets. additional vehicular and pedestrian traffic in these side streets will create issues and concerns with security and safety on what are currently quiet community streets where kids play and neighbours recreate. • It will negatively impact on neighbourhood character as evidence by subdivision south of Boundary road (in City of Canning) with poorly maintained properties, few gardens or trees. The FIA currently has well maintained properties. • It will bring non-local pedestrian thoroughfare and vehicular traffic in surrounding streets resulting in security issues from development of front fences, also impact on character which is currently characterised by open and leafy frontages contributing to sense of community and neighbourliness. Knowing neighbours supports better security. • There are very few areas in the Town where the original full block sizes have been maintained, they bring a unique character and sense of community which add value to the Town and	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7). 2. Noted. The majority of submissions re the St James FIA were from owner-occupiers (16), with 2 from occupiers and 4 from non-resident landowners.

#	Id.	Submission Summary	Town Response
		should be maintained. Subdivision would be detrimental to this character. 2. The views of long-term residents versus investors should be taken into consideration given investors interest in subdivision from profit. Submissions from investors create an unbalanced perception of support for the proposal.	
41	Email 24	1. Support higher density to create growth in the Town and support the State dwelling targets. I want any change in density and/or planning strategy for St James to consider the current serious social issues in St James and how any future development would assist to improve the area. I believe there is good potential for St James to be improved and become more liveable by creating spaces that encourage positive neighbourhood interaction and discourage anti- social behaviour eg. nodal points for activity such as small parks and shops, cafes etc.	1. Noted. The Town is aware of social issues surrounding some properties in St James but these do not result from the planning system. To address community safety, the Town has encouraged the formation of a neighbourhood safety group and provides funding for contribution to home security measures. In addition, the Town has a number of projects which are aimed a improving the St James area and surrounds. The Town has commenced preparing the Albany Highway precinct structure plan that will include recommendations for upgrade of public areas in the St James town centre. Last year the Town prepared the Higgins Park and Playfield Reserve masterplan to guide significant investment in open space and sports facility upgrades. Upgrades to Houghton Reserve are also underway. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
42	3176703	1. Support the St James Future Investigation Area. Makes sense to construct multiple dwellings to achieve infill targets. The current R20 density for large properties isn't logical and should be able to subdivide large rear of lots with 1 or possibly 2 additional dwellings.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommended the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
43	3342605	1. Object to the St James Future Investigation Area. The "lower scenario" density projections would drastically change the character of St James. This is evidenced by recent development in City of Canning where expanses of units built for investment to service Curtin students, with little care to protect the streetscape/neighbourhood character, loss of trees / no new trees to replace (in contradiction to the Urban Forest Strategy) and paved yards.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road.

#	Id.	Submission Summary	Town Response
			Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
44	3344092	1. Neighbourhoods and Housing - a fantastic move forward for Victoria Park, I support the St James FIA.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
45	3358148	1. Do not support the St James Future Investigation Area: • While the State's Central Sub Regional Strategy shows a much wider urban corridor although I think that strategy is flawed. • The investigation area seems piecemeal with no corresponding densities further along Hillview Tce, or along the rest of Berwick Street. • There is no justification for higher density other than it being on high frequency bus routes. • There are no shops, no proposed mixed use, no train precinct and traffic volumes over 10,000 vehicles per day on both streets. • Additional density may not be achieved unless lot consolidation is required to reduce the number of crossovers, making redevelopment more difficult to achieve the higher density yield. • Fails to understand the impact of steep topography between Hill View and Alvah St which is 11 metres in some sections, leading to significant overshadowing and overlooking. 2. Would prefer additional residential densities/mixed use along Albany Hwy and around the train station precincts rather than look at around 150 properties in this very small investigation area.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7). 2. Noted.
46	3364298	1. Support higher density dwellings for the St James Future Investigation Area (both Berwick St and Hill View Tce). I would be good for this end of Albany Hwy to promote St James with its own town centre.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).

#	Id.	Submission Summary	Town Response
47	3377263	1 Support the St James Future Investigation Area. Currently own property on Hill View Tce and would develop multiple dwellings if the land was rezoned.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
48	Email2 3318805	1. Support the St James Future Investigation Area including extension to Upton Street. This would yield more dwellings as the R30 on east side of Berwick is mostly subdivided. The area is close to Curtin University. 2. Increase the Activity Centres in the St James area. 3. Infrastructure Funding should consider impact on rates and standards of living.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7). 2. There are no plans to expand the area of commercial zones along Albany Hwy, however the Town is preparing a precinct structure plan for Albany Hwy which aims to increase the diversity of businesses (among other things). 3. The allocation of fund for infrastructure in relation to rates is considered in the Town's Long-Term Financial Plan and outside the scope of the LPS.
49	3383057	1. Support the St James Future Investigation Area along Berwick Street and request extension to Upton Street instead of having the FIA on the R30 side of Berwick Street so that is fair to all families and will help families in the area. 2. Natural Environment - Due to the future density increase better preserve natural environment in the parks only.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7). 2. The Town's parks improvement and Urban Forest programs improve the natural environment in parks.
50	3396620	1. Support the St James Future Investigation Area along Berwick Street (south only) and request extension to Upton Street instead of having the FIA on the existing R30 side of Berwick Street. This is fairer and	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and

#	Id.	Submission Summary	Town Response
		will benefit more families and children through future development. Make these changes as soon as possible.	decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
51	3327314	1. Support the St James Future Investigation Area – should be extended to Upton St rather than R30 area on Berwick St, be fair for everyone, for families to subdivide for their children. We have been asking for these changes since 2008. We are very close to the Uni and schools, with the Curtin University free bus service passing the area. 2. Need to improve the activity centres in St James, they are very neglected. 3. Infrastructure Funding- be fair on Council Rates and Fees.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7). 2. The Town is preparing a precinct structure plan for Albany Hwy which aims to increase the diversity of businesses (among other things). 3. The allocation of fund for infrastructure in relation to rates is considered in the Town's Long-Term Financial Plan and outside the scope of the LPS.
52	3396961	1. Support the St James Future Investigation Area along Berwick Street (south only) and request extension to Upton Street instead of having the FIA on the existing R30 side of Berwick Street. Support R30 zone. It will help us to develop our properties for future generation. 2. Increase transport service in Boundary Road since it leads to Albany Highway & Curtin University.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7). 2. This is outside the scope of the LPS.
53	3397441	1. Support the St James Future Investigation Area along Berwick Street (south only) and request extension to Upton Street instead of having the FIA on the existing R30 side of Berwick Street. Support R30 zone. It will genuinely help families with children to subdivide the properties & support the kids, and is close to Curtin Uni. 2. Using Boundary Road with more transport service connect the Albany Highway & Curtin University.	1. Noted. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7). 2. This is outside the scope of the LPS.

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54	3412333	1. Do not support the St James Future Investigation Area (Hill View Tce) – will be directly affected as I live next door to 2 vacant Government/ Department of Housing lots: • suspect the government is waiting for this change to construct higher density. • the topography/slope will create issues eg. site work costs, overlooking that will compromise my privacy and enjoyment of my garden. • chose to live in this area for block sizes, single residence zoning and the feel and character of established trees. Higher density dwellings are out of keeping with single residential character. • will the higher density affect the current tree canopy in the area and how does that sit with your policies?	1. Noted. The Department of Communities has not specifically requested rezoning of any of their properties in the Town. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, topography, neighbour amenity and traffic etc, with further community engagement to review these options and decide whether change is supported or not. The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
55	3404950	1. Town planning is crucial for the health of communities. I am concerned about the very apparent unbalanced access to well maintained and accessible public open spaces and amenities between the various Future Investigation Areas in the LPS, which is particularly lacking in the St James FIA, specifically: • St James has known issues of anti-social, and criminal behaviour which could be worsened if density is increased without consideration to access to quality services and amenities. History shows that putting higher density into areas without holistic town planning, it can lead to increased social issues. Planning for increased density should go hand-in-hand with redevelopment of activity centres and open spaces in St James, like what has been done in Lathlain Place neighbourhood centre and open spaces (eg. lighting, toilets, bike paths, public barbecues, modern playgrounds) which results in beautifully redeveloped areas with parking, cleanliness, footpaths, creating a user-friendly area and attracting small business. Comparing Lathlain to St James and the amenities is extremely unequal. • It is difficult to see the similarities between FIAs in the LPS, other than access to bus routes. The other FIAs (Burswood, Lathlain, and Victoria Park) have access have so many services and amenities available to them including the river, trains, world class sporting and entertainment amenities (Optus stadium, Lathlain Park), cafes, large volume public open spaces, and modern maintained playgrounds. • FIAs in Lathlain and Vic Park are larger areas but have less dwellings proposed. I am opposed to the imbalance between the two areas.	1. Noted. The renewal and upgrade of streets and parks is carried out under the Town's street, footpath, parks and urban forest programs. These programs are guided by the Town's Place Plan (St James) which identifies priorities projects over a 4 year period and other major informing strategies such as the Public Open Space Strategy. The Town has commenced preparing the Albany Highway precinct structure plan that will include recommendations for upgrade of public areas in the St James town centre. Last year the Town prepared the Higgins Park and Playfield Reserve masterplan to guide significant investment in open space and sports facility upgrades. Upgrades to Houghton Reserve are also underway. The Town is aware of social issues surrounding some properties in St James but these do not result from the planning system. To address community safety, the Town has encouraged the formation of a neighbourhood safety group and provides funding for contribution to home security measures. All FIA's across the Town were chosen due to their proximity to high frequency public transport routes (in the case of St James this is Hill View Tce and Berwick St) and availability of lots that could potentially yield additional dwellings. This is in accordance with the Town's obligation to consider areas for infill development to meet the infill dwelling targets under the State government's Central Sub-Regional Planning Framework. Vic Park and Lathlain are already zoned R40 and R20 respectively and already contribute to infill development, however the Town was requested by the Department for Planning, Lands and Heritage to consider further infill measures. Vic Park and Lathlain potentially yield less dwelling than St James because they have already been substantially redeveloped, as such, there are less properties available for infill development. It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not.

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		• I feel the need to advocate for St James to have a bit of attention paid to its area to attract people who actually want to live and build a community in this area • In conclusion I'm concerned that this strategy is just adding more dwellings without a plan to create a community that new residents want to live in. I do not support the St James Future Investigation Area but in the future if there is an improvement in the equity within the Town, I would support further discussions.	The Town is recommending the St James FIA be retained as there was more support than opposition for the FIA. In addition, the Town is recommending the FIA be extended to Upton Street, between Bush St and Boundary Road. Refer to proposed modifications in Appendix 2 Local Planning Strategy Submissions Summary, Analysis and Modifications Report (section 7).
56	3409597	1. Swan Care supports the Draft Local Planning Strategy but notes minor errors in terminology and that the Master Plan review is complete and adopted (pg 129 Part Two). 2. Re any special conditions that may be attached to the Special Use Zones in LPS No.2, we would appreciate being consulted early to achieve an effective outcome for our community and surrounding landholdings. Swan Care is keen to continue its strong relationship with the Town and is always available to discuss ways to further enhance vibrancy and community spirit within our community, the surrounding community and the Town as a whole.	1. Noted. Part Two Background document will be amended to reflect this. 2. Noted.
57	Email13	1. Support Action CB.1 *"Investigate opportunities to prepare a precinct 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)",* although recommend it be strengthened to emphasise the need and priority for preparation of a Precinct (Structure) Plan, led by the Town and/or landowners. As such, request the Action be re-worded to: *"Require the preparation of a precinct plan(s) (or other planning instrument) for growth areas within the Curtin Bentley Specialised Activity Centre, in consultation with stakeholders, to guide future land use and development consistent with the mixed-use objectives for the activity centre, with particular attention to be given to the interface with, and connections to, adjoining precincts."* 2. Request the Town prioritise the preparation of the Precinct Plan or enable landowners to prepare the Plan to inform future zoning and development provisions. As such, request the second half of Action CB.1 be reworded: *"Transition the endorsed Precinct Plan land use, density and development requirements into the new planning scheme (or other suitable planning instruments)."*	1. A previous version of the LPS includes a version of Action CB.1 similar to that proposed by the submitter. However, the Department for Planning, Lands and Heritage requested the Action be simplified. 2. Action CB.1 was referred to as a Short-Term action in Chapter 8, Neighbourhood 14 (Bentley-Curtin) of the LPS but as a Medium-Term (3-4 years) in Chapter 3 (Activity Centres). The correct timeframe for this action is Medium-Term and the Town proposes to modify the timeframe in Action CB.1. It's the Town's understanding that precinct structure planning may be led by landowners as per clause 14 of the Planning and Development (Local Planning Schemes) Regulations 2015, Deemed provisions for local planning schemes Schedule 2, Structure plans Part 4, with approval of the WAPC for the purposes of "orderly and proper planning". In addition, the WAPC is the custodian of the *Bentley-Curtin Specialised Activity Centre Structure Plan*, and would be a key partner in progressing the recommendations of the district structure plan and preparation of detailed plans for Tech Park. As mentioned on page 128 of Part Two, detailed planning for Tech Park will require a partnership approach with the State government and this is likely to have the most influence on the timing of this action. 3. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the *Curtin Bentley Specialised Activity Centre Plan* (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.

#	Id.	Submission Summary	Town Response
		3. Request consideration of Lot 111 Watts Place for mixed use development in future Precinct Planning and support mixed use across the Precinct. The current restrictions on mixed use and residential development (imposed by the Industry and Technology Development Act 1998 and gazettal of the area as a "Technology Park") has resulted in large areas of Tech Park being unoccupied on weekends, evenings and in non-teaching periods. The precinct is well positioned to support a range of land uses and this should be recognised in the LPS.	The desire to activate the area outside of traditional business hours is acknowledged and should be considered during detailed precinct planning.
58	339230 1	1. The whole of Technology Park from Kent Street to Pfizer building should be Zoned Mixed Use to benefit all landowners (refer to pg 124 of Strategy). Mixed use will be highly beneficial to government and Curtin owned property.	1. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the *Curtin Bentley Specialised Activity Centre Plan* (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.
59	339265 7	1. Neighbourhoods and Housing - Options chosen needs to work for community and business. 2. The whole of Technology Park from Kent Street to Pfizer building should be Zoned Mixed Use to benefit all landowners (refer to pg 124 of Strategy). Mixed use will be highly beneficial to government and Curtin owned property. 3. Open Space and Community Facilities- Needs to genuinely benefit the members of the community in this area.	1. Noted. 2. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the *Curtin Bentley Specialised Activity Centre Plan* (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses. 3. Noted. This will be a consideration of detailed planning.
60	339358 8	1. The mixed-use proportion of the plan (the *Curtin Bentley Specialised Activity Centre Plan* for Technology Park) is highly beneficial to government and Curtin owned property. Technology Park must be opened up from the narrow requirements that have held progress up for a very long time.	1. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the *Curtin Bentley Specialised Activity Centre Plan* (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.
61	339430 4	1. Tech Park should be Zoned Mixed Use to benefit all landowners. These days tech companies are working from home and do not need these many offices. People like living where they work and bringing other businesses into tech park would greatly benefit the environment here.	1. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the *Curtin Bentley Specialised Activity Centre Plan* (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.
62	339452 5	1. The whole of Technology Park from Kent Street to Pfizer building should be Zoned Mixed Use to benefit all landowners (refer to pg 124 of Strategy). Mixed use will be highly beneficial to government and Curtin owned property. This would still retain significant areas for predominantly R&D activities.	1. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the *Curtin Bentley Specialised Activity Centre Plan* (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the

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			Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.
63	3394545	1. The whole of Technology Park West should be re-zoned to Mixed Use to allow multi-storey building (for example. 4 levels), allow service companies (but no retail, manufacturing). This should be a "short-term" timeframe. 2. We desperately need more parking space, so parking building should be allowed.	1. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the *Curtin Bentley Specialised Activity Centre Plan* (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses. Also note that Action CB.1 was referred to as a Short-Term action in Chapter 8, Neighbourhood 14 (Bentley-Curtin) of the LPS but as a Medium-Term (3-4 years) in Chapter 3 (Activity Centres). The correct timeframe for this action is Medium-Term and the Town proposes to modify the timeframe in Action CB.1 2. Detailed planning will examine demand for parking and the balance required to promote more sustainable transport (ie. walking, cycling and public transport use).
64	3412912	1. The whole of Technology Park from Kent Street to Pfizer building should be Zoned Mixed Use to benefit all landowners (refer to pg 124 of Strategy). Mixed use will be highly beneficial to government and Curtin owned property.	1. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the *Curtin Bentley Specialised Activity Centre Plan* (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.
65	3407456	1. The whole of Technology Park from Kent Street to Pfizer building should be Zoned Mixed Use to benefit all landowners (refer to pg 124 of Strategy). Mixed use will be highly beneficial to government and Curtin owned property.	1. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the *Curtin Bentley Specialised Activity Centre Plan* (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.
66	3408680	1. All of Tech Park should be mixed use.	1. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the *Curtin Bentley Specialised Activity Centre Plan* (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.
67	3400471	1. The whole of Technology Park from Kent Street to Pfizer building should be Zoned Mixed Use to benefit all landowners (refer to pg 124 of Strategy). Mixed use will be highly beneficial to government and Curtin owned property.	1. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the *Curtin Bentley Specialised Activity Centre Plan* (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.
68	3402276	1. The whole of Technology Park from Kent Street to Pfizer building should be Zoned Mixed Use to benefit all landowners (refer to pg 124	1. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the *Curtin Bentley Specialised Activity Centre Plan* (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or

#	Id.	Submission Summary	Town Response
		of Strategy). Mixed use will be highly beneficial to government and Curtin owned property.	an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses.
69	Email11	1. Disappointed the LPS did not comment whether the current extent of floorspace quoted in the document is achieving the 20,600 job target in the Bentley Curtin Specialised Activity Centre Structure Plan (WAPC,2018). 2. Disappointed the LPS did not examine whether the objectives and strategic direction of the Structure Plan remain valid and are supported by the Town. The original intent of Tech Park as the State's premier research and development hub is no longer relevant as some research and development activities have moved out of the Park and developed in the CBD/other inner city areas or expanded at Curtin University or other universities. It no longer holds a unique position in the State's research and development function. The LPS should have reviewed whether the Park should remain as a Special Use Area or not. The area should be normalised into the standard planning framework and the range of permitted range of land uses reviewed in the Scheme to provide greater certainty to landowners.	1. The State government are responsible for monitoring and overseeing implementation of the *Curtin Bentley Specialised Activity Centre Plan* (WAPC, 2018). The Department for Planning, Lands and Heritage collect some job number data and estimate 2,030 jobs in Tech Park, 3,871 in Curtin University and 273 at TAFE (2015-2017 figures). The Town does not have access to job numbers for the whole of the Structure Plan area. 2. The State government are responsible for monitoring and overseeing implementation of the *Curtin Bentley Specialised Activity Centre Plan* (WAPC, 2018), including any review of the plan objectives and strategic direction. The eventual land use mix and detailed design for Tech Park must support the strategic direction and plan for the area as outlined in the *Curtin Bentley Specialised Activity Centre Plan* (WAPC, 2018) unless otherwise justified through detailed precinct structure planning or an amendment to the Activity Centre Plan by the State government. Until such time, the Town is not able to provide support for specific future land use designations for individual properties or amend the Town Planning Scheme to allow for a greater diversity of land uses. Action CB.1 of the LPS supports progressing detailed planning for Tech Park.
70	3409155	1. Needs to be increased density but with increased amenity in terms of better small parks and community play / recreation facilities, more native trees, bigger investments in walking and cycling and green infrastructure to make liveable neighbourhoods. 2. There also needs to be much greater emphasis on sustainable housing eg encouraging and regulating for passive solar design that uses best possibilities for north facing windows and energy and water efficient design for example. Action 5.1 Ecologically Sustainable Development is crucial and should be prioritised sooner than 3-4 year action timeframe, drawing on best practice examples already present in the town. 3. Crucial to support smaller nodes of activity / activity centres. 4. Opportunity to encourage more services / shops / mixed commercial and residential along Oats St from existing shops (corner Harris St) to train station. Crucial to improve the mix of activities, attractive open space and people friendly environment friendly (native plants) adjacent to the station through station and rail upgrades, learn from Lathlain Place upgrade. 5. Parnham Reserve is key open space for Carlisle that needs attention - better multi use and benefit eg for small families with children and for adult sport and the environmental outcomes, better integration of the sump.	1. Noted. Recent release of the State government's State Planning Policy 7.2 Precinct Design and Precinct Design Guidelines recognises the need to improve the public realm and amenity of areas undergoing redevelopment and intensification. 2. Noted. 3. Noted. 4. Noted. Can be considered though precinct structure planning (Action OS.1). 5. This is outside the scope of the LPS. 6. Noted. The Town's Public Open Space Strategy identify gaps in Public Open Space areas for addressing. 7. Noted. Refer to the Town's draft Transport Strategy which encourages a shift from vehicle use to greater number of trips by sustainable modes (walking, cycling and public transport). 8. Noted. It is the role of the Town's other major informing strategies eg. the suite of environment plans, the draft Transport Strategy, Stormwater Management Plan etc, to identify infrastructure needs and not the role of the LPS per se. It is the role of the Town's Strategic Community Plan, Long-Term Financial Plan, 4 year capital works plan and Corporate Business Plan to coordinate the delivery of infrastructure. The LPS addresses the potential for part-funding infrastructure via the planning framework and need to potentially consider place-specific priorities for delivery. 9. The Sustainable Development Goals are too broad to guide the scope of the LPS.

#	Id.	Submission Summary	Town Response
		6. Strongly agree with emphasis on filling gaps in public open space, reducing water use and increasing habitat. 7. Movement – strongly support all actions, crucial non-vehicle transport prioritised and this is directly linked to the value of increased urban density and accompanied with public education on value of walking /cycling to liveability and wellbeing, and support for community/sport groups to upgrade end of trip bike facilities. 8. Infrastructure Funding – Is weak and doesn't show how this supports other areas of the plan, for example should consider community battery storage or water sensitive design. Infrastructure focus should be on green investments and how they can help the environment biodiversity liveability transport sense of place etc. 9. LPS is missing direct reference to global framework like the Sustainable Development Goals which provides a useful framework to think global and act local and inform the Town's planning.	
71	341 242 5	1. Strongly support the development of an up to date Precinct Plan for Carlisle along Archer St and strongly believe the Local Planning Scheme needs to be amended and updated to rezone land along the commercial strip of Archer Street, Carlisle from Residential to Commercial zoning, specifically 87 Bishopsgate Street and Ultratune (property behind). This should be of high importance and urgency for the Town. Rezoning would: • would the reflect current use • allow future redevelopment for commercial or mixed used development that will make a more positive contribution to the town centre and service local community needs vs only permitting redevelopment for residential which does not fit this location • the properties have historically support commercial land use for many years (14 year for my property and longer for the commercial garage) • the properties are located in the middle of the Carlisle town centre and commercial strip, with a bus stop outside, on a major traffic route and close proximity to the Carlist train station • they properties are surrounded by Mixed Use/Local Town Centre zone.	1. The zoning of land in the Carlisle Town Centre and Station Neighbourhood will be considered through the preparation of a precinct structure plan as per Action CT.1 which is a Short-Term action (within 1-2 years of final adoption of the LPS).
72	341 242 6	1. Deeply concerned about the negative impact of the METRONET Sky-Rail through Carlisle and East Vic Park. This is a massive, missed opportunity to "cut and cover" the railway line and release the land above for a variety of open space and mixed development uses.	1. This is outside the scope of the LPS. The Council is advocating for good community outcomes in the METRONET projects - refer to https://www.victoriapark.wa.gov.au/ Build-and-develop/METRONET-precinct-planning. 2. The LPS informs the preparation of a new Local Planning Scheme No.2.

#	Id.	Submission Summary	Town Response
		2. The local planning scheme needs to be overhauled to better reflect and achieve the outcomes of the planning strategy. 3. Request the zoning anomaly along Archer St where several commercial properties are zoned as residential but are currently and have been historically used for commercial land uses. Specifically, 87 Bishopsgate St, Carlisle is zoned R30 (along with the Ultratune Service Station directly behind it) whilst all surrounding properties along Archer St are zoned Local Centre. There is a subdivisible parcel of land at the rear of 87 Bishopsgate St (Facing Archer St) which we are unable to develop to its best potential and residential development would not be the optimal use for this site. These two properties need to be brought into line with the surrounding Local Centre zoning to allow proper development of the land. The proposed precinct structure plan covering this site should be a priority to further inform and push for an updated planning scheme with appropriate re-zoning for this area.	3. The zoning of land in the Carlisle Town Centre and Station Neighbourhood will be considered through the preparation of a precinct structure plan as per Action CT.1 which is identified as a short to medium term action depending on progress of the METRONET project. Implementation of the LPS actions will be subject to annual business planning and budgeting.
73	Email3	1. Oppose any development of the Archer St car park as I live next door. 2. Oppose any redevelopment of Carlisle especially buildings over 2 storeys, especially given vacant commercial buildings closer to the CBD.	1. The Archer St car park is located in the Archer Street Local Centre and currently zoned Local Centre under Town Planning Scheme No.1 with a residential density code of R30. This allows future development for commercial and/or residential. The current Scheme does not contain any height limits for commercial development in local centres, however there is a 2 storey height limit for residential buildings under the R-Codes. The LPS Action CT.1 proposes preparing a precinct structure plan over this land and the local centre. The purpose of the precinct structure plan is to update the planning provisions for the area, including desired land uses, building height, setbacks etc. The precinct structure plan will consider the potential impacts of development on adjoining residential properties (ie. overlooking, overshadowing, mass and bulk of buildings etc) and will be subject to further detailed engagement with the community. 2. Noted.
74	Email6	1. Support the growth of Victoria Park. Carlisle and Lathlain still have space for more development. 2. Suggest a supermarket in Carlisle and Lathlain area to attract residents. 3. Change the Welshpool industrial zone to allow for multi-level residential to achieve the dwelling targets.	1. Noted. 2. This is outside the scope of the LPS. 3. The Welshpool industrial area forms an important economic and employment hub and the LPS does not propose any changes to the zoning of this area.
75	3153504	1. Turn Welshpool from Industrial to a residential community.	1. The Welshpool industrial area forms an important economic and employment hub and the LPS does not propose any changes to the zoning of this area.
76	3169181	1. Will measures for universal access be implemented. They should be considered during the design phase of new development vs retrofitting.	1. Re Action 2.4 (investigate opportunities for more universally designed and adaptable dwellings through the local planning framework.) – the recently released draft State Planning Policy 7.3 Residential Design Codes –Medium Density introduces multiple provisions that aim to increase the supply of universally designs and/or adaptable homes.

#	Id.	Submission Summary	Town Response
		2. Can the planning system provide greater flexibility to maximise occupation of vacant houses to respond to rise and fall of demand in the rental market. Put it under short-stay accommodation perhaps. 3. The LPS needs to provide more information regarding affordable housing strategies, particularly for low-income households, like the admirable Sao Paulo city master plan percentages for affordable housing into new developments. 4. Don't let the fate of Beaufort Street happen to our strip. Need to register valued social/cultural assets and ensure affordability for businesses and residents. 5. Environment: • Need to mandate development includes an amount of restorative / habitat space (and make it educational/ a community engagement point) designed in conjunction with the appropriate NRM(s). • Restrict lawn. • Mandate double glazing and insulation, address thermal bridges (heat loss from buildings). • Stop selling out the environmental and social health and wellbeing to optimize profits for business, local government has the opportunity to address the environment, use Curtin design student innovations to subsidise the cost of good environmental design.	2. The current planning framework already provides flexibility for short-term accommodation under the direction of Local Planning Policy No. 31 Serviced Apartments and Residential Buildings including Short Term Accommodation (refer to https://www.victoriapark.wa.gov.au/Build-and-develop/Planning/Planning-information-Example-Plans-and-FAQs/Short-Stay-Accommodation-and-Serviced-Apartments). 3. Noted. Affordable housing is a complex area of housing policy and not traditionally the responsibility of local government to address, particularly given the significant financial impost that development of subsidised housing costs. As such, Action 2.3 (investigate affordable housing) recommends investigating demand and potential strategies to address with consideration of the role of local government versus state government. 4. Noted. The character of centres and ways to maintain a diversity of tenancies will be a consideration in the preparation of precinct structure plans. 5. Noted. Improving environmental outcomes of buildings and places is complex given the multiple responsibilities and authority for planning and building policy between Federal (ie. National Construction Code), State government (ie. Residential Design Codes) and local government, as well as the potential for impact on the housing market. Hence, the reason for Action 5.1 which recommends the Town investigate options to understand where improvement might be most effective. The Town has recently participated in discussions with WALGA (West Australian Local Government Association) to collaborate with other local governments on ESD.
77	3320405	1. Fletcher Park should be redeveloped / improved as part of the plan with a dog park. 2. Cul de sacs with no vehicular access but pedestrian access should be closed as they support increased criminal activity (less vehicles, less vehicle escape routes when chasing criminals). Eg. the area from Orrong/Wright to Star/Lion St, Carlisle where there are nine choke points / dead ends / dead bends, with the area grossly overrepresented in crime. This can be solved by rezoning the road to parks and building a wall along Orrong Road and redirect pedestrians to roads like Archer St and Mercury St which should be well lit with CCTV . Parks would create community. 3. The Carlisle Town Centre should continue to be a priority.	1. This is outside the scope of the LPS. 2. Vehicle access must be legally maintained via a road to existing dwellings and cul-de-sacs are not able to be rezoned to Parks. The proposed sinking of Orrong Road by Main Roads will effectively provide a barrier (more effective than a wall) along many parts of the road. 3. Noted.
78	3321239	1. Do not support the increase in dwellings as part of the Oats Street Station Neighbourhood given: • the proximity to a noxious industry with non-conforming property rights at Holcim, 12 Cohn Street. It is irresponsible to increase dwellings given the health risks, lack of monitoring and	1. Given the extent of subdivision that has already occurred in the area east of the railway line under the current TPS No.1 R30 density, the focus of the proposed precinct structure plan will be on the land west of the railway line towards Shepperton Road and Albany Highway. The recent approval of an upgrade to the concrete batching plant by the State government, includes requirements for dust and air quality monitoring, a complaint register and a yearly

#	Id.	Submission Summary	Town Response
		managing emissions from the concrete batching plant, especially given approval for increased operations for further 40 years. • do not support residential areas adjacent to industrial areas. • Impacts of development on surface temperatures in Carlisle and heat stress impacts unless adequate planning for urban heat is mitigated through nature-based solutions including adequate deep soil zones to plant trees for shading, adequate green and blue space to reduce hot spots and/or policy to enshrine better building design such as mandating light coloured roofs and double glazing. 2. The Oats Street Station Neighbourhood precinct planning area should be extended south to Briggs Street (ie. part of the existing Welshpool industrial area). This section should be transitioned to commercial to make up for the loss of commercial space at the other end of Cohn Street and provide a buffer to shield residents from the impacts of adjacent industrial processes. There should be consideration of vastly different land uses in close proximity to each other. Planning needs to better consider the impact of pollution on residents in the form of noise, dust and air quality. 3. The TPS does not represents equitable access to public open space and community services for ALL residents of the Town. I would also like to see the green space being designed as part of the Metronet development to be included. 4. The LPS should address shade for pedestrians, should be a stronger consideration in the TPS. 5. Re Carlisle Residential Neighbourhood – I support higher densities only if there is adequate green space, community facilities and no impact from noxious industries. 6. I disagree with Objective W.2 (Welshpool Neighbourhood) *"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".* Action W.2 should include stakeholder engagement of residents in adjacent Neighbourhood 11 (Oat Street Station). Action W.2 should include long term monitoring of the impacts to residents from noise, dust, light other emissions.	review of the dust and air quality management plan among other things. The Town is attempting to address urban heat impacts through the Town's urban forest strategy and Action 5.1 (investigate ecologically sustainable development). 2. The Welshpool industrial area forms an important economic and employment hub and the LPS does not propose any changes to the zoning of this area, and there is no justification for including it in the Oats Street Station Precinct. Industrial land uses / businesses are required to comply with *Environmental Protection Act 1986* and related Regulations, and reported nuisances such as dust or noise, are followed up by both local government (environmental health) and the Department of Water and Environment Regulation (DWER). 3. The Town's Public Open Space Strategy (2019) address the shortfall of open space in some areas of the Town. The Town is advocating for community benefits such as green space in the METRONET projects. 4. Noted. Greening and shade within public spaces will be addressed in the preparation of precinct structure plans for certain areas of the Town, and the remainder of the Town is subject to the street tree planting program and urban forest strategy which attempts to address shading and urban heat effects. 5. Noted. 6. The intent of this objective was to protect encroachment from within the existing industry zone. Industrial land uses / businesses are required to comply with *Environmental Protection Act 1986* and related Regulations, and reported nuisances such as dust or noise, are followed up by both local government (environmental health) and the Department of Water and Environment Regulation (DWER).

APPENDIX 4 – LOCAL PLANNING STRATEGY - OTHER STRATEGY MODIFICATIONS (OCTOBER 2021)

In addition to the proposed modifications in response to community and government submissions, a number of other modifications are recommended to Part One and Part Two to address various errors and inconsistencies, as well as an adjustment to the priorities for Precinct Structure Planning. The recommended Strategy modifications are expressed in 'track changes' format to clearly highlight the proposed changes to the advertised draft Strategy.

ISSUE / DISCUSSION	RECOMMENDED STRATEGY MODIFICATIONS
PART ONE - STRATEGY	
Part One, Chapter 1 Strategic Planning Framework - The WAPC's State Planning Policy 7.2 Precinct Design has been released but does not provide any guidance on privately led precinct structure planning. As such, the LPS text referring to this is now redundant and should be removed. The new text reflects existing Action 1.4 of the LPS.	It is It is recommended that Part One, Chapter 1 Strategic Planning Framework (Opportunities and Challenges section) be amended as follows: ~~The WA Planning Commission's impending release of State Planning Policy 7.2 Precinct Design may provide guidance on the process, but in any event, the Town will develop its own policy outlining its expectations.~~ The Town will prepare a policy to outline parameters relating to landowner-led precinct structure planning.
Part One, Chapter 1 Strategic Planning Framework – add in Train stations text omitted in error in the Figure 2 Legend.	It is recommended that Part One, Chapter 1 Strategic Planning Framework, Figure 2 Local Planning Strategy Map be amended to add "Train Stations" to the legend.
Part One, Chapter 2 Neighbourhoods and Housing – Update text to reflect the Town's completion and adoption of the Local Heritage Survey (LHS) in 2021.	It is recommended that Part One, Chapter 2 Neighbourhoods and Housing (Opportunities and Challenges section) be amended as follows: ~~The Town's Municipal Heritage Inventory is 20 years old and is being updated through the preparation of Local Heritage Survey.~~ 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.
Part One, Chapter 2 Neighbourhoods and Housing - The Local Heritage Survey (2021) includes a list of 31 supplementary places with a recommended for further researched to determine whether these places are significant. The LPS should include this as an action. In addition, the Local Heritage Strategy Guidelines It is recommended that alignment of the LPS review with the Local Heritage Survey review, this is included as an LPS action.	It is recommended that Part One, Chapter 2 Neighbourhoods and Housing Actions be amended as follows: Action 2.5 – ~~Following adoption of the Local Heritage Survey,~~ prepare a Local Heritage List for adoption in the local planning framework. Insert new Action 2.6 – Carry out further research of supplementary places identified in the Town's Local Heritage Survey (2021). Review the Local Heritage Survey (2021) to align with the future review of the Local Planning Strategy. Timeframe SHORT to LONG-TERM 1-5 years+ • Renumber existing Action 2.6 to 2.7

ISSUE / DISCUSSION	RECOMMENDED STRATEGY MODIFICATIONS
Part One, Chapter 3 Activity Centres and Employment Areas – correct the appendix number reference.	It is recommended that Part One, Chapter 3 Activity Centres and Employment Areas introductory text be amended to correct reference to the Activity Centre Strategy as Appendix 4.
Part One, Chapter 3 Activity Centres and Employment Areas - The Action requires minor amendment for clarity and consistency. Not all precincts require precinct structure planning to determine their activity centre classification. The Town believes there is sufficient justification in the LPS to amend the classification of Albany Highway and Burswood Peninsula. The actual status of Burswood South and Oats Street as activity centres is questionable and should be determined following updates to the planning framework for these areas via precinct structure planning or other suitable planning instruments. Amend the timeframe to reflect the timeframes for updating the planning framework in each area.	It is recommended that Part One, Chapter 3 Activity Centres and Employment Areas be amended as follows: Action 3.1 ~~Following completion of precinct structure planning and/or updates to the local planning framework (where recommended),~~ 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: ○ Albany Highway –a Secondary Centre for the entire length of the activity centre. ○ Burswood Peninsula –a Specialised Activity Centre across the entire Peninsula. ○ Burswood South – District Centre or other as determined via precinct structure planning. ○ Oats Street – as determined via precinct structure planning. ~~SHORT TERM (1-2 years)~~ SHORT to LONG-TERM (1-5 years)
Part One, Chapter 3 Activity Centres and Employment Areas - Amend inconsistent terminology relating to precinct structure planning and timeframes. Amend the priorities for precinct structure planning to: • adjust timeframes to better reflect the Town's priorities and resource capacity for preparing these plans. • fix inconsistencies between timeframes listed in Action 3.2 (Chapter 3 Activity Centres) and the Neighbourhood Chapters (although noting the Town supports privately-led precinct structure planning should landowners propose to bring timeframes forward subject to WAPC approval). Correct an error where Burswood Station West (a sub-precinct of Burswood District Structure Plan area) had been incorrectly identified as a Precinct Planning Area. This does not reflect instructions from Department for Planning Lands and Heritage (email dated 30/7/2020) for a change in the Action wording on an earlier version of the LPS:	It is recommended that Part One, Chapter 3 Activity Centres and Employment Areas be amended as follows: Action 3.2 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: ○ ~~HIGH PRIORITY - Burswood South Neighbourhood, Albany Highway Neighbourhood, Oats Street Station Neighbourhood (subject to progress on METRONET level - crossing removal project), McCallum-Canning Neighbourhood (Commercial zone only).~~ ○ ~~MEDIUM PRIORITY - Burswood Station West (sub-precinct of Burswood District Structure Plan area), Carlisle Town Centre and Station Neighbourhood (subject to progress on METRONET level - crossing removal project), Technology Park West (sub-precinct of Bentley-Curtin Specialised Activity Centre Plan).~~

ISSUE / DISCUSSION	RECOMMENDED STRATEGY MODIFICATIONS
- Replace this text : *Burswood Station West (including Crown Perth) - medium priority for preparation of concept plans and an eventual structure plan / activity centre plan, to be led by the State government.* With: *Burswood Station West - medium priority - Further planning and investigation is required to better understand land development opportunities/constraints and stakeholder aspirations.*	○ SHORT-TERM (1-2 years) ▪ Albany Highway Neighbourhood ▪ Oats Street Station Neighbourhood ▪ Carlisle Town Centre and Station Neighbourhood ○ MEDIUM TERM (3-4 years): ▪ Burswood South Neighbourhood ▪ Technology Park West (sub-precinct of Bentley-Curtin Specialised Activity Centre Plan) ○ LONG TERM (5 years+): ▪ McCallum-Canning Neighbourhood (Commercial zone only) The Town will also work with relevant stakeholders in Burswood Station West (a sub-precinct of the Burswood Peninsula District Structure Plan) in the Medium Term to better understand land development opportunities/constraints and stakeholder aspirations. MEDIUM TERM (3-4 YEARS)
Part One, Chapter 4 Public Open Space and Community Facilities - Fix minor mapping errors in Figure 6.	It is recommended that Part One, Chapter 4 Public Open Space and Community Facilities, Figure 6 be amended to fix minor errors in open space classifications for two sites.
Part One, Chapter 4 Public Open Space and Community Facilities – Amend Action 4.4 to enable implementation of a It is recommended that the Town's revised draft Social Infrastructure Strategy (SIS) which states: *Through the preparation of the Local Planning Scheme No. 2, review zoning and land use permissibility to identify opportunities for social infrastructure to be located where appropriate.* The draft SIS identifies demand for community facilities but does not identify specific sites for development per se. Rather, the SIS It is recommended that a flexible approach to provision / delivery and location be taken, so the Town can respond to opportunities as they arise. For example, taking up the opportunity for community floorspace through the community benefits provisions of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments. As such, the Town will review land use permissibility within zones and reserves relating to community facilities through the preparation of the new Scheme.	It is recommended that Part One, Chapter 4 Public Open Space and Community Facilities be amended as follows: Action 4.4 Transition existing Town Planning Scheme No.1 public open space and public purpose reserves to the new Local Planning Scheme No.2 ~~and where required, address land use and development requirements~~. 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)
The Town has prepared a new Transport Strategy and Parking Management Plan (2021) to replace the previous Integrated Movement Network Strategy (2013) and the Parking Management Plan (2012).	It is recommended that Part One, Chapter 6 Transport introductory text be amended to refer to the Town's draft Transport Strategy and draft Parking Management Plan (2021).

ISSUE / DISCUSSION	RECOMMENDED STRATEGY MODIFICATIONS
Part One, Chapter 6 Transport - Action 6.4 should be amended to clarify that the strategic direction for transport is also set out in the Town's updated Transport Strategy and Parking Management Plan (2021).	It is recommended that Part One, Chapter 6 Transport be amended as follows: Action 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.
Part One, Chapter 7 Infrastructure Funding - The WAPC has now adopted State Planning Policy 3.6.	It is recommended that Part One, Chapter 7 Infrastructure Funding introductory text be amended to fix outdated references to draft State Planning Policy 3.6.
Part One, Chapter 8 Neighbourhoods – Neighbourhood 1 Burswood Peninsula – include a new action to capture the Action noted in Chapter 3 Activity Centres relating to the Burswood Station West sub-precinct, as instructed by the Department for Planning Lands and Heritage (email dated 30/7/2020) - *Burswood Station West - medium priority - Further planning and investigation is required to better understand land development opportunities/constraints and stakeholder aspirations.*	It is recommended that Part One, Chapter 8 Neighbourhoods, Neighbourhood 1 – Burswood Peninsula be amended to include a new action: Insert new Action BP.6 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. MEDIUM TERM (3-4 years).
Part One, Chapter 8 Neighbourhoods, Neighbourhood 3 – Lathlain, Figure 13 Lathlain Future Investigation Area should be amended to extend the Future Investigation Area over 42, 44 and 46-48 Rutland Avenue (between Egham Road and Howick Street) and 29 Egham Road. These 4 lots are currently zoned Residential R20 but support 3 apartment buildings and the current Scheme density does not reflect the actual built form density. Including these properties in the Future Investigation Area provides an opportunity to review the planning framework for these properties. In addition, it is recommended the timeframe for Action L.1 be amended from Short-Term (ie. carried out 1-2 years following adoption of the Strategy) to Short to Long-Term (1-5 years). This change will more accurately reflect the Town's intent to progress Action L.1 as a separate strategic planning project at some time after the preparation of the new Local Planning Scheme No.2.	It is recommended that Part One, Chapter 8 Neighbourhoods, Neighbourhood 3 – Lathlain, Figure 13 Lathlain Future Investigation Area be amended to extend the Future Investigation Area over 42, 44 and 46-48 Rutland Avenue (between Egham Road and Howick Street) and 29 Egham Road, Lathlain. It is recommended that Part One, Chapter 8 Neighbourhood 3 – Lathlain, Action L.1 timeframe be amended from SHORT-TERM (1-2 years) to SHORT to LONG-TERM (1-5 years).
Part One, Chapter 8 Neighbourhoods, Neighbourhood 4 – McCallum-Canning - Amend the action timeframe better reflect the capacity of the Town to carry out this work and the priority in comparison to other planning areas. This reflects proposed changes to Action 3.2 (Chapter 3 Activity Centres) above.	It is recommended that Part One, Chapter 8 Neighbourhoods, Neighbourhood 4 – McCallum-Canning be amended as follows: Action MC.1 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. ~~SHORT-TERM (1-2 years)~~ LONG-TERM (5 years)

ISSUE / DISCUSSION	RECOMMENDED STRATEGY MODIFICATIONS
Part One, Chapter 8 Neighbourhoods, Neighbourhood 9 – Carlisle – Make the following modification to address: • Consistency across the wording of other Actions relating to precinct structure planning. • reflect the progress made on the METRONET project which enables precinct planning to proceed. • the Town's revised priority for updating the planning framework for this neighbourhood now that progress has been made on the METRONET project.	It is recommended that Part One, Chapter 8 Neighbourhoods, Neighbourhood 9 – Carlisle Town Centre and Station be amended as follows: Action CT.1 Designate the Carlisle Town Centre Neighbourhood as a Precinct Planning Area. ~~Following sufficient progress on the METRONET Inner Armadale Line Level Crossing Removal project, p~~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 TO MEDIUM TERM (1-4 years)~~ SHORT TERM (1-2 years)
Part One, Chapter 8 Neighbourhoods, Neighbourhood 10 – Oats Street Station – Make the following modifications to address: • Consistency across the wording of other Actions relating to precinct structure planning. • reflect the progress made on the METRONET project which enables precinct planning to proceed.	It is recommended that Part One, Chapter 8 Neighbourhoods, Neighbourhood 10 – Oats Street Station be amended as follows: OS.1 Designate the Oats Street Neighbourhood as a Precinct Planning Area. ~~Following sufficient progress on the METRONET Inner Armadale Line Level Crossing Removal project, i~~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.
Part One, Chapter 8 Neighbourhoods, Neighbourhood 13 – St James – Make a modification to address incorrect property addresses. In addition, it is recommended the timeframe for Action SJ.1 be amended from Short-Term (ie. carried out 1-2 years following adoption of the Strategy) to Short to Long-Term (1-5 years). This change will more accurately reflect the Town's intent to progress Action SJ.1 as a separate strategic planning project at some time after the preparation of the new Local Planning Scheme No.2.	It is recommended that Part One, Chapter 8 Neighbourhoods, Neighbourhood 13 – St James be amended as follows: Action SJ.2 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 ~~605 and 671~~ No.1057-1059 and 1061-1065 Albany Highway to identify a suitable commercial zone for the local centre. It is recommended that Part One, Chapter 8 Neighbourhood 13 – St James, Action SJ.1 timeframe be amended from SHOR-TERM (1-2 years) to SHORT to LONG-TERM (1-5 years).
Part One, Chapter 8 Neighbourhoods, Neighbourhood 14 – Bentley-Curtin should be amended to address: • an incorrect reference to precinct structure plans. • consistency in action wording with other actions relating to precinct planning areas. • an incorrect timeframe which is now consistent with Action 3.2 (Chapter 3 Activity Centres).	It is recommended that Part One, Chapter 8 Neighbourhoods, Neighbourhood 14 – Bentley-Curtin be amended as follows: Action CB.1 Identify Technology Park West as a Precinct Structure Plan area and investigate opportunities to prepare ~~a precinct plan(s)~~ Precinct Structure Plans(s) (or other planning instruments) for this precinct and other growth areas within the Curtin Bentley Specialised Activity Centre Plan in

ISSUE / DISCUSSION	RECOMMENDED STRATEGY MODIFICATIONS
	consultation with stakeholders. Transition the current Town Planning Scheme No.1 zones and densities into the new planning scheme (or other suitable planning instruments). ~~SHORT-TERM (1-2 years)~~ MEDIUM TERM (3-4 years)
PART TWO – BACKGROUND AND INFORMATION ANALYSIS	
Part Two, Chapter 2 Neighbourhoods and Housing - Make a modification to corrects a minor error.	It is recommended that Part Two, Chapter 2 Neighbourhoods and Housing be amended as follows: Figure 2.3 – Additional Dwelling Capacity Estimate @ 2020
Part Two, Chapter 11 McCallum-Canning - Make a modification to address a text error which refers to an outdated proposal. The updated text now aligns with Part One, Chapter 8, Neighbourhood 4, Action MC.1 which identifies the Commercial zoned land as a Precinct Planning Area.	It is recommended that Part Two, Chapter 11 McCallum-Canning (Opportunities and Challenges section) be amended as follows: ~~Clause 47 (d) of the Planning and Development (Local Planning Schemes) Regulations 2015 (Deemed Provisions) allows the WA Planning Commission and the Town to require the preparation of a Local Development Plan (LDP) to guide and coordinate detailed planning prior to approval of any major redevelopment of land. An LPD would be a suitable planning instrument to coordinate any future changes within each sub-precinct in the existing Commercial zone.~~ ~~Accordingly, it is recommended that properties currently zoned Commercial in TPS No.1:~~ • ~~be designated as a Future Investigation Area under the Local Planning Strategy and be subject to further detailed planning to refine the planning framework and possibly subject to a strategic amendment to LPS No.2, if relevant;~~ • ~~be rezoned from Commercial zone to Mixed-Use zone under LPS No.2, with an R-ACO density code that requires the preparation of an LDP prior to any significant proposal for development or change in planning controls; and~~ • ~~the current suite of planning controls be transferred to LPS No.2, with an additional clause that states the Town will consider variation to the controls subject to the preparation of LPD's for each sub-precinct.~~ ~~The Town supports the preparation of LDPs by private landowners in the neighbourhood.~~ It is recommended that the land currently zoned Commercial under Town Planning Scheme No.1 be identified as a Precinct Planning Area, and the Town investigate opportunities to update the planning framework to

ISSUE / DISCUSSION	RECOMMENDED STRATEGY MODIFICATIONS
	encourage higher density mixed use (residential and commercial) development.
Part Two Chapter 20 (Bentley-Curtin) contains an incorrect reference to the Swan Care Masterplan being in draft form.	It is recommended that Part Two, Chapter 20 (Opportunities and Challenges) be amended to reflect the fact that the Swan Care Masterplan was accepted by Council in February 2020.
Part Two – correct an outdated and incorrect term "Strategic Investigation Area" with "Precinct Planning Area".	It is recommended that Part Two be amended to replace the term "Strategic Investigation Area" on pages 7, 84, 100 and 128 with the correct term "Precinct Planning Area".

Local Planning Strategy

PART ONE – STRATEGY (DRAFT) NOVEMBER 2021

TOWN OF VICTORIA PARK

As modified for public consultation pursuant to regulation 12(4) of the Planning and Development (Local Planning Schemes) Regulations 2015.



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	November 2021

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.

- Prepare draft *Planning Strategy*
  2019–2020
- Council adopts draft *Planning Strategy* for community consultation
  21 April 2020
- WA Planning Commission certifies draft *Planning Strategy* complies with *Planning Regulations*
  February 2021
- Town commences stakeholder engagement and public submissions (8 weeks)
  May 2021
- Town reviews submissions and prepares final *Planning Strategy*
  June–August 2021
- Council consider submissions and adopts final *Planning Strategy*
  November 2021
- WA Planning Commission endorse final *Planning Strategy*
  Date to be advised

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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


Town of Vincent
GRAHAM FARMER FREEWAY
Belmont Park
City of Bayswater
GREAT EASTERN HIGHWAY
Swan River
Stadium
Matagarup Bridge
City of Perth
St Georges Terrace
BURSWOOD
City of Belmont
Orrong Road
LATHLAIN
Lathlain Park
Roberts Road
VICTORIA PARK
TRAINLINE
CARLISLE
CANNING HIGHWAY
Shepperton Road
ALBANY HIGHWAY
WELSHPOOL
LEACH HIGHWAY
Kent Street
EAST VICTORIA PARK
Welshpool Road
ST JAMES
City of South Perth
BENTLEY
Curtin University
City of Canning
Manning Road
N
1km

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 appendicesprovide 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



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.[1] 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.

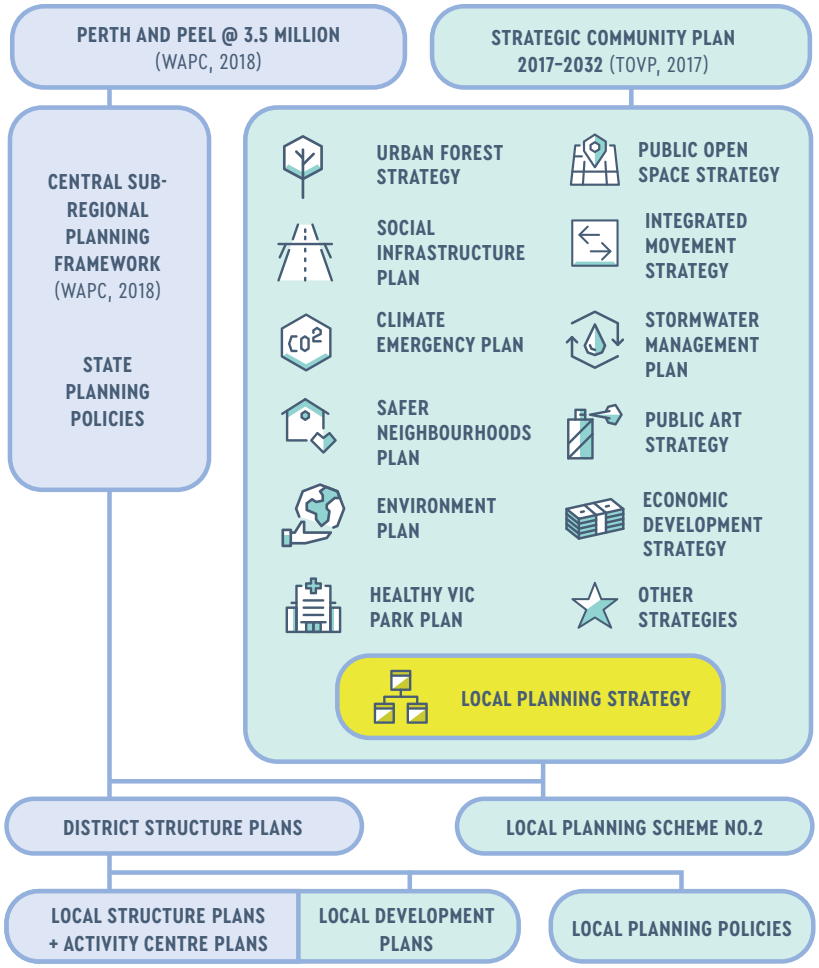


Figure 1 – State and Local Government integrated planning frameworks

Opportunities And Challenges

THE OPPORTUNITIES AND CHALLENGES FOR THE STRATEGIC PLANNING FRAMEWORK ARE:

- The Strategic Community Plan[3] 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 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:

2.1 To contribute to the achievement of the Vision and Strategic Outcomes outlined in the Strategic Community Plan.

2.2 To ensure planning processes, instruments and decisions are guided by the Liveability Principles outlined in the Strategic Community Plan:

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.



Figure 2 – Local Planning Strategy Map

LEGEND

- Town of Victoria Park
- Specialised Activity Centre
- Specialised Activity Centre (proposed)
- Secondary Activity Centre (proposed)
- Urban Corridor
- Existing Neighbourhood / Local Activity Centre
- Future Neighbourhood / Local Activity Centre
- Urban
- Industrial
- Open Space
- Bushland
- Precinct Planning Area (density to be determined)
- Future Investigation Area (subject to further engagement)
- Train stations
- Swan Canning Development Control Area (notional area only)

ACTION		TIMEFRAME
1.1	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
1.2	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)
1.3	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
1.4	Prepare a Local Planning Policy that sets the parameters relating to landowner-led precinct structure planning.	SHORT TERM (1–2 years)
1.5	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)
1.6	Evaluate implementation of the Local Planning Strategy as follows: • 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. • Two yearly progress towards the Local Planning Strategy Objectives.	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 18,543 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

	LOWER SCENARIO - Additional Dwellings to 2050	HIGHER SCENARIO - Additional Dwellings to 2050
PLANNED AREAS (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
		14,975 additional dwellings
PRECINCT PLANNING AREAS (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	A higher scenario may be possible through Precinct Structure Planning
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	
	2,957 additional dwellings	
FUTURE INVESTIGATION AREAS (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	Dwellings yield scenarios and densities subject to further community engagement as per LPS recommendations – refer to Chapter 8 Neighbourhoods
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	
	779 additional dwellings	
ESTIMATED TOTAL ADDITIONAL DWELLING CAPACITY FROM 2020 TO 2050	**18,711** additional dwellings	

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[5]). 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[6]. 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.

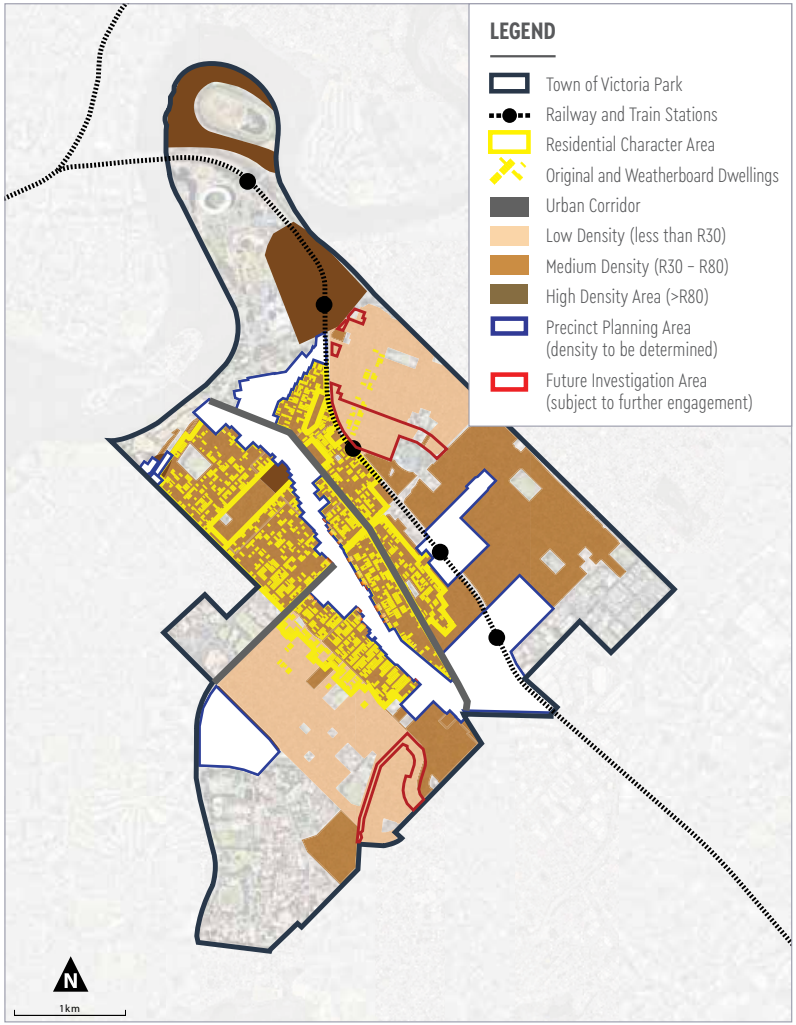


Figure 4 – Neighbourhoods and Housing

ACTION		TIMEFRAME
2.1	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)
2.2	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)
2.3	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)
2.4	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)
2.5	Prepare a Local Heritage List for adoption in the local planning framework.	SHORT TERM (1–2 years)
2.6	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)
2.7	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.

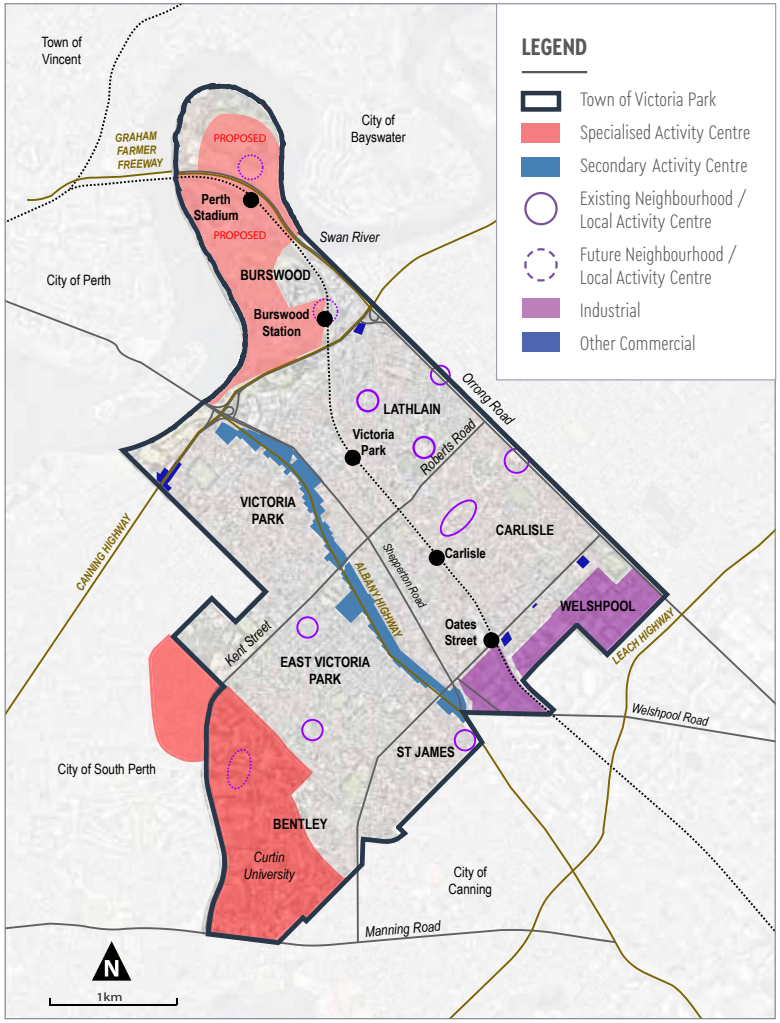


Figure 5 – Activity Centre and Employment Areas

ACTION		TIMEFRAME
3.1	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: • Albany Highway –a Secondary Centre for the entire length of the activity centre. • Burswood Peninsula –a Specialised Activity Centre across the entire Peninsula. • Burswood South – District Centre or other as determined via precinct structure planning. • Oats Street – as determined via precinct structure planning.	SHORT – LONG TERM (1–5 years)
3.2	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: • SHORT-TERM (1–2 years) » Albany Highway Neighbourhood » Oats Street Station Neighbourhood » Carlisle Town Centre and Station Neighbourhood • MEDIUM TERM (3–4 years): » Burswood South Neighbourhood » Technology Park West (sub-precinct of Bentley-Curtin Specialised Activity Centre Plan) • LONG TERM (5 years+): » McCallum-Canning Neighbourhood (Commercial zone only) 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. Ensure precinct structure plans and future updates to the local planning framework address (but not limited to): • A point of difference that reflects the unique character of each centres. • Encouraging the retention and re-use of character and heritage buildings. • Quality design for both residential and commercial developments, including shopfront design and tenancy widths. • Reduction of minimum parking standards for non-residential land uses. • Encouraging a range of economic 'rents' to attract a diversity of businesses. • Flexibility in land use permissibility.	SHORT – LONG-TERM (1–5 years)
3.3	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.	SHORT TERM (1–2 years)
3.4	Review the Town's draft Activity Centre Strategy prior to the next review of the Local Planning Strategy.	LONG-TERM (5 years)
3.5	Investigate economic and land use trends and needs for the Welshpool Industrial Area to inform future updates to the local planning framework.	MEDIUM TERM (3–4 years)
3.6	Undertake a yearly analyse of commercial and industrial development approvals and trends to monitor requirements of the local planning framework.	ONGOING

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.

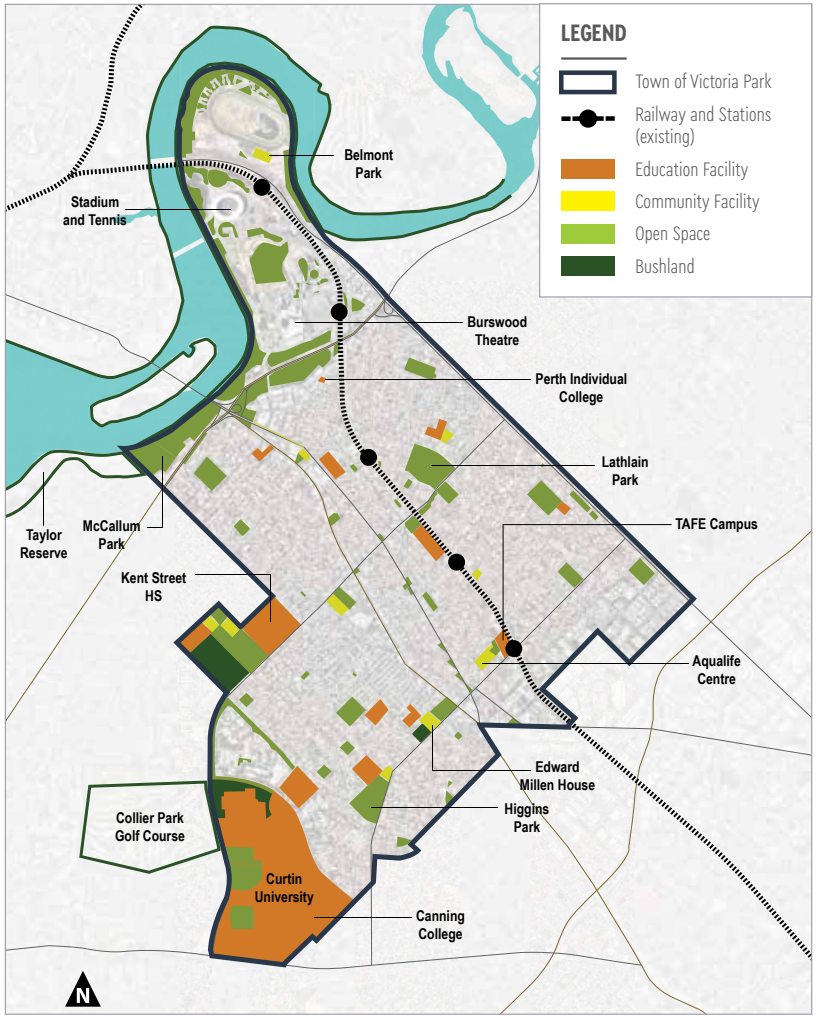


Figure 6 – Public Open Space and Community Facilities

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.

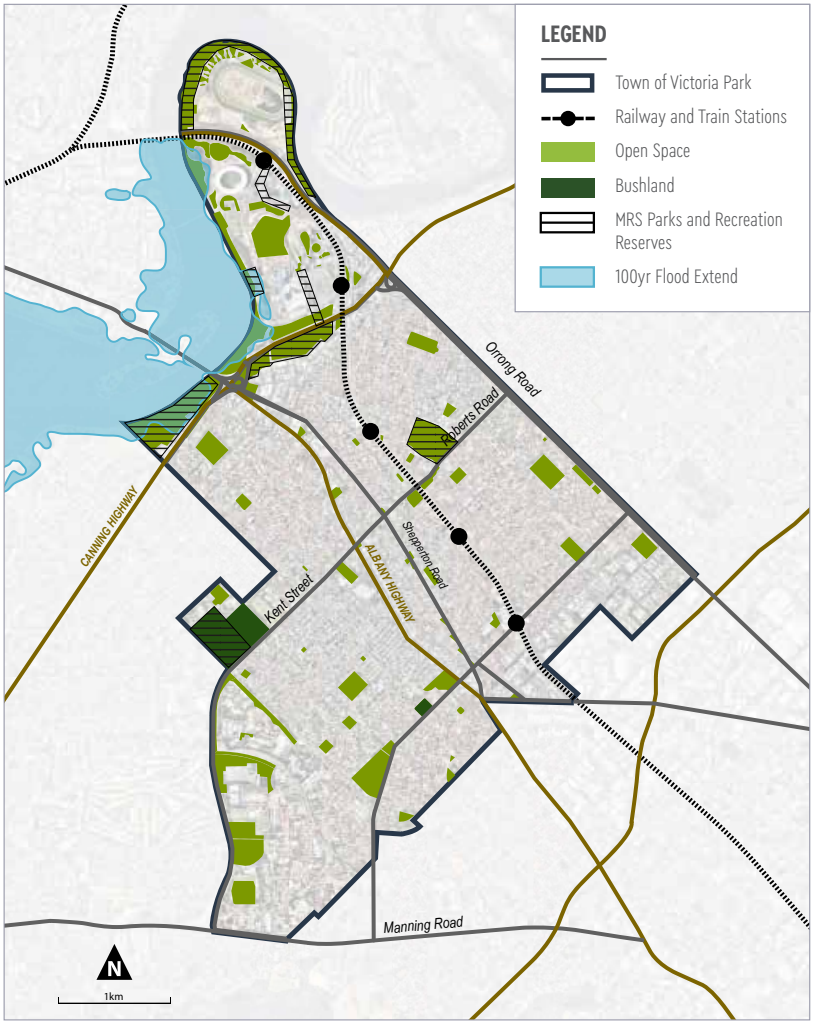


Figure 7 – Natural Environment

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.

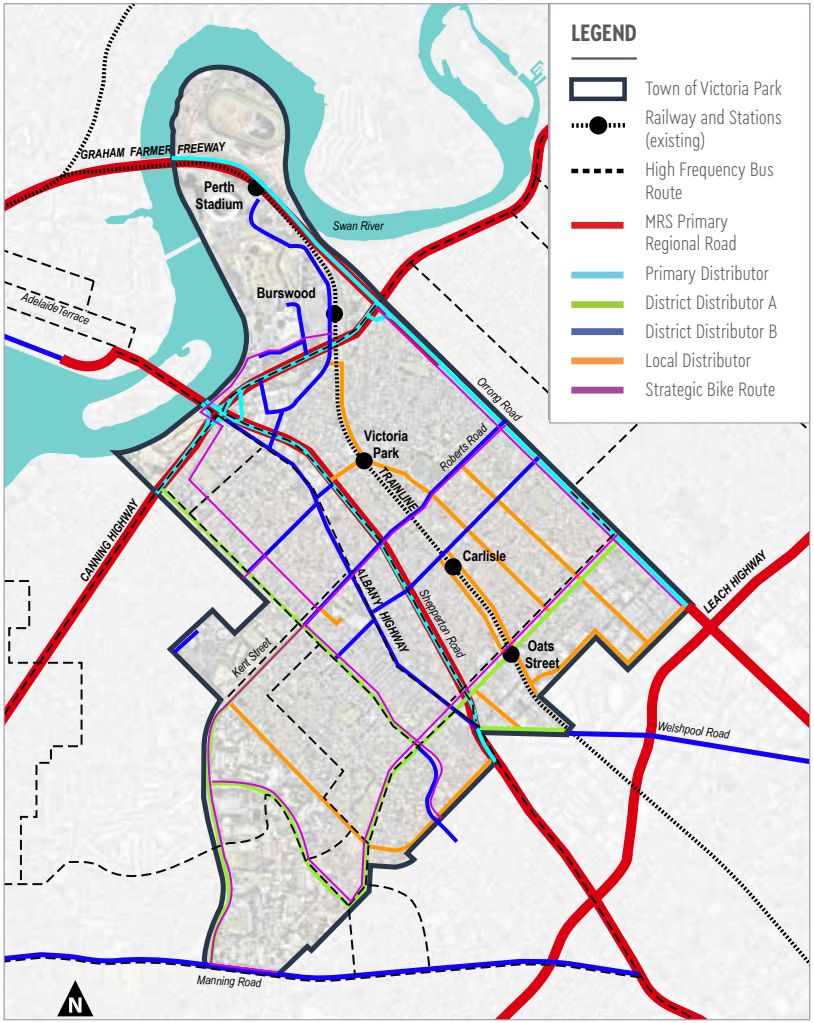


Figure 8 – Transport

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 meets 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
7.1 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
7.2 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)
7.3 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
7.4 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)
7.5 Review and/or develop Local Planning Policies that facilitate localised contribution to address specific infrastructure needs and community benefits, including (but not limited to): • Public art; • Laneway widening; • Cash-in-lieu for car parking; • Urban forest and tree canopy; • Public Open Space contributions; and • Public realm infrastructure.	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 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.

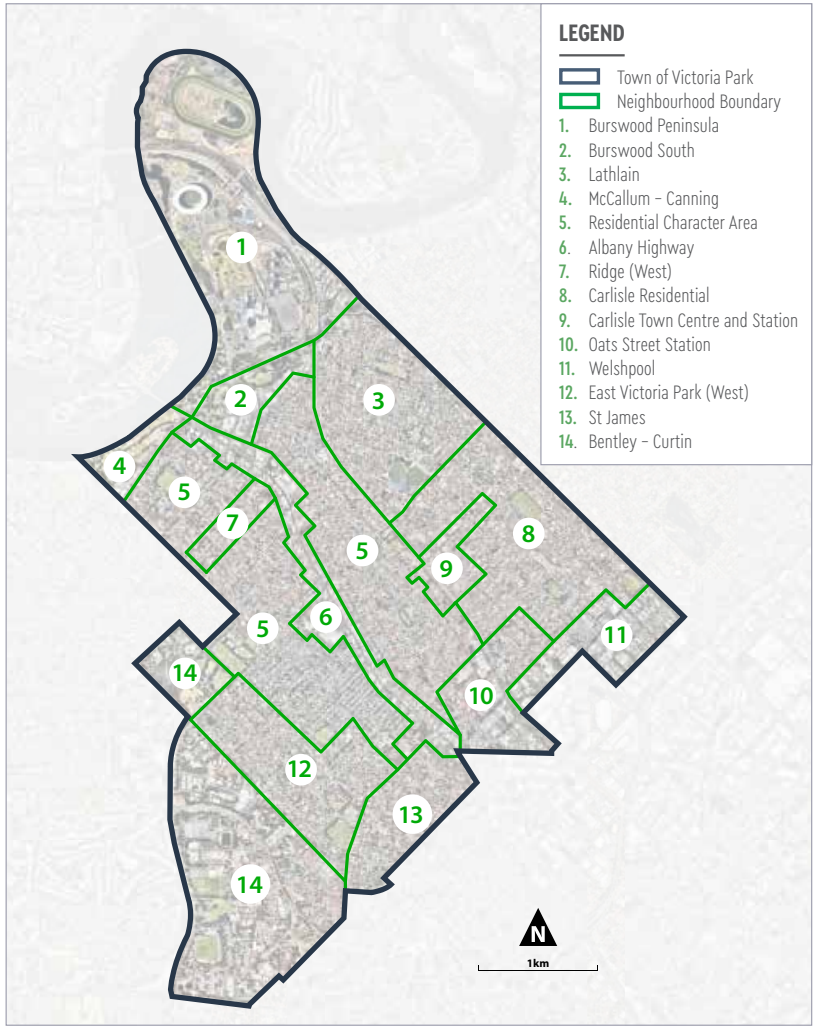


Figure 9 – LPS Neighbourhoods

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
BP.1 Work with the Department for Planning, Lands and Heritage to review the Burswood District Structure Plan (WAPC, 2015).	SHORT TERM (1–2 years)
BP.2 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)
BP.3 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 +)
BP.4 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 +)
BP.5 Transition the current local planning framework to the new Local Planning Scheme No.2.	SHORT TERM (1–2 years)
BP.6 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
BS.1 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)
BS.2 Following precinct structure planning, determine whether Burswood South neighbourhood should be classified as an activity centre and its designation.	MEDIUM TERM (3–4 years)
BS.3 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..

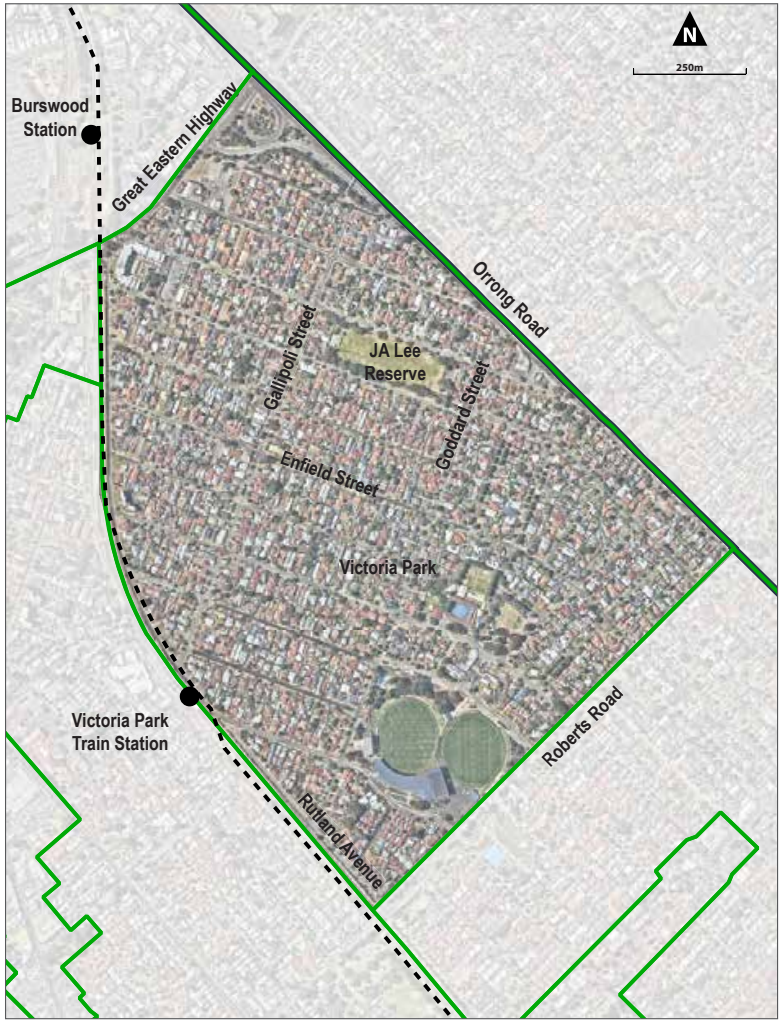


Figure 12 – Lathlain Neighbourhood

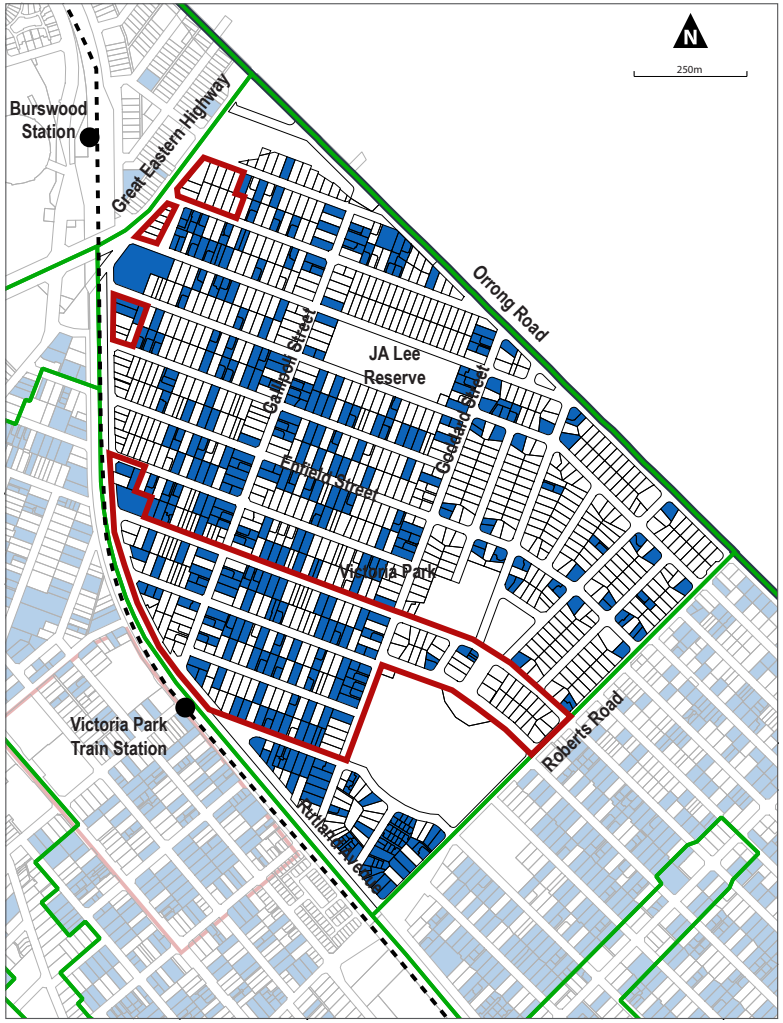


Figure 13 – Lathlain Future Investigation Area

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
L.1 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)
L.2 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: • Land occupied by commercial uses in the Gallipoli Street local centre, where the Town will work with landowners to identify a suitable commercial zone. • Any recommended changes from Action L.1 above.	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
MC.1 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)
MC.2 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
CA.1 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
AH.1 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)
AH.2 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)
AH.3 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)

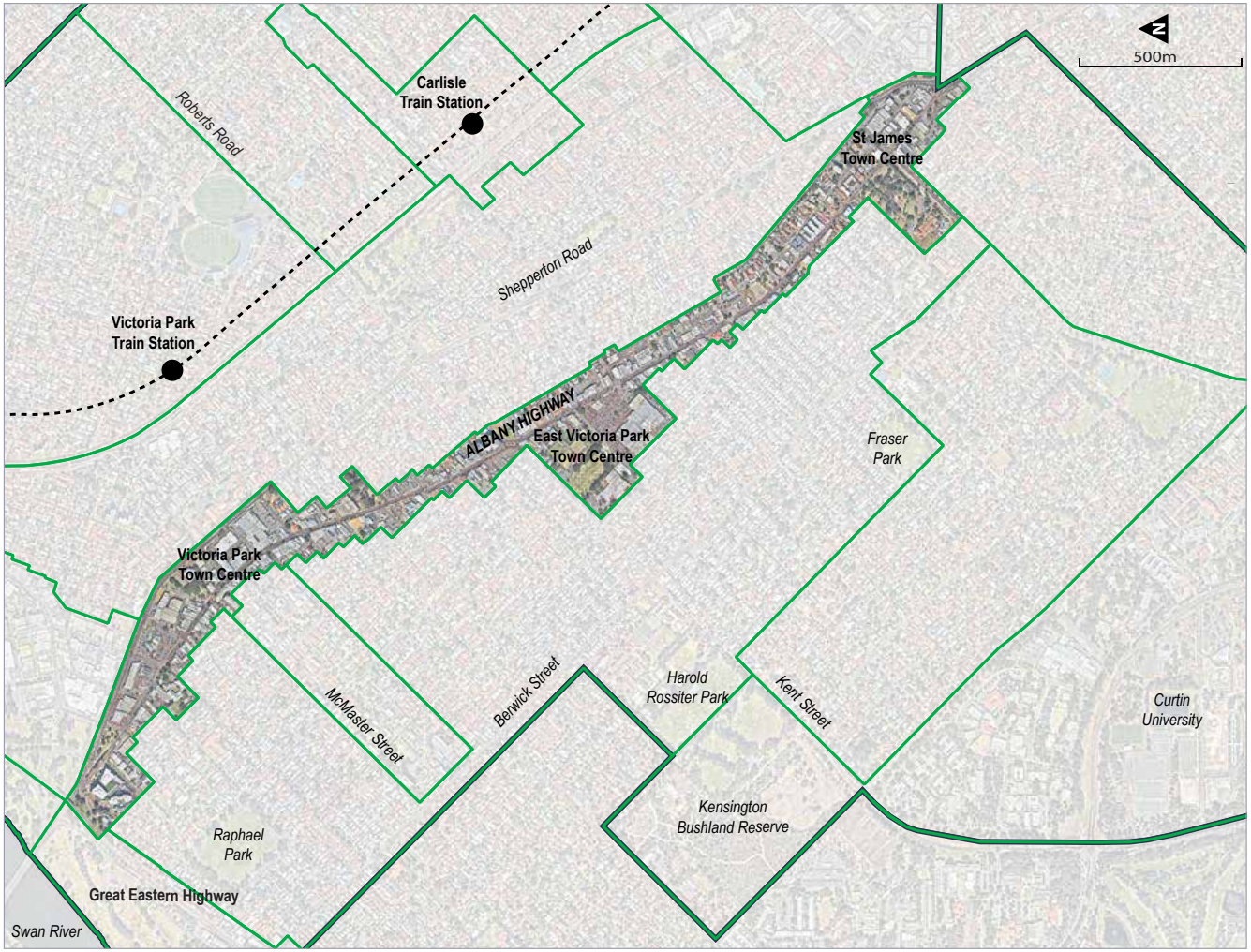


Figure 16 – Albany Highway Neighbourhood

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
RW.1 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
C.1 Transition the current Town Planning Scheme No.1 zones and densities into the new Local Planning Scheme No.2, with the exception of: • 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.	SHORT-TERM (1–2 years)
C.2 Liaise with the Department for Planning, Lands and Heritage to repeal Carlisle Minor TPS No.3	SHORT-TERM (1–2 years)

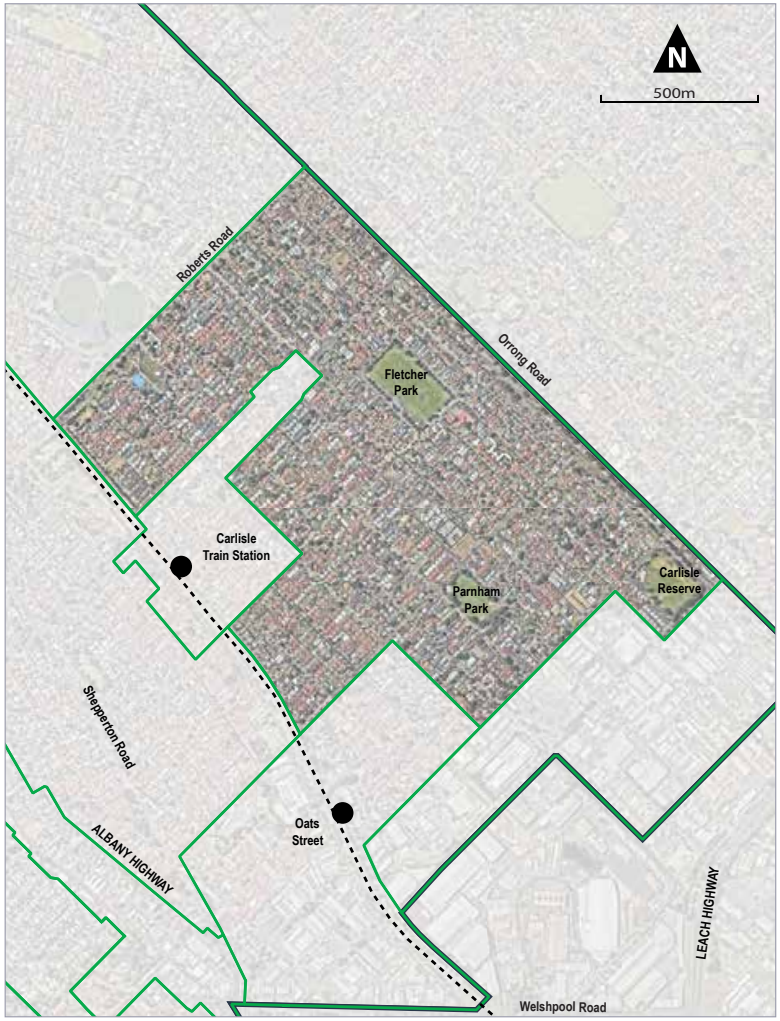


Figure 18 – Carlisle Residential Neighbourhood

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
CT.1 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)
CT.2 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
OS.1 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)
OS.2 Investigate suitable zones and residential densities for land currently zoned Special Use Zone (Eastern Gateway Development Guide Plan).	SHORT-TERM (1–2 years)
OS.3 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)
OS.4 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
W.1 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)
W.2 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
EVP.1 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



LEGEND

- Local Planning Strategy Neighbourhood
- Infill Strata Lot
- Future Investigation Area (subject to further engagement)

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
SJ.1 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)
SJ.2 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
CB1	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



Local Planning Strategy

BACKGROUND AND INFORMATION ANALYSIS (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	November 2021

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Chapter 1 – Introduction

The purpose of this report is to provide relevant background information and analysis to support the strategic direction and key actions outlined in the Local Planning Strategy – Part One.

In accordance with the Western Australian Planning Commission's (WAPC's) Local Planning Guidelines, the Strategy has been arranged in two main parts:

Part 1 – Strategy

This part provides:

- The Town's vision, and objectives to guide land use and development over the next 10–15 years;
- Actions that set the strategic planning program for the next 5 years and inform the preparation of a new Local Planning Scheme No.2.

Part 2 – Background Information and Analysis

This part provides background information and analysis of land use and development issues across key planning themes and neighbourhoods. This part also includes Appendices which contain studies and other supporting information.

Chapter 2 – Neighbourhoods and Housing

This Chapter provides background relating to the planning of the Town's housing. Housing refers to the broad spectrum of different types, sizes, tenures and prices of accommodation that are required to cater for the diversity of, and changing nature of, housing needs within the community. This Chapter also addresses the Town's capacity to meet the State Government's infill dwelling targets and the urban consolidation principles outlined in metropolitan planning strategy Perth and Peel @ 3.5 million (WAPC, 2018) and the Central Sub-Regional Planning Framework (WAPC, 2018).

Current Planning Framework

This section provides an outline of the key State government strategies and policies which must be addressed through the Planning Strategy and which inform the preparation of the *Local Planning Scheme No.2* (a more detailed summary is included in Appendix 3). The section also outlines the current local planning framework that guides development across the Town, and other major Council strategies that provide a strategic basis for the updates to the local planning framework.

STATE GOVERNMENT

Perth and Peel @ 3.5 million **(WAPC 2018) and** ***Central Sub-Regional Planning Framework*** **(WAPC 2018)**

The State governments' metropolitan planning strategy and sub-regional framework provides the broad spatial layout for infill residential, commercial development and protection of significant green assets, as well as infill dwelling targets for local government areas.

State Affordable Housing Strategy 2010–2020 **(Department of Housing, 2010) and** ***Affordable Housing Action Plan 2017–18 to 2019–20*** **(Department of Communities, 2018)**

Provides direction for affordable and social housing for low and moderate income households.

State Planning Policy 7.0 Design of the Built Environment (WAPC, 2019), State Planning Policy 7.3 Residential Design Codes Volume 1 and Volume 2 – Apartments (WAPC, 2019)

State-wide planning policies guiding the density, siting and design of residential development.

State Planning Policy 7.2 Precinct Design **(WAPC, 2020)**

State-wide planning policy proposing the introduction of a new planning instrument, the Precinct Structure Plan, to guide infill redevelopment of complex existing urban areas, and replace structure plans and activity centre plans. The draft policy proposes development of more 'integrated' plans covering urban structure, built form, infrastructure and environmental initiatives, and streamlined processes for plan preparation and approval.

Heritage Act 2018 and Heritage Regulations 2019, State Planning Policy 3.5 Historic Heritage Conservation (WAPC, 2007)

Legislation and state-wide planning policy guiding assessment, identification and designation of heritage status.

State Planning Policy 3.6 Development Contributions for Infrastructure (WAPC, 2009) and Draft SPP 3.6 Development Contributions for Infrastructure (WAPC, 2019)

Establishes the circumstances where developer contributions for infrastructure are appropriate and the mechanisms for achieving contributions.

State Planning Policy4.2 Activity Centres for Perth and Peel (WAPC, 2010)

A state-wide planning policy that contains guidance on the density of housing expected for different types and sizes of Activity Centres according to a hierarchy of centres of varying sizes and functions.

Draft Position Statement: Residential Aged Care (WAPC, 2019)

Draft guidance for how the local planning framework should consider and make provision for residential aged care dwellings and accommodation.

TOWN OF VICTORIA PARK

Strategic Community Plan 2017–2032 (Town of Victoria Park, 2019)

The Strategic Community Plan is the principal strategy and planning document that reflects the community's long-term vision, values, aspirations and priorities. The Plan has been prepared with a large degree of public engagement and contains specific guidance on the quality of neighbourhoods and locations for density.

Draft Activity Centre Strategy (Planwest, 2017)

Provides analysis and recommendations relating to the inclusion of residential development in activity centres, and some linking corridors, to support economic activity and vitality within centres.

Analysis of Housing Consumption and Opportunities (.id, the population experts, 2016)

A broad analysis of the capacity for additional residential development within the Town's activity centres and residential areas.

Town Planning Scheme No.1 and ***Local Planning Policies***

The current TPS No.1 facilitates the development of housing through Zones (Residential, Residential/Commercial, Office/Residential, Special Use) and land use permissibility for various types of residential accommodation in the Zoning Table. TPS No.1 manages the density and design of housing through application of the R-Codes (State Planning Policy 7.3), Special Control Areas, Development Areas and multiple local planning policies providing particular guidance for various aspects relating to density and design. Key local planning policies are:

- LPP 4 Mixed Use Development and Residential Uses in Non-Residential Areas;
- LPP 20 Design Guidelines for Developments with Buildings Above 3 Storeys;
- LPP 25 Streetscape;
- LPP 26 Boundary Walls and LPP 27 Building Height Controls;
- LPP 31 Serviced Apartments and Residential Buildings including Short-Term Accommodations;
- LPP 33 Guide to Concessions on Planning Requirements for Mixed-Use, Multiple Dwellings and Non-Residential Developments;
- LPP 36 Climate Control (Energy Efficiency).

Note – the detailed structure and design of new neighbourhoods is also managed through structure plans and activity centre plans that are adopted by the Town and the WA Planning Commission, including Bentley-Curtin Specialised Activity Centre Plan, Burswood Lakes Structure Plan and Belmont Park Racecourse Structure Plan.

Note – the *Planning Regulations* exempt single houses from planning approval.

Review of Residential Character Study Area and ***Town Planning Scheme No.1 Local Planning Policy 25 'Streetscape' Stage 2: Recommendations Report*** (Element WA, 2019)

A study to confirm the value of original dwellings in the residential character areas, community expectations regarding protection and development potential, proposed improvements to the LPP and application of a Special Control Area.



Opportunities And Challenges

This section discusses the key planning opportunities and challenges addressed by the Planning Strategy and recommendations for the future local planning framework, including the new Local Planning Scheme No.2 zones, reserves and planning requirements where relevant.

MEETING INFILL DEVELOPMENT TARGETS AND URBAN CONSOLIDATION PRINCIPLES

The State government's previous metropolitan planning strategy Directions 2031 and Beyond (WAPC, 2010) set an infill development target to develop 47% of the total new dwellings to 2031 for the Perth metropolitan region, to be developed in existing urban areas.

On that basis, the updated metropolitan strategy Perth and Peel @ 3.5 million (WAPC, 2018) updated infill dwelling targets for each local government in the Central sub-region to accommodate a total of 215,000 new dwellings to 2050.

The Town's infill dwelling target is 35,090 dwellings by 2050, which equates to around 77,230 residents[1]. At the 2016 Census, the Town had 16,946 dwelling and 36,647 residents. As such, the Local Planning Strategy must demonstrate how the Town can accommodate an additional 18,144 dwellings over the next 30 years to 2050, for an additional 40,583 residents.

The Central Sub-Regional Planning Framework (WAPC 2018) provided further direction for growth to meet a 'connected city' pattern with new dwellings concentrated within and around activity centres, train stations and urban corridors (high frequency public transit routes). It is the role of the *Local Planning Strategy* to ensure these targets can be met according to the connected city framework where possible. As such, the following sections outlines the Town's capacity to meet the infill targets in acceptable locations and strategies for managing growth through the local planning framework to comply with the State government's urban consolidation principles and the strategic outcomes expected by the community (as adopted in the *Town's Strategic Community Plan 2017–2032)*.

Capacity to Meet Infill Dwelling Targets

The Town's Population and Dwelling Forecast provides a localised assessment of anticipated dwelling growth. They are derived from dwelling yields contained in adopted structure plans (Burswood Peninsula and Bentley-Curtin) and an assessment of the likely development within local areas (from approved development plans) (refer to https://forecast.id.com.au/victoria-park). The Town's Forecast indicates the Town will have 24,468 dwellings at 2031, although the State government's infill dwelling target is 27,094 dwellings at 2031 (refer to Figure 2.2), a difference of 2,262 dwellings.

This means the Town's Forecast anticipates a slightly slower growth rate than the State's infill dwelling target, and the target will be achieve at a slightly later date. The optimistic nature of the State's infill dwelling target is demonstrated during the period 2011 to 2016 where actual growth was 1,172 dwellings although the infill dwelling target anticipated 3,850 dwellings. The slower growth rate during this period was due to the slowdown in population growth for the whole of the Perth region associated with the decline in the mining sector. This gap will persist over the time unless the State experiences a period of high growth.

Figure 2.2 – Forecast growth in Population and Housing and State Government Targets 2011–2050

		2011 (Census)	2016 (Census)	2021	2026	2031	2031 – 2050
Town of Vic Park Forecasts (2015)	Residents	34,718	36,647 (+1,926)	40,861 (+4,214)	45,344 (+4,483)	49,913 (+4,569)	Not calculated
	Dwellings	15,774	16,946	19,089	21,601	24,468	Not calculated
	(+ additional dwellings forecast between each period)		(+1,172)	(+2,143)	(+2,512)	(+2,867)	-
State Govt – Infill Dwelling Targets 2018	Dwellings		19,624	22,234	24,794	27,094	35,090
	(+ additional dwelling target between each period)		+3,850	+2,610	+2,560	+2,300	+8,000

Source: Town of Victoria Park Population Forecast, .id the population experts 2016, Central Sub-regional planning framework, WAPC 2018 (p.82)

1 Appendix 3, p.81 Central Sub-Regional Planning Framework (WAPC, 2018).

In 2016, the Town engaged consultants to assess the spatial capacity to accommodate the State infill dwelling targets (refer to Appendix – Analysis of Housing Consumption and Opportunities by.id, 2016). The analysis was based on the community's preferred areas for higher density and infill development that were mapped during the 2016 Strategic Community Plan workshops. The assessment calculated the capacity for additional dwellings as follows:

- A calculation of dwelling yields possible from available land in activity centres based on theoretical densities (upcodings) to Oats Street Station, Carlisle Town Centre/Station, Berwick-Canning Hwy, Albany Highway and Burswood South.
- A calculation of dwelling yields in existing approved structure plan areas – Bentley-Curtin Specialised Activity Centre, Burswood District Structure Plan.
- A calculation of dwelling yields in non-activity centre areas (ie. residential suburbs) based on the capacity remaining for infill development under the Town's medium density codes under the existing Town Planning Scheme No.1.

In total, the assessment found the Town could theoretically accommodate an additional 24,000 dwellings on top of the actual number of dwellings at 2016 which was 17,000 dwellings ie. there is potential for a total of 41,000 dwellings. This demonstrates the capacity of the Town to meet the State government's infill dwelling target of a total of 35,000 dwellings by 2050.

In 2020, as part of this Local Planning Strategy, a further assessment of capacity for additional dwellings was undertaken (refer to Figure 2.3) as follows:

- A calculation of the remaining dwelling yields under existing approved structure plans and planning policies (Burswood Peninsula, Burswood South and Bentley-Curtin).
- A calculation of dwelling yields recently increased under approved revised Masterplans for aged care facilities in the Bentley-Curtin Neighbourhood.
- A calculation of theoretical capacity for additional dwellings for Precinct Planning Areas identified under this Local Planning Strategy, derived from the 2016 Analysis of Housing Consumption and Opportunities (refer to Appendix).
- A calculation of potential dwelling yields for Future Investigation Areas identified under this Local Planning Strategy, based on theoretical increase in density should this be supported by landowners and community, and subject further engagement as per LPS action priorities.

The 2020 estimate of additional dwelling capacity indicates the potential for an additional 18,711 dwellings to 2050. This aligns with the requirement to plan for an additional 18,100 dwellings remaining under the State's infill dwelling target to 2050. The 2020 additional dwelling capacity will be refined further over the next five years as the Town's prepares Precinct Structure Plans for future growth areas to facilitate actual dwelling growth.

Figure 2.3 – Additional Dwelling Capacity Estimate @ 2020

	LOWER SCENARIO - Additional Dwellings to 2050	HIGHER SCENARIO - Additional Dwellings to 2050
PLANNED AREAS (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
		14,975 additional dwellings
PRECINCT PLANNING AREAS (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	A higher scenario may be possible through Precinct Structure Planning
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	
	2,957 additional dwellings	
FUTURE INVESTIGATION AREAS (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	Dwellings yield scenarios and densities subject to further community engagement as per LPS recommendations – refer to Chapter 8 Neighbourhoods
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	
	779 additional dwellings	
ESTIMATED TOTAL ADDITIONAL DWELLING CAPACITY FROM 2020 TO 2050	**18,711** additional dwellings	

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.

Achieving a Connected City Growth Pattern

Infill development to-date has been facilitated by the Town's current arrangement of residential densities under TPS No.1 and demonstrates alignment of growth with activity centres and areas highly accessible to public transport, namely proximity to the area along Albany Highway, Shepperton Road and the Perth-Armadale railway line, and to a lesser extent Burswood Peninsula. The 2016 residential capacity analysis showed dwelling approvals over the previous decade had occurred uniformly throughout the Town and that apartment developments (more than ten units) had focused on areas close to the Swan River, Albany Highway and Curtin University.

As such, the current TPS No.1 has significantly progressed planning and development to ensure the Town meets its dwelling targets according to the 'connected city' growth pattern. The ability of existing TPS No.1 zones to accommodate infill development in 'suburban' locations is nearing capacity and accordingly, wholesale change to residential density codes is not necessary for the Town to meet its future dwelling targets. Rather, future growth in the Town will be delivered via:

- the adopted structure plans at Curtin-Bentley and Burswood Peninsula and the preparation of more detailed sub-precinct plans to guide subdivision and development of land (eg. local structure plans, activity centre plans and local development plans);
- the proposed update to Burswood Station East local planning policy to facilitate higher densities and development; and
- the recommendations of the Planning Strategy to prioritise growth within Precinct Planning Area.

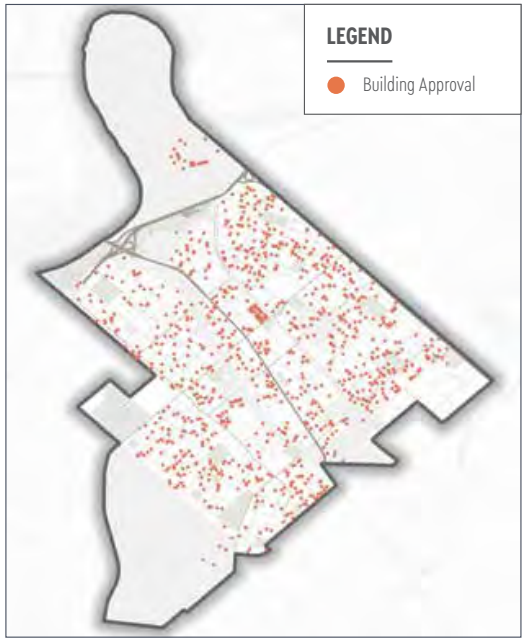


Figure 2.4
Location of new dwelling approvals 2007 to 2016

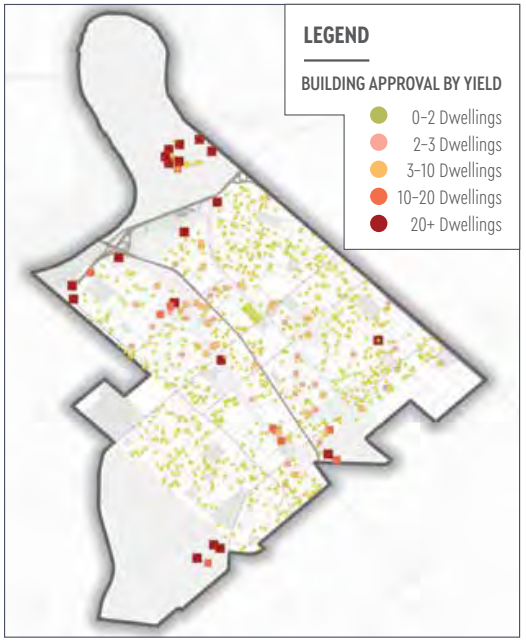


Figure 2.5
New dwellings constructed (yields) 2007 to 2016

(Source of both figures: *Analysis of Housing Consumption and Opportunities* (.id, 2016)

The ability of the planning framework to direct the majority of future growth to activity centres and station precincts enables the Town to direct growth pressure away from highly valued character areas and remaining lower density neighbourhoods. This growth management strategy ensures the Town delivers a wide diversity of living environments and housing choice across the Town while meeting the State's government's principles for urban consolidation and importantly, the community preferred locations for density and growth as outlined in the *Strategic Community Plan*.

Tracking Infill Dwelling Target Growth Rates

Between 2006 and 2011, the Town experienced strong dwelling growth averaging 3.5% per annum due to redevelopment of older housing stock and the development of new apartments, primarily on Burswood Peninsula. However, between 2011 and 2016, growth slowed considerably, falling to an average of 1.1% per annum and only one-third of the infill target was achieved (refer to Table 3.1).

Slowing growth was experienced across the State during this period and the latest State population forecasts, *Western Australia Tomorrow* (WAPC, 2019) have reduced forecast growth downward by 12% for the Perth metropolitan region to 2026 (or nearly 300,000 persons less than previous forecasts).

The combination of a slowing growth period and extensive areas already planned for growth (eg. Belmont Park, Burswood Station East and Bentley-Curtin), provides the Town with a period of 'breathing space' to plan for long-term growth areas within activity centres and station precincts, which are inherently more complex given existing development and multiplicity of land ownership.

HOUSING DIVERSITY AND SPECIAL NEEDS

The Town currently has a typical inner-city distribution of low, medium and higher density development. Dwelling growth between 2006 and 2016 delivered an even number of low-density single houses, low to medium density villas and townhouses and higher density apartments (roughly 800 dwellings each).

There was stronger growth in larger dwellings (four and more bedrooms in separate houses and three or more bedrooms in villas/townhouses and apartments) providing housing choice for larger, family households. Although, there was a loss of smaller dwellings (one bedroom or less). At the same time, there was a loss of population in the young adults and older people age ranges, and an increase in the proportions of households experiencing housing stress (rentals) compared with the Perth average. These factors indicate declining housing diversity.

The future growth of apartments will cater for the forecast growth of smaller households, and where possible, they should provide for housing diversity through a mix of dwelling sizes and diversity in other built form arrangements such as courtyards and usable balconies. These aspects can be guided by the new Apartment Codes. In addition, the Town should encourage a range of housing types within neighbourhoods and this can be achieved through mixed use development within activity centres and more dense, low-scale housing in proximity (eg. terraces etc) to Centres.

Figure 2.6 – Dwellings by Type, 2006, 2011 and 2016

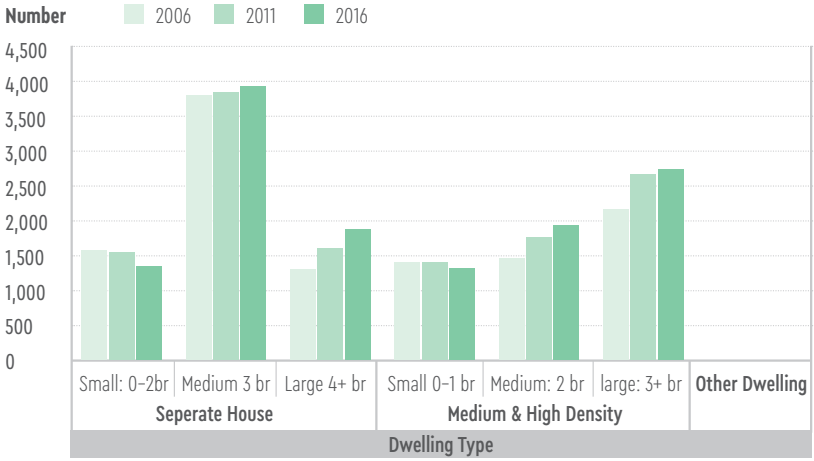


Figure 2.7 – Net Change in Dwellings by Type, 2006 and 2016



Data source: Australian Bureau of Statistics – 2006, 2011 and 2016 Census of Population and Housing

Special Needs Housing

The ability of the local planning framework to deliver special types of housing for aged and disabled persons, emergency and homeless accommodation or communal living (co-operatives, lodging houses, student accommodate etc) is somewhat limited beyond the general strategy of ensuring there is discretion within the Scheme to allow different housing types in suitable locations.

The Residential Design Codes provide for the development of ancillary dwellings, aged and dependent dwellings and single bedroom dwellings. Local government has limited scope to vary the R Code deemed-to-comply requirements, with the exception of clause 5.5.2 C2.1ii which requires that aged and dependent person's dwellings are permitted provided they occur in groups of a minimum of five dwellings. This provision is excessively restrictive and could be waived by the provision of an appropriate local planning policy to establish criteria for an acceptable number of aged and dependent dwellings, and any other design parameters.

The existing and planned development of student housing at Curtin University (notably the provision of 1000 additional beds in the short term and facilities for nearly 10,000 people longer term) goes a long way to address supply of student accommodation.

Accessible housing could be either mandated as a planning requirement (all dwellings, or a proportion of dwellings in a complex) or identified as an optional community benefit, delivered via an incentive in exchange for some additional development benefit (such as additional floor space). The Town should investigate the adoption of a suitable level of accessibility as per the options put forward in the Liveable Housing standards which seem to have a certain level of acceptance in the development industry. [2]

The WAPC's draft *Position Statement on Residential Aged Care* (WAPC 2019) proposes *Local Planning Strategy* should project aged housing needs, set targets for provision, identify suitable location and site criteria, develop planning controls to guide design and identify strategies to increase supply including through the planning framework, but other non-planning framework strategies. The draft Position Statement suggests the Scheme should include definitions of Residential Aged Care Facility and Retirement Village and ensure that they are "P" uses in residential zones where they could be reasonably permitted. The Town has significant amounts of existing aged person's accommodation in the Bentley-Curtin LPS Precinct.

Affordable Housing

"Affordable Housing" is housing where housing costs are not more than 30% of household income for "low-to-moderate income households" so housing costs do not cause financial stress and hardship. The Department of Communities *Affordable Housing Action Plan 2017–18 to 2019–20* provides definition of income ranges and 'affordable' rent prices:

- very low income households earning less than 50% of the median income ie. $43,550 per year with ability to pay $250 per week rent;
- low income households earning 50–80% of the median income ie. $43,550 to $69,680 with ability to pay between $250 and $400 per week rent;
- moderate income households earning 80–120% of the median income ie. $69,680 to $104,520 with ability to pay more than $400 per week rent.

Affordable housing does not refer to the general affordability of housing within the Town, although that is a factor in determining the availability of housing at affordable prices in the private market. Those on very low incomes are usually also able to access Commonwealth Rent assistance to help and may be able to access social housing provided by government or the non-profit sector.

To-date the planning system has largely focused on encouraging a diversity of housing, particular smaller dwellings, as a proxy for affordability. The Town Local Planning Policy 22 *Development Standards for the Causeway* included voluntary incentives for affordable housing that have not been taken up and a mandatory provision for some smaller units. In addition, the TPS provides discretion to approve "Residential Buildings" and "Lodging Houses" which buildings designed and managed to provide occupancy for six or seven and more people living independently which provide an affordable living choice. They are discretionary uses (AA use) in the TPS and subject to locational criteria and management conditions and the assessment of potential neighbourhood impacts such as parking, in accordance with Local Planning Policy *Serviced Apartments and Residential Buildings including Short Term Accommodation* (2019).

More generally, local government are often concerned with the affordability of housing for 'key workers' ie. locally essential occupations such as teachers, nurses, police officers, social service workers etc who may be priced out by lack of affordable supply, and older persons, single parent families, students etc.

2 http://www.livablehousingaustralia.org.au/

The Town's response to the Department of Planning investigation of options for affordable housing provisions through Planning Schemes recommended local government should have control over the strategic location of affordable housing, that mandatory provisions are potentially needed to ensure supply, that incentives should be a mix of planning and financial and there is a need for a clear delivery strategy to provide certainty for developers.

The newly released Apartment Design Codes include the ability to offer development incentives in exchange for Community Benefits which includes affordable housing, accessible housing, and diverse housing (aged and dependent, universally accessible, one-bedroom units, key worker housing and other innovative models).

The current level of affordability of housing for low-moderate income households within the Town is unknown and would require specific data analysis to establish a baseline. Any future strategy would need to encompass strategies across a range of roles and stakeholders, beyond the planning system, and would need to specifically identify particular affordable housing needs to be met with precise and detailed strategies that are well resourced to deliver. It's recommended that the Town undertakes some preliminary analysis of the current supply of affordable housing to establish if there may be need and what roles the Council could play to address need.

It should be noted that the Department of Communities is preparing an updated State Housing Strategy in mid-late 2020 and this may provide strategic direction for affordable housing that is relevant to the role of local government.

In addition, there may be opportunity for METRONET to include affordable housing within their projects areas, under the Department of Communities special METRONET Social and Affordable Housing Package program..

NEIGHBOURHOOD CHARACTER AND URBAN DESIGN

Local character and distinctiveness make an important contribution to sense of place, community identity, pride and amenity. Local character is becoming an increasingly important aspect of the Town's attractiveness as a place to live and invest, a key economic asset.

It is important to distinguish between places (buildings) or precincts with cultural heritage significance as defined by the Heritage Act 2018 and streetscape or neighbourhood character. The notion of character is broader than cultural heritage significance. *"Character"* can be defined as *"the product of built and natural elements of a locality which collectively distinguish it from other, nearby localities. Within a definable precinct these basic elements appear in sufficient quantities as to produce a unifying effect. The basic elements which contribute to the character of a locality can include, amongst other things building form, scale, height, materials and orientation, private plantings, setbacks of buildings from the street, the number of crossovers, street trees, street width and geometry and street furniture."* A combination of individual elements form streetscapes and it is often the entire streetscape that is regarded as establishing the character of a residential area.

Conservation of historic character, retention and respect for valued elements of neighbourhood character, and the creation of distinctive identity through new development, all combined to create character.

The Town contains some of the oldest suburbs in the Perth metropolitan area and retains the original pattern of subdivision and much of the original pre-1945 building fabric. Studies in 2003, 2010 and 2019 (Residential Character Study 2003 (Hocking Planning and Architecture), Residential Character Study Review 2010 (Town of Victoria Park), and Review of Residential Character Study Area and LPP 25 "Streetscapes" (Element 2019)) confirmed the presence of a significant proportion of original dwellings and intact streetscapes in the 'Residential Character Study Area' that warranted continued special protection and design guidance. The 2019 study and engagement confirmed the community's desire to retain character but also permit flexibility to accommodate contemporary needs. As such, the Town is in the process of amending the TPS to introduce a Special Control Area 'Character Retention Area' to regain control over planning approval for demolition and extensions and updating planning and design guidance in the existing *LPP 25 Streetscape*. It should be further noted, that referral to the Heritage Council under the Heritage Act may be required even if the proposal does not directly relate to a heritage place (ie the demolition is adjacent to an identified heritage place).

The link between the quality of the built environment, streetscapes and neighbourhoods and community wellbeing is recognised. Improving the quality of building for living and working, and the quality of places has been a major focus of the State government in recent times with the introduction of *SPP 7.0 Design of the Built Environment,* and *draft SPP 7.2 Precinct Design*.

Given that the bulk of development in the Town over the next 20–30 years will be residential, there should be a special emphasis through Precinct Structure Plans on ensuring that new development contributes to the maintenance and improvement of streetscapes and neighbourhoods, with a focus on retaining and enhancing the village-like character of many parts of the Town. This will be important for residents, visitors and investors alike.

In other areas experiencing incremental infill and redevelopment on an ad hoc lot-by-lot basis, the Town will progressively update planning guidance to achieve higher standards of design, through the Local Planning Policy review program.

There is an increasing preference for performance-based development controls and a shift away from more inflexible statutory structure plans / activity centre plans. Structure Plans will be replaced with Precinct Structure Plans, which will contain a mix of development controls adopted under the TPS and those within Precinct Plans and LPPs. The aim is to achieve higher quality design outcomes, especially where development is of a small scale and incremental in nature as opposed to larger scale development of major sites and planned street blocks.

Since 2001 the Town has been guided by expert design advice through the Design Review Panel, although in time it is possible that with the coming of the State DRP, Precinct Plans may be considered by the State rather than the local panel. As such, it will be critical to get an up-to-date suite of good quality design controls/guidance in place as soon as possible. The LPS should promote more intensive development, particularly within activity centres, with height and bulk designed to be appropriate for the retention of a human scale.

CULTURAL AND ABORIGINAL HERITAGE

The Swan River and its foreshores have been recognised for their importance to the Aboriginal people in regard to food, resources, occupation areas and links with dreamtime mythology. Aboriginal occupation of sites along the Swan River dates back 40,000 years, with the river used for fishing, shellfish gathering and meeting places, particularly at crossing points. All Aboriginal heritage sites, whether identified or registered or not, are protected by the Aboriginal Heritage Act (1972). The Act sets out obligations on those undertaking development or using land in a manner that may adversely impact an Aboriginal site.

The planning framework plays a role in cultural heritage identification, conservation and protection via the requirements of the Heritage Act 2018 and the Planning and Development (Local Planning Schemes) Regulations 2015. The Town adopted an updated Local Heritage Survey in 2021 which contains a total of 85 places of cultural heritage significance (78 places from the original 2000 Local Heritage Survey and 7 new places) and 31 places that warrant further research to establish whether they have any significance. The Town is now preparing a Local Heritage List to provide statutory consideration for conservation for some places through adoption under the Local Planning Scheme.

SHORT STAY ACCOMMODATION

The Town's Local Planning Policy 31: *Specialised Forms of Accommodation other than Dwellings* provides standards and location criteria for 'non-dwelling' residential accommodation, including short-stay accommodation. There is likely to be increasing demand for short-stay accommodation, particularly informal accommodation, in the Town given proximity to the CBD and facilities on the Burswood. While the Town welcomes tourism accommodation, un-hosted informal accommodation within existing residential areas may cause issues regarding residential amenity and affordability. A recent Inquiry by a Committee of the State's Legislative Assembly (2019) has reported on the issue of short stay accommodation identifying a possible management issue with non-hosted accommodation where the owner is absent. Local governments may have to respond when the Government addresses the Committee's recommendations and further amendments to LPP 31 may be required.

ENVIRONMENTAL PERFORMANCE OF DWELLINGS

The number of dwellings is expected to double over the next 30 years which provides a significant opportunity for the Town to influence the sustainable design and environmental performance of buildings. The Town's impending Climate Emergency Plan is expected to set an ambitious carbon reduction target for the Town, and implications for the design of future buildings is discussed in the Environment Chapter.

ALIGNING GROWTH WITH INFRASTRUCTURE INVESTMENT

With a doubling of dwellings and population over the next 30 years, the Town will need to meet increased demand for new and upgraded facilities and infrastructure such as open space, community spaces and streetscapes. Planning, funding and delivering urban infrastructure is somewhat complex given the multiplicity of statutory regulations, the assessment of needs and establishing a nexus between demand and development, and the multiplicity of funding mechanisms. These issues are explored in the Chapter – Infrastructure Funding.

3. Activity Centres and Employment Areas

This chapter provides background relating to the Town's activity centres and employment opportunities areas. This chapter is informed by the Town of Victoria Park's ***Draft Activity Centres Strategy*** (Planwest, 2017) which is included at Appendix 3.

The Town's Activity Centres are the focus of its employment, high density living and social and commercial services. While each offers different scale and characteristics, they are the busy, beating hearts of the Town of Victoria Park. Vibrant economies are generally those places that have a mix of land uses, a high quality public realm, are highly accessible, are able to adapt to economic trends and have a substantial local population.

Through its *State Planning Policy 4.2 – Activity Centres Perth and Peel*, (WAPC 2010) the State Government places great emphasis on Activity Centres as being crucial in delivering a connected and sustainable city by providing greater housing and employment opportunities and creating a sense of place through social and business activities and services.

Current Planning Framework

This section provides an outline of the key State government strategies and policies which must be addressed through the Planning Strategy and which inform the preparation of the *Local Planning Scheme No.2* (a more detailed summary is included in Appendix 3). The section also outlines the current local planning framework that guides development across the Town, and other major Council strategies that provide a strategic basis for the updates to the local planning framework.

STATE GOVERNMENT

Perth and Peel @ 3.5 million – Central Sub-regional Planning Framework (WAPC, 2018)

The *Central Sub-Regional Planning Framework* places a significant emphasis on intensifying the use of existing urban land, placing emphasis on Activity Centres, Urban Corridors, Station Precincts and Industrial Centres to accommodate the forecast increases in population and workforce.

State Planning Policy 4.2 – Activity Centres Perth and Peel (WAPC, 2010)

State Planning Policy 4.2 Activity Centres (SPP 4.2) is the State's primary policy setting out objectives for the distribution, size and mix of commercial, residential and community activity in activity centres according to a hierarchy of centres with the aim of ensuring equitable and efficient access to goods, services, education and recreation. The Policy also provide guidance on urban design and integration of centres with public transit. The Policy includes housing density targets to encourage more people living within and close to centres, and requires Activity Centre Plans for larger centres.

State Planning Policy 7.2 – Precinct Design

State Planning Policy provides guidance for preparation of Precinct Structure Plans.

TOWN OF VICTORIA PARK

Draft Activity Centre Strategy (Planwest 2017)

The purpose of the *Activity Centre Strategy* is to place the Town in its context taking account of the identifiable trends and the implications of demographic and lifestyle changes. The *draft Strategy* was adopted at the Ordinary Meeting of Council on 8 May 2018 as follows:

> *That Council adopts the draft Activity Centres Strategy contained within the Appendices, noting that stakeholder consultation on its content will be undertaken as part of the future consultation to be associated with the Town's forthcoming draft Local Planning Strategy.*

The document provides a review of the issues associated with the Town of Victoria Park's activity centres, identifies a number of Town's activity centre precincts and directly informs the recommendations of the *Local Planning Strategy*. The Strategy models the Town's capacity for additional retail floor space to cater for future population growth and to maintain a sustainable supply of floor space between retail-based activity centres. The Strategy makes various recommendations for each activity centre which are further considered in the *Local Planning Strategy* Neighbourhood Chapters. The Activity Centres Strategy is included at Appendix 3.

Economic Development Strategy: Pathways to Growth 2018 to 2023 (Town of Victoria Park 2019)

This Strategy provides a five-year vision and blueprint for sustainable economic growth in the Town and provides some planning related guidance that directly informs the LPS in the section Pathway 5: Creating an Enabling Business Environment. These include the need to ensure regulatory frameworks are best practice, promote a place-based approach and encourage investment and business engagement.

Town Planning Scheme No.1 and Local Planning Policies

The current Town Planning Scheme No 1 guides and controls commercial and business activity in activity centres and industrial areas through a range of Zones (Residential/Commercial, Office/Residential, Local Centre, District Centre, Commercial, Industrial 1 and Industrial 2, and Special Use), and land use permissibility for various types of commercial, business, community and residential activity in the Zoning Table. Detailed development controls for zones are contained in TPS No.1 Precinct Plans and include setbacks, plot ratio floor space, car parking, residential density and so forth. The detailed structure and design of new neighbourhoods with activity centres is also managed through structure plans and activity centre plans that are adopted by the Town and the WA Planning Commission, including Bentley-Curtin Specialised Activity Centre Plan, Burswood Lakes Structure Plan and Belmont Park Racecourse Structure Plan.





Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the Planning Strategy and recommendations for the future local planning framework, including the new *Local Planning Scheme No.2* zones, reserves and planning requirements where relevant.

MAINTAINING A SUSTAINABLE HIERARCHY OF ACTIVITY CENTRES

The Town has a diversity of activity centres that provide daily access to goods and services for residents and local workers, access to local employment, opportunities for business development and support of specialist activities such as technology, education and entertainment and sport. It is vital that the size and function of the Town's network of activity centre is balanced and sustainable. This is achieved through a hierarchy as outlined in the State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP 4.2) which provides guidance on floor space size and mix of land uses. The Town will work with the Department for Planning, Lands and Heritage to ensure activity centres are correctly classified under the SPP 4.2 hierarchy and proposes the following:

- Albany Highway be classified a Secondary Centre for the entire length.
- Burswood Peninsula be classified a Specialised Activity Centre across the entire Peninsula.
- Burswood South potentially classified as District Centre or other as determined suitable.
- Oats Street – determine a suitable classification following precinct structure planning.

The justification for Albany Highway and Burswood Peninsula can be found in Part Two – Chapter 8 under the respective Neighbourhood sections.

UNDERTAKING A PROGRAM OF ACTIVITY CENTRE PLANNING

The zoning and accompanying development standards for the Town's centres need to be reviewed via a program of activity centre planning to update the planning framework (zones, reserves and planning controls – building scale and design, car parking etc) and supporting improvements to infrastructure (eg. streetscapes, car parking etc).

The responsibility and process for precinct structure planning will largely be dictated by the unique requirements and attributes of each precinct as well as the timing, preparedness of the Town, the State and/or landowners to lead. The Town is committed to ensuring that the private industry is able to lead precinct structure planning (with guidance from the State and the Town) where the market demonstrates that precinct planning can be bought forward to meet demand.

Planning for activity centre must be guided by the recommendations of the draft Activity Centre Strategy or any subsequent review, which indicated a need to prioritise design and the distinctive character of the Town's centres.

REGIONAL POLICY CONTEXT

The Town's major activity centres were developed on Albany Highway, originally in response to the introduction of a tram service in 1905. From the 1960's, development of a large format, car-based retail facilities in the Victoria Park Town Centre (Vic Park Central) and the East Victoria Park Town Centre (Park Centre) occurred.

Rapid suburban growth in the south-east corridor in the 1970's and 80's was accompanied by the building of new regional shopping centres (notably Belmont Forum and Carousel in Cannington) resulting in a decline in importance of town centres along Albany Highway. In recent years a re-emergence of experiential retail and the traditional Main Street, increased population growth and the popularity of the Town as a place to live, has resulted in the Albany Highway Town Centres emerging as desirable activity centres.

One of the impacts of the activity centres policy (SPP 4.2, WAPC 2010) is that a number of strategic and secondary centres have acted on the policy's lack of control over retail floor space and received approval for substantial expansions to create a number of 'super regional' centres, Most notably at Carousel adjacent to the Town of Victoria Park. These developments will affect the competition experienced by retailers within the Town. However, it will further emphasize the difference between the stand-alone centres and the strip-shopping offer at Victoria Park.

It is the distinctive qualities of Albany Highway Town Centres that has resulted in the Draft AC Strategy to observe that it is critical the Town continue to build on and enhance the points of difference between the Albany Highway Secondary Centre and the expanding super regional centres. Despite significant improvements with a focus on customer experience the super-regional centres do not have an authentic main street environment or residential development, and the LPS therefore recommends that the future planning framework ensures that the zoning and controls allow for these points of distinction to be enhanced in the Albany Highway

Town Centres, Burswood South, Burswood Station East and West, Carlisle Town Centre as well as other small main street style local centres (Etwell Street, Lathlain Place and Gallipoli Street)

Furthermore the distinctive qualities of the Albany Highway Town Centres, as well as locational and amenity advantages of Burswood South, Belmont Park, and Burswood Station East and West are likely to attract a diverse range of private investment that could result in increased residential development. This must be facilitated by the future Local Planning Scheme and Policy framework to ensure:

- The local economy can largely be sustained by a larger and growing local population rather than reliant on attracting customers from a regional catchment where they will be subject to competition from the super-regional centres and the free and large amounts of parking and major roads that service them; and
- The benefits of high quality dense development result in improved rates revenue forecasts for the Town that enable it to maintain its assets to a high standard and continue to invest in improvements and initiatives that benefit the social health and wellbeing of the community and the resilience of the local economy.

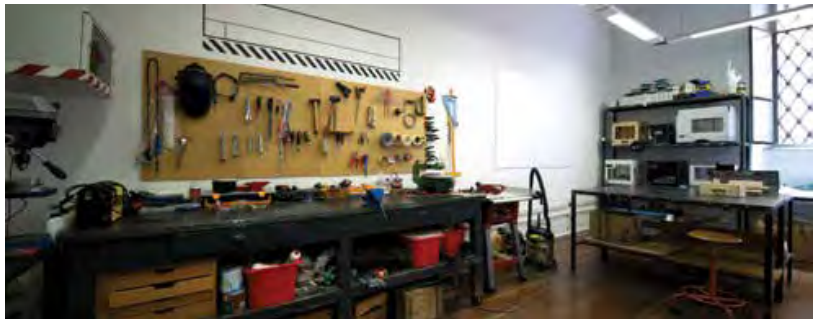
MANAGING FLOOR SPACE EXPANSIONS – PRIORITISING DESIGN OVER LAND USE

A key challenge for the Town's planning framework is to ensure that activity centres do not expand in a way that undermines the prosperity of neighbouring centres or become reliant on a regional catchment of customers to sustain them. This will require a commitment to realising residential development opportunities within centres, (refer to the Housing and Neighbourhoods chapter for relevant details), reducing car dependency through development standards and incentives (refer to the Transport chapter) and managing any potential retail floor space expansions with care.

There will be a need to consolidate retail activity into the major centres, recognizing the diversity of shopping intermixed with other uses. Unifying landscape themes, measures to integrate residential uses and careful urban design will be as critical as managing floor space approvals. The Albany Highway Secondary Centre is the heart of the Town and there needs to be an awareness that this would be detrimentally affected by significant retail development in the Specialised Activity Centres of Burswood and Curtin.

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

The Bentley/Curtin Neighbourhood comprises the Curtin University campus, adjoining Technology Park and various other institutional uses. The land is currently developed with low intensive uses. This could change in the future as the site's strategic location is capitalized upon. How the future development of the area impacts on the Town needs to be considered and planned for, including the extent of retail floor space and its impact on Albany Highway.







4. Public Open Space and Community Facilities

This Chapter outlines the planning framework requirements to support the creation and maintenance of a network of community places broadly comprising:

- Open Spaces – formally designated parks, foreshore reserves, bushlands and outdoor sporting areas providing for a wide range of active and passive recreation and environmental benefits, and may include privately owned but publically accessible open spaces such as urban plazas, parklets or rooftop gardens.
- Community Facilities – buildings and spaces that support a diversity of community activities essential to the functioning of communities and quality of life such as community and recreation centres, libraries and schools.

The network of community places makes a significant contribution to community health and wellbeing through recreation, connection to nature, opportunities for social interaction and community participation. They play a vital role in achieving environmental outcomes such as conservation of remnant bushland, foreshore protection and stormwater management. They are essential to the quality of life and the shared cultural identity of the Town's diverse community.

The Town's existing network of community places has largely been shaped through the historical subdivision of the Town and 'suburbanisation' through the 1960s and onwards. There is a need to enhance and build on the existing network of community places to cater for the demand generated by urban consolidation and new development, and to provide for the diverse and contemporary needs of existing and future populations.





Current Planning Framework

This section provides an outline of the key State government strategies and policies which must be addressed through the Planning Strategy and which inform the preparation of the *Local Planning Scheme No.2* (a more detailed summary is included in Appendix 3). The section also outlines the current local planning framework that guides development across the Town, and other major Council strategies that provide a strategic basis for the updates to the local planning framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Framework (WAPC, 2018)

The *Central Sub-Regional Planning Framework* recognises the essential role community places play in delivering successful urban consolidation where activity centres form a key focal point for social activity and community services and the green network enhances opportunities for a diversity of community activities alongside environmental conservation.

Draft State Planning Policy 3.6 Infrastructure Contributions (WAPC, 2019)

The draft SPP 3.6 sets out the principles and planning framework for delivering essential and community infrastructure through detailed planning and development, and apply to areas facing increasing demands through urban consolidation. The draft SPP provides detailed guidance on the mechanisms and processes that can be used to secure infrastructure contributions through the Town Planning Scheme.

State Planning Policy 7.0 Design of the Built Environment, SPP 7.2 Precinct Design and Precinct Design Guidelines (2020)

This suite of policies set a new benchmark for design excellence through greater consideration and integration of the social role of places and satisfaction of community needs through statutory plans.

State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (2019)

The 'Apartment Codes' provide the opportunity to establish development incentives in the local planning framework where additional development or greater flexibility within planning controls (such as additional plot ratio and/or building height) is offered in exchange for the delivery of tangible 'community benefit' within an area or development site. Community benefits may include public amenities, culture and recreation facilities, meeting places, public pre-school or child care facilities and associated open space.

Planning and Development Act 2015 / Development Control Policies

Various sections of the Planning Act and WA Planning Commission development control policies provide the statutory basis for securing public open space and/or cash-in-lieu contributions and where and how funds should be spent. *Development Control Policy DC2.3 Public Open Space in Residential Areas* (WAPC, 2002) establishes the general policy provision of 10% land should be given up at subdivision for public open space.

TOWN OF VICTORIA PARK

Public Open Space Strategy (2019)

The Town's *Public Open Space Strategy* was developed with extensive community input and provides strategic direction and a framework to deliver an equitable and accessible network of open space that cater for the diversity of community, cultural and environmental needs. The Strategy used qualitative and quantitative data to assess the capacity and suitability of the open space network to cater for existing and forecast population demands.

Draft Social Infrastructure Plan (2017)

The Town's *draft Social Infrastructure Plan* will provide the strategic direction for the planning and development of social and community infrastructure through a range of strategies including the planning framework partnerships and advocacy.

Town Planning Scheme No.1

Open spaces and community facility sites are mostly reserved under TPS No.1, usually for Parks and Recreation and Public Purposes, although they can also be located in Zones and identified within structure plans. Land use permissibility is guided by the Reserve purpose which is outlined in TPS Precinct Plans. Regional foreshore areas and state facilities are reserved "Parks and Recreation" and "Public Purpose" under the Metropolitan Region Scheme and reflected as such in the Scheme.







Opportunities And Challenges

This section discusses the key planning opportunities and challenges addressed by the *Planning Strategy* and recommendations for the future local planning framework, including the new *Local Planning Scheme No.2* zones, reserves and planning requirements where relevant.

Addressing Public Open Space Needs

The *Public Open Space Strategy* was developed through extensive analysis of the current and future need for open space and the identification of a number of key issues:

- current gaps in supply of local open space (within 400 metres of homes) in several areas;
- increasing demand on the open space network from population growth and associated reduction of private outdoor space associated with higher density development;
- gaps in current and future demand for sporting areas; and
- the need to accommodate a greater diversity of functions – ranging between the use of open space for environmental uses, to active and passive recreation.

The *Strategy* contains detailed town-wide and place-specific strategies to address these issues and ensure the network caters for future population growth, including:

- securing new open space areas through infill redevelopment plans (eg. structure plans, activity centre plans), considering the potential re-use of drainage sumps, and the development of selected streets as Park Streets / Complete Streets;
- maximising access to and use of open space through wayfinding and safety upgrades to key access routes and parks;
- re-designing and developing selected open spaces for active recreation and sports; and
- re-designing and upgrading existing open spaces to cater for increased population and diverse needs to maximise use of the existing network.

The *Public Open Space Strategy* provides the strategic and detailed justification for securing and developing a comprehensive public open space network through the planning framework. The Planning Strategy identifies a number of implementation actions and proposed provisions for inclusion in TPS No.2 to facilitate the implementation of the *Public Open Space Strategy*.

Scheme Provisions for POS Contributions

The majority of the Town's population growth and future development will be in the form of infill redevelopment (ie. strata title villas and apartments). As the Town has identified a shortfall in public open space to cater for future population levels, it is important to ensure that the Scheme enables the Town and the WA Planning Commission with the ability to impose conditions on subdivision and/or development approvals for public open space contributions, of equivalent cash-in-lieu contributions, to address shortfalls and the need for upgraded open space areas.

Publically Accessible Private Open Space

In addition to the Public Open Space strategies above, it is proposed that the Town identify opportunities to address open space needs through publically accessible private open space areas, such as small urban plazas or micro-parks, in suitable commercial, mixed use and residential developments. The Town should identify strategic locations for these open spaces through structure plans, activity centre plans and other major development proposals where appropriate.

Planning for Community Facilities

The purpose of the Plan is to identify facility types, locations and land /building requirements. The Plan may inform new or rationalised community purpose sites/ reservations and infrastructure / community benefit contributions (per State Planning Policy 3.6 Infrastructure Contributions and/or Residential Design Codes Volume 2 – Apartments).

Planning for Primary School Services

The Department of Education (July 2021) has advised the Town that some primary schools are approaching the maximum limit of their built accommodation capacity. Each of the Town's existing five primary schools currently exceeds the recommended dwelling yield threshold of 1500 dwellings per primary school catchment as per the WAPC's Operational Policy 2.4 – Planning for School Sites. The Department acknowledges the majority of the Town's future growth will be higher density development which traditionally yields lower demand for primary school places due to smaller household sizes. However, despite this, the Department's preliminary assessment of current and projected dwelling growth and student enrolment demand indicates the potential demand for three additional government primary school sites in the Town. In addition, population growth is anticipated to put significant pressure on existing schools in the medium to longer term. The Department advises that future demand for secondary school places can be accommodated within existing schools, although the Dept will closely monitor student enrolment demand. The Town will support the Department to identify opportunity to meet demand through future planning processes such as precinct structure planning.

5. Natural Environment

The Natural Environment refers broadly to environmental assets such as biodiversity, air and water, and the environmental resources and ecosystem services they provide to support life and which underpins the productivity and liveability of cities. This Chapter outlines the role of the local planning framework in protecting environmental assets and managing environmental impacts associated with growth and development. The Town of Victoria Park has several adopted key Council strategies relating to particular aspects of the natural environment, for example the Urban Forest Strategy, that provide the evidence base for action and strategic directions that should be implemented through the planning system.

While the Town is a highly modified environment, there are significant local environmental assets that require protection such as the waters and foreshore areas of the Swan River and bushland reserves. In addition, the design and construction of new places and buildings contributes to impacts on the environment through resource consumption and the generation of pollution. The built environment can also play a major role in determining how cities respond to wider environmental challenges such as climate change. The built environment is a long-lived asset and small-scale planning decisions made today, have broader and long-lasting impacts.





Current Planning Framework

This section provides an outline of the key State government strategies and policies which must be addressed through the Planning Strategy and which inform the preparation of the *Local Planning Scheme No.2* (a more detailed summary is included in Appendix 3). The section also outlines the current local planning framework that guides development across the Town, and other major Council strategies that provide a strategic basis for the updates to the local planning framework.

STATE GOVERNMENT

Responsibilities for strategic environmental planning and protection are distributed across multiple agencies – the Environmental Protection Authority (EPA), the Department of Water and Environmental Regulation, the Swan River Trust and the Department for Planning Lands and Heritage.

Climate Change in WA – Issues Paper (Dept of Water and Environmental Regulation, 2019)

The State government is preparing a State Climate Policy to achieve net zero greenhouse gas (GHG) emissions by 2050 and prepare for the transition to a low-carbon economy .

Waterwise Perth Action Plan (Department of Water, no date)

The *Waterwise Perth Action Plan* sets household consumption waterwise targets for 2030 and commits the State government to deliver best practice waterwise planning and design through major government projects.

Perth and Peel @3.5million Central Sub-Regional Framework (WAPC, 2015)

The primary objective of the *Central Sub-Regional Planning Framework* is achieve a more sustainable pattern of growth through urban consolidation and increased intensity of housing and employment within activity centres and along transit corridors, as well as conservation and enhancement of the green network, to contribute a more liveable city.

State Planning Policies and Guidelines

Several State Planning Policies provide strategic direction for consideration of the environment through land use and development (refer to Appendix for full list). The recently introduced *State Planning Policy 7.0: Design of the Built Environment* provides a broad framework for design of the built environment and includes Sustainability as a core principle, stating that *"Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes". State Planning Policy 7.3 R-Codes Volume 2 Apartments* includes multiple design outcomes aimed to reduce environmental impacts such as solar orientation, cross ventilation, tree canopy, bike parking, energy efficiency and water and water management. *Draft State Planning Policy 7.2 Precinct Design* expects sustainability to be addressed through precinct design through consideration of a range of 'urban ecology' elements including landscape, biodiversity, energy and water consumption and management and greenhouse gas emissions.

Other Relevant Acts

Several 'environmental' Acts intersect with the planning framework including:

- *Environmental Protection Act 1986* – sets out a regime for environmental assessment of some planning proposals, including Planning Schemes, where there may be significant environmental impacts.
- *Contaminated Sites Act 2003* – sets out a regime for identifying, recording, managing and remediating contaminated land with some requirements impacting on local government development approvals.
- *Swan and Canning Rivers Management Act 2006* – provides for the protection of the Swan River and associated land to ensure maintenance of ecological and community benefits and amenity with management policies guiding land use and development within and adjacent to management areas.
- *Biodiversity Conservation Act 2016* and *Biodiversity Conservation Regulations 2018* (Federal Government) provide greater protection for biodiversity, particularly threatened species and threatened ecological communities.

TOWN OF VICTORIA PARK

Urban Forest Strategy (2018) / Urban Forest Implementation Action Plan 2019–2024 (2019)

The *Urban Forest Strategy* provides an evidence base and strategies aimed at increasing tree canopy and the diversity of endemic (local) tree species. These actions are intended to support wildlife through tree retention, reduce urban heat island impacts and improve neighbourhood amenity. Key strategies include planting of new trees and the creation of ancillary landscaping such as roof top gardens, green walls and parklets. The *Implementation Plan* identifies several proposals that can be delivered through the planning framework.

Environment Plan 2013–2018

The *Environment Plan* provides strategic objectives for environmental focus areas including climate change adaptation, water and land management, biodiversity and solid waste management. The Plan is currently being reviewed to address future environmental needs and objectives and will provide an updated evidence base and strategies, including any requirements for implementation through the planning framework.

Foreshore Access and Management Plan (2015)

The *Foreshore Access and Management Plan* provides a framework for balancing multiple environmental, social, cultural and visual amenity values within the 2.5 kilometres of River foreshore managed by the Town and forms the basis of recommendations from the Town to the WA Planning Commission for land use and development proposals within the reserve.

Stormwater Management Plan – Volume 1 and 2 (URS Australia, 2005) / Assessment of Drainage Hot Spots (Cardno, 2010)

The URS *Stormwater Management Plan* reviewed stormwater management needs, set local objectives and identified a range of potential management regimes to solutions water quality and quantity. In 2010, Cardno were engaged to assess known drainage 'hotspots' that experienced flooding issues, identify probable causes and provide recommendations to address current issues and longer-term solutions to meet the policy standards.

Integrated Movement Network Strategy (2013)

The *Integrated Movement Network Strategy* provides the strategic direction and framework for achieving a more sustainable transport system with the aim of minimising environmental impacts from private vehicle use.

Town Planning Scheme No.1 and Local Planning Policies

The local planning framework addresses the environment through Scheme reserves, local planning policies, application of State 'environment' planning policies and other legislation as required, and structure planning. Key local planning policies include LPP Tree Planting and Retention, LPP 20 Design of Buildings Over Three Stories and LPP 36 Climate Control (Energy Efficiency).







Opportunities And Challenges

This section discusses the key planning opportunities and challenges addressed by the *Planning Strategy* and recommendations for the future local planning framework, including the new *Local Planning Scheme No.2* zones, reserves and planning requirements where relevant.

ECOLOGICALLY SUSTAINABLE DEVELOPMENT

Various aspects of the natural environment are addressed through different local planning policies that guide built form design and management of environmental impacts (eg. drainage, tree retention) and through the preparation of structure plans for new growth areas on the Burswood Peninsula and future activity centre and train station precinct plans. Parts of the older planning policies are superseded by the Apartment Codes and require review. Further policies and/or scheme provisions may be developed to further implement aspects of the Urban Forest Strategy and it is possible the proposed revision of the Environment Plan and the Climate Emergency Plan may also recommend changes to the planning framework. The proposed Burswood Station East planning policy proposes a development incentive for additional floor space in exchange for achievement of a 6* Green Star rating for buildings, while the Belmont Park structure plan encourages use of the 4* Green Star rating system to inform building design, although it is not mandatory.

Addressing environmental objectives and sustainable design of the built environment is complex. There are multiple, inter-related environmental elements for consideration, that are dependent on locational and site context and subject to different State and local policy. Planning and development proposals must also consider numerous other social and economic factors including development feasibility. The anticipated growth of the Town over the next 20 years provides a significant opportunity to influence environmental outcomes and the sustainable design and resilience of the built environment.

As such, there may be value in developing an overarching 'environment' policy to guide a coordinated response to best practice environmental planning and sustainable design of the built environment through the planning framework. This could include an assessment of the effectiveness of the current suite of policies and whether they are meeting the Town's environmental objectives.

STORMWATER MANAGEMENT AND WATER SENSITIVE URBAN DESIGN

The Town's stormwater management plan was developed in 2005 and the Town has experienced considerable growth and intensification of development over the last 15 years, as well as changing climatic conditions and increasing demands for use of existing drainage infrastructure for open space.

it is recommended the Town reviews and prepares an updated storm water management strategy that re-confirms the Town's water management objectives and strategies, requirements for upgrades or new infrastructure, any surplus assets or opportunities for co-location of functions (open space, urban forest) and any design and management requirements for implementation through the planning framework. The Strategy should also address funding responsibilities, including the applicability of infrastructure contributions (refer to the Funding Chapter for further discussion on development contributions).



6. Movement

The Chapter outlines the planning framework requirements relating to the Town's transport network and the need to cater for increasing transport demands generated from urban consolidation and business growth.

The transport network broadly refers to:

- different modes of travel – private vehicles, motorbikes, bikes, walking, public transport, taxis and ride share – that facilitate access to work, shopping, commercial services and leisure activities, as well as specialised transport modes that support business and industrial activity such as freight and delivery services; and
- the range of transport infrastructure and land required to support these travel modes such as pedestrian and cycle paths, roads, laneways, parking bays, freight routes, railway lines and stations and so forth.

Most of the Town's transport network has been defined through historical development of the road network and Perth-Armadale railway line, although some new growth areas such as Belmont Park and major infill redevelopment areas such as the Bentley-Curtin area and train station precincts may require the development of new road and path networks. The planning framework guides the development of new transport networks and the provision of transport infrastructure through structure / activity centre planning and application of transport related planning policies through approval of development applications.





Current Planning Framework

This section provides an outline of the key State government strategies and policies which must be addressed through the Planning Strategy and which inform the preparation of the *Local Planning Scheme No.2* (a more detailed summary is included in Appendix 3). The section also outlines the current local planning framework that guides development across the Town, and other major Council strategies that provide a strategic basis for the updates to the local planning framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2015)

The State Government's metropolitan planning strategy, *Perth and Peel@3.5million Central Sub-Regional Framework*, forms an integrated land use and transport plan that aligns population growth with the public transport network within activity centres and urban corridors. The aim is to increase travel by public transport and decrease travel by private vehicles to ensure transport demand is managed within the constraints of the overall network. This will minimise the negative impacts from private vehicles (eg. greenhouse gases, pollution, congestion) and make more efficient use of existing public transport infrastructure and urban land.

METRONET

METRONET is a major project of the State government that has committed over $415 million (including Federal funds) for the removal of level crossings including Mint-Archer Streets and Oats Street. This project may include redevelopment of stations and land immediately adjacent to stations (refer to Carlisle Town Centre and Oats Street Station Precinct Chapters).

ORRONG ROAD EXPRESSWAY CONCEPT (MAIN ROADS)

Main Roads is planning the Orrong Road Expressway Concept and land requirements for the Expressway Concept have been identified over some properties abutting Orrong Road and are protected under Planning Control Area (PCA) 142 Orrong Road (WAPC 2020).

TOWN OF VICTORIA PARK

Integrated Movement Network Strategy (2013)

The Town's *Integrated Movement Network Strategy* (IMNS) provides a high level framework to deliver an efficient, safe, well-connected and sustainable transport system which recognises the limitation of the road network and the need to develop an integrated multi-modal movement network. The objectives of the Strategy are to manage traffic congestion through more efficient use of roads and the integration of land use and transport. The objective is also to improve urban amenity and reduce transport costs by shifting more trips to 'active' walking / cycling and public transport modes, improve connections between transport modes and provide a basis for management of parking.

Right of Way (ROW) Strategy Plan (2003)

The ROW Strategy Plan identified ROWs that should remain open and sets out priorities for construction of un-surfaced ROWs. The Strategy also identifies those ROWs that should be closed.

Town Planning Scheme No.1 and Local Planning Policies

Transport needs and impacts are assessed through development applications and guided by several Local Planning Policies including:

- LPP 7 Vehicle Access to properties via a Right-Of-Way
- LPP 10 Pedestrian Walkways
- LPP 15 East Victoria Park Gateway Shopping Area Design Guidelines
- LPP 24 Loading and Unloading
- LPP 23 Parking Policy which includes provisions for specific purpose bays (eg motorcycle, bikes, taxis etc), reciprocal and combined parking (eg. special arrangement for sharing parking) and cash-in-lieu contributions for shortfalls in parking.
- LPP 30 Car Parking Standards for Developments along Albany Highway.

The Planning Scheme recognises the regional road network through the *Metropolitan Region Scheme* 'Primary Regional Road' and 'Other Regional Road' reservations and requires the referral of applications to the WA Planning Commission for land abutting these roads.

Opportunities And Challenges

This section discusses the key planning opportunities and challenges addressed by the Planning Strategy and recommendations for the future local planning framework, including the new *Local Planning Scheme No.2* zones, reserves and planning requirements where relevant.

Contributing to Transport Objectives

The Town's key north-south roads, such as Orrong Road and Shepperton Road, link the southern and eastern suburbs with the Perth CBD and experience the bulk of regional traffic. The Town's network of east-west roads accommodate a large volume of district and local traffic. Without significant disruption there is little to no opportunity to expand the road network to cater for additional regional and local traffic from population growth or address existing and future conflict 'hot spots' particularly at the intersections of the north-south / east-west roads. In essence, the road network has limited capacity accordingly transport demand must be managed to shift more trips from active walking/cycling and public transport modes and reduce the number of private vehicle trips. In addition, most areas within the Town are highly accessible to public transport services and walking / cycle paths. These provide easy access to local services and shops in activity centres and employment in key centres such as Curtin-University and the Perth CBD. There is a significant opportunity to set more ambitious mode-share targets and transition the Town to a more sustainable transport network.

The planning framework will contribute to a more sustainable transport network through:

- controlling the extent of car parking, including the revision of parking ratios and consideration of removing minimum provision and setting maximum parking caps, and revision of cash-in-lieu provisions and contribution rates;
- ensuring the design of car parking areas can support future adaptation to other uses;
- requirements for electric vehicle (EV) charging stations;
- updating and expanding on requirements for bike parking and end-of-trip facilities;
- revising and tightening land use definitions around publically accessible parking areas on private land and land use permissibility;
- facilitating urban consolidation and opportunities for more people to live closer to public transport routes and employment centres; and
- ensuring built form contributes to safe and comfortable streetscapes and public realm to encourage walking.

The Town notes the Department for Planning, Lands and Heritage *Action Plan for Planning Reform* proposes standard car parking provisions for the Central sub-region and will participate in this project when opportunities arise.

(Also refer to the Activity Centre Chapter for discussion on the role of parking in supporting the economic development of the Town's activity centres.)

Parking – Change of Use Trial

The Town is participating in a trial with other inner city local governments to pilot a framework to reduce regulation and promote the development of small, low impact businesses moving into existing premises in town centres, including the waiver of car parking requirements and providing flexibility in the permitted land uses. The trial will be evaluated after 12 months and may result in changes to the Town's Planning Scheme (or may introduced by Regulation).

Preservation of Rights of Way (ROWs)

The Town has an existing network of ROWs that provides rear vehicle access to properties. For infill redevelopment areas, redirecting vehicle access from the primary street to rear laneways helps minimise the impact of additional crossovers on the street (eg. loss of street trees and verges, increasing 'hardscape') and therefore can be seen as an important criteria for the selection of areas with density potential. The 2003 *ROW Strategy Plan* identified a number of ROWs for closure and the Strategy should be reviewed to ensure ROWs remain open, especially where they support urban consolidation and redevelopment of activities centres.

In addition, a number of ROWs are subject to deceased estates of the original land subdivider. Where these ROWs play a critical role in providing vehicle access to properties or provide opportunities for redevelopment of activity centres, the Town should make formal application to dedicate the ROW as a road under the care, control and management of the Town to ensure access in perpetuity.

Infrastructure Contributions for Transport Infrastructure

The Town will be investigating the potential for collection of infrastructure contributions from new development, where appropriate, to cater for the transport needs generated by population growth. The revised draft *State Planning Policy 3.6 Development Contributions for Infrastructure* provides for developer contributions towards streetscape upgrades and sustainable transport infrastructure. These contributions could be used to improve accessibility to public transport. Such an initiative would align with the objectives of the State Government's *Central Sub-Regional Planning Framework* and the Town's *Integrated Movement Network Strategy* to shift more trips to public transit and walking/cycling. Refer also to the Infrastructure Funding Chapter for discussion on an overall strategy for infrastructure contributions.

Curtin University and Local Government Trackless Tram Consortium

The Town has entered into a consortium of inner city local governments and Curtin University to identify a route for a future trackless tram network from Curtin University through the Town to the CBD and beyond. The Town is working collaboratively with the Consortium to identify potential routes that will maximise the relationship between the Town's existing and future network of activity centres and higher density residential infill redevelopment areas. The project is in the early stages of investigation and any future results should be considered in future changes to the planning framework on a precinct-by-precinct basis.









7. Infrastructure Funding

This Chapter provides background to the Town's approach to funding the delivery of infrastructure to facilitate growth, to cater for the demand generated from growth, to manage the impacts of development and to contribute to the social and economic wellbeing and prosperity of the Town.

The Town recognises three broad categories of infrastructure associated with the Town's growth requirements:

- development infrastructure – basic infrastructure required to facilitate redevelopment and provide basic urban services such as roads, electricity, water and sewer, drainage and so forth;
- social infrastructure – infrastructure required to support the effective social and economic functioning of a community such as schools, libraries, community centres, public open space and sporting facilities and so forth (sometimes also referred to as "community infrastructure"); and
- public realm infrastructure – infrastructure items located in the public realm (ie. public spaces and streetscapes) that contributes to the liveability and amenity of spaces such as street trees, street furniture, play equipment, public barbeques and public art and so forth.

The various infrastructure items required to support growth are the responsibility of varying government agencies, statutory authorities and landowners, and in some cases a combination of these. There are potential funding mechanisms available to all of these parties to facilitate infrastructure delivery. Some of these mechanisms are established in the planning framework, such as Developer Contribution Plans, while others are implemented through separate instruments or processes, such as rates revenue or infrastructure grants or individual agreements with developers. Regardless, to facilitate timely, equitable, fit-for-purpose delivery of infrastructure in areas where population is growing, it is necessary for the planning process to consider the full breadth of infrastructure issues and funding mechanisms available.



Current Planning Framework

This section provides an outline of the key State government strategies and policies which must be addressed through the Planning Strategy and which inform the preparation of the *Local Planning Scheme No.2* (a more detailed summary is included in Appendix 3). The section also outlines the current local planning framework that guides development across the Town, and other major Council strategies that provide a strategic basis for the updates to the local planning framework.

STATE GOVERNMENT

State Planning Policy 3.6 – Developer Contributions for Infrastructure (WAPC, 2009) and Draft State Planning Policy 3.6 - Infrastructure Contributions (WAPC, 2019)

SPP 3.6 sets out the policy and process for identifying and collecting developer contributions for infrastructure to facilitate and service built development and contribute to liveable communities. Infrastructure is categorised as either:

- standard infrastructure – such as open space, foreshore, school sites, roads, public utilities etc.
- community infrastructure – such as community centres, recreational and sporting facilities etc.

Developer contributions for community infrastructure or any other non-standard infrastructure must be planned via a Developer Contributions Plan (a detailed schedule of items and costs/obligations often between multiple landowners) which is based on a strategic assessment of need and demand generated by the development.

The draft SPP 3.6 sets out improvements to the policy and proposes 'sustainable transport' as standard infrastructure to cater to infill growth areas where non-vehicle transport is a priority, and proposes an alternative arrangement of 'contributions levy' capped at $2,500 / dwelling for local community infrastructure with potential for an extra $1000 / dwelling for district and/or sub-regional infrastructure.

State Planning Policy 7.3 Residential Design Codes – Volume 2 Apartments (WAPC, 2019)

SPP 7.3 Apartment Codes, include a new concept of development incentives for community benefits (section 2.8) where planning discretion can be applied to consider provision of additional development potential or flexibility in applying development controls in exchange for a tangible 'community benefit'. Community benefit may be an item of community infrastructure. Exercising this discretion should be linked to design excellence, appropriateness to local context, and demonstrated and/or prioritised community need.

State Planning Policy 7.2 Precinct Design (WAPC, 2020) and Guidelines

SPP 7.2 proposes the introduction of a new planning instrument, the Precinct Structure Plan, to guide infill redevelopment of complex urban areas to replace structure plans and activity centre plans. The draft Guidelines encourage early consideration of infrastructure needs and funding mechanisms including the identification of development incentives and community benefits.

TOWN OF VICTORIA PARK

The Town has several Informing Strategies, Local Planning Policies and other planning instruments that guide contributions to infrastructure, including:

- Public Open Space Strategy – identifies deficiencies in open space and requirements for upgrades.
- Local Planning Policy No. 7 Development and Vehicle Access to Properties Abutting Rights-of-Way – ceding of land for laneway (ROW) widening and contribution to construction and drainage (actual or cash-in-lieu).
- Draft Local Planning Policy 29 – Public Art Private Developer Contribution – contribution to public art (actual or cash-in-lieu).
- Draft Local Planning Policy – 40 Burswood Station East – contributions to streetscape upgrades.

Opportunities And Challenges

This section discusses the key planning opportunities and challenges addressed by the *Planning Strategy* and recommendations for the future local planning framework, including the new *Local Planning Scheme No.2* zones, reserves and planning requirements where relevant.

INFRASTRUCTURE PROVISION TO SUPPORT URBAN CONSOLIDATION

A substantial proportion of the Town's future growth will be through urban renewal and infill opportunities within its Activity Centres. Planning for infrastructure delivery and funding in these areas is highly complex, and the Town must seek to understand and balance a range of issues including:

- Understanding and quantifying the gap between unmet demand generated by existing population and demand generated by future growth;
- Whether the additional demand is generated at the Precinct-level or more widely across the Town.
- Whether the required infrastructure is a prerequisite for the new development and if so whether the Town should assist in infrastructure provision.
- The location and condition of existing infrastructure, which might limit how infrastructure is designed and delivered in the future.
- The potential to coordinate infrastructure provision between multiple landowners with different priorities and development intentions.
- The extent to which the timing of infrastructure delivery impacts on the attainment of housing targets.
- Whether the Town adopts a user-pays position for infrastructure in development areas and, if so, how is a fair funding approach determined?

Individual infrastructure items serve varying catchments. For instance a park's catchment tends to be local while a library is Town-wide. Consideration of the infrastructure needed and the appropriate funding strategy to secure it should be specified within the planning process, rather than be treated individually. It is therefore recommended that the Town address this challenge through its major planning documents – strategies (such as the Public Open Space Strategy and Social Infrastructure Plan) and precinct plans. These documents should include a comprehensive analysis of how future infrastructure needs are to be funded.

PUBLIC REALM INFRASTRUCTURE AND PLACE

The Town has a place-centric ethos for its strategic land use planning. The role and quality of place in a neighbourhood will be a significant consideration in the Town's future planning. Basic infrastructure such as footpaths and verge trees are provided in public spaces. However, in cases of strategic urban renewal this standard does not always align with expectations of the future community. This "public realm infrastructure" is rarely considered as a discrete infrastructure category in infrastructure planning, typically comprising an amalgam of service infrastructure, local road infrastructure, public open space, public art, and developer-led amenity projects. Although basic needs can be adequately addressed this way, the lack of a comprehensive strategy for the provision of public realm infrastructure and how these interact with neighbourhood character can impact on the successful development of "place" in growth areas.

In planning for growth, particularly through the preparation of activity centre plans and precinct plans, the Town should emphasize the value of "place" through specifying public realm infrastructure as an infrastructure category and describing how it will be funded and provided.

CLEAR AND COMPREHENSIVE APPROACH TO INFRASTRUCTURE IN THE PLANNING FRAMEWORK

To date, the Town has not taken substantial steps to implement a multi-streamed or contributions-based infrastructure funding strategy, beyond its Local Planning Policy 29 Public Art Private Developer Contribution and Draft Local Planning Policy 40 Burswood Station East Precinct Design Guidelines and Public Realm Improvements. However, State Government legislation and policies provide well-established funding mechanisms – particularly Developer Contribution Plans and contributions to public open space – that the Town has not previously attempted to implement. Developer Contribution Plans provide a mechanism for the equitable sharing of infrastructure costs amongst landowners within an area defined by the Local Planning Scheme. Contributions to public open space are broadly established under Development Control Policy 2.3 Public Open Space in Residential Areas, which sets out the requirement that land be set aside land for use as parks and recreation as a condition of residential subdivision.

It is recommended that the Town incorporate the relevant statutory mechanisms to enable contributions to be levied and infrastructure to be accordingly provided should such action be appropriate in the future. Provisions that establish Development Contribution Plans should be incorporated into the Local Planning Scheme, with future Contribution Areas being identified through the preparation of key informing strategies, activity centre plans, structure plans or precinct plans. These planning instruments should consistently consider infrastructure issues and funding responses.

In view of the wide range of infrastructure types and funding mechanisms available, and considerations of administrative cost and risk, it is expected that multiple funding sources, including a combination of user-pays, Town-pays, and individual developer agreement options, will be required. It is therefore important that the Town understand the 'big picture' of infrastructure and funding provision and ensure a comprehensive delivery approach. To assist in this, it is recommended that the Town prepare a position statement that clearly defines infrastructure categories, funding mechanisms and the Town's general position on how to comprehensively address infrastructure issues through precinct planning.



Neighbourhood Planning



Introduction

The Town has been divided into Neighbourhood Areas to assess the need for updates to the planning framework, especially to address the State Government's proposals for urban consolidation (ie. more housing and greater diversity of housing) outlined in the *Central Sub-Regional Planning Framework* (WAPC, 2018).

The Local Planning Strategy Neighbourhood boundaries encompass areas with a common character, identity and land use activity. This enables uniform recommendations for updates the future planning framework, including zones, reserves and development requirement in the new *Local Planning Scheme No.2* and other statutory planning instruments.

While there is considerable alignment between the Local Planning Strategy Neighbourhoods and the existing *Town Planning Scheme No.1 Precinct Plan* areas there has been some refinement of boundaries. This has been to account for areas undergoing change and redevelopment, for example, around Carlisle and Oat Street stations, or refinement to align with the Residential Character Area. The Local Planning Strategy boundaries may inform 'precinct' areas in the new Local Planning Scheme No.2, where required.

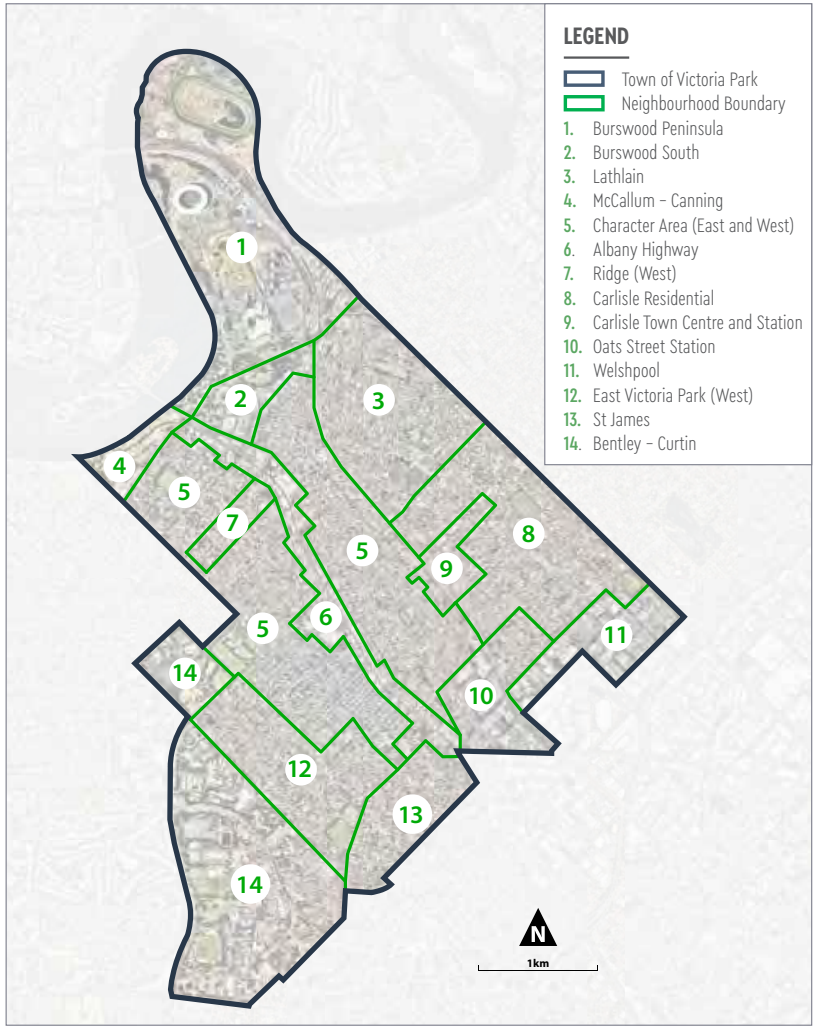


Figure -Local Planning Strategy (LPS) Neighbourhoods

8. Burswood Peninsula

The Burswood Peninsula LPS Neighbourhood is the entertainment hub of the Town of Victoria Park, home to some of the State's biggest tourist attractions, including Crown Perth, Optus Stadium, Belmont Park Racecourse and the State Tennis Centre. Surrounded by parkland, the Peninsula is just three kilometres from the CBD and connected to East Perth by Matagarup Bridge. The long term vision for Burswood Peninsula is to create an attractive, vibrant and sustainable urban setting, with a diverse mix of housing, recreation, entertainment, tourism and employment opportunities.[1]



Figure 8.1 – Burswood Peninsula LPS Neighbourhood

1. WA Planning Commission, *Burswood Peninsula District Structure Plan*, 2015

Current Planning Framework

The planning, subdivision and development of land within the Neighbourhood is guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, *Perth and Peel@3.5million Central Sub-Regional Framework*, designates the Burswood Peninsula as an Activity Centre and Redevelopment Area (areas under separate planning authority). The *Central Planning Framework* seeks to optimise the use of land in these locations close to existing public transport infrastructure through targeted increases in the density and diversity of housing, business activity, jobs and community activities, where appropriate.

Casino (Burswood Island) Agreement Act 1985

A large part of the Peninsula falls under the Casino *(Burswood Island)* Agreement Act 1985 administered by the Burswood Parks Board. The Agreement Act created a "Site" (Crown Casino Complex) and a "Resort Site" (former Burswood Park Golf Course), State Tennis Centre, public parkland and car parks. The Town's Town Planning Scheme No.1 does not apply to the "Resort Lands" area and the Minister for Racing and Gaming is the responsible planning authority.

State Planning Policy 4.2 Activity Centres for Perth and Peel (WAPC 2010)

This Policy guides the size, mix of commercial activity, density of housing, built form and urban design of Activity Centres according to a hierarchy of centres of varying sizes and functions. SPP 4.2 currently designates the Burswood Peninsula as District Centre.

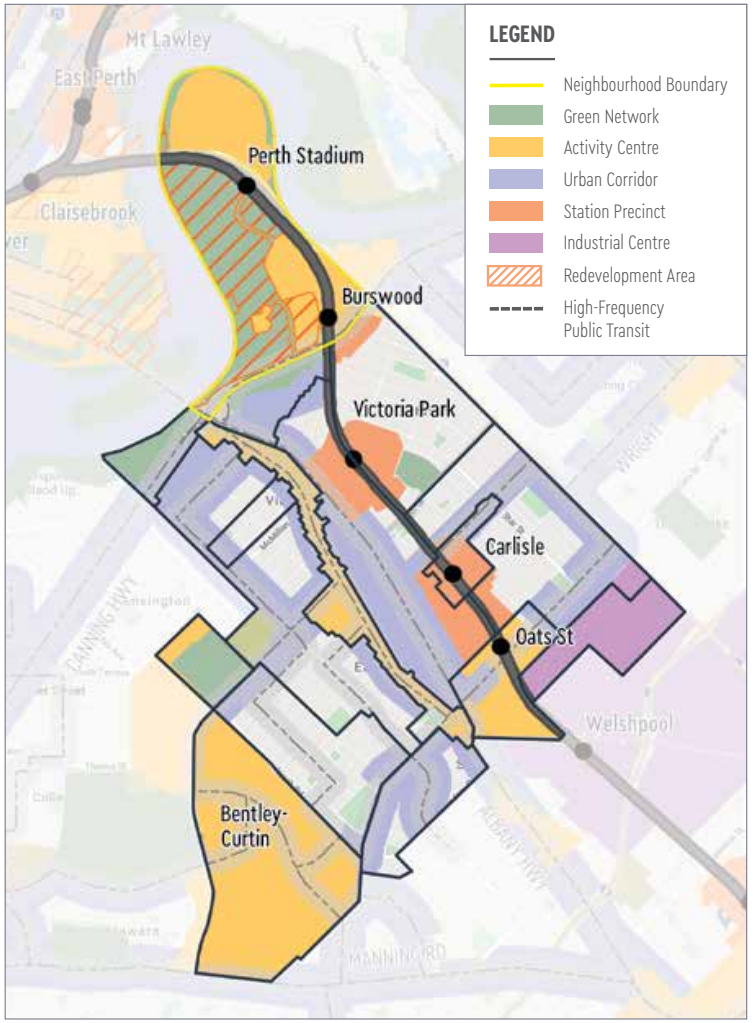


Figure 8.2 – Central Sub-Regional Planning Framework (WAPC, 2018)

Burswood Peninsula District Structure Plan (WAPC, 2015)

The District Structure Plan provides the strategic framework for the planning, assessment, coordination and implementation of detailed planning and major proposals across nine precincts to collectively deliver around 12,500 dwellings (20,000 residents), and 63,000 sqm of retail floor space and 255,000 sqm of office space (including the Springs in City of Belmont). The Plan incorporates earlier local structure planning for the *Belmont Park Racecourse Redevelopment Structure Plan 2013* and the *Burswood Lakes Structure Plan 2003* (since amended in 2016).

LEGEND

- Residential – high density
- Residential – medium density
- Mixed use
- Tourism and entertainment
- Sporting
- Future urban / public use
- Public parklands
- Roads existing and planned
- Roads – proposed
- Rail
- Key pedestrian and cycle paths
- Water bodies
- Gateways – Major
- Gateways – Other
- Railway stations
- Bus stops
- Possible river ferry stops
- Optional future primary school sites

SUB PRECINCTS

1. Burswood Station West
2. Burswood Station East
3. Belmont Park Racecourse

Figure 8.3 – Burswood Peninsula District Structure Plan (WAPC, 2015)

Further detailed planning will be required to progress development of various precincts.



TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the neighbourhood which are under review through the *Local Planning Strategy*.

Economic Development Strategy Pathways to Growth 2018–2023

The Town's *Economic Development Strategy* recognises the potential of the Burswood Peninsula as a counterbalance to the Perth Central area as a regional destination and place for entertainment, sport, international and local tourism and inner city living. The Strategy proposes the creation of a digitally connected innovation district at Burswood Peninsula to attract businesses and industries working in the digital economy and creative industries (Action 4.2). Knowledge-based industry is considered a key driver of economic prosperity and the backbone of the 'new economy'. The Strategy outlines key actions around:

- developing a strategic and collaborative approach to knowledge-based industry development,
- facilitating access to affordable and innovative spaces for meeting and creating, business incubators and affordable start-up space;
- attracting investment by proactively creating the right conditions; and
- ensuring the Town's regulatory framework remains best practice.

Draft Activity Centre Strategy (Planwest, 2017)

The *draft Activity Centre Strategy* assessed the viability of proposals for 59,000 sqm of retail floor space at Burswood and concluded there may be difficult to attract sufficient trade to support this much floor space, and if it were developed, there may be negative impacts on Albany Highway retail performance. The Strategy recommends modifying the amount of retail at Burswood to between 15-20,000 sqm and to assess the impact of applications over 5,000 sqm. The Strategy also recommended changing the activity centre designation of Burswood from District Centre to Specialist Centre to reflect its regional function and infrastructure needs.

Town Planning Scheme No.1 and TPS Precinct Plan

The current Town Planning Scheme zones and key planning controls under review in the L*ocal Planning Strategy* are shown in Figure 4 and outlined below. The TPS No.1 zones, Special Control Area overlays and *TPS Precinct Plan P1 Burswood Peninsula trigger* and guide the preparation of local structure plans and local development plans for Belmont Park and Burswood Lakes sub-precincts (described below) which outline urban structure, land use and density, built form and open space and environmental management.

The Burswood Station East sub-precinct is currently subject to a proposed amendment to TPS No.1 to introduce an updated set of planning objectives in *TPS Precinct Plan P2 Burswood* and a new Local Planning Policy 40 to guide land use, density, built form and public realm improvements and funding to achieve the vision for transformation of the sub-precinct.

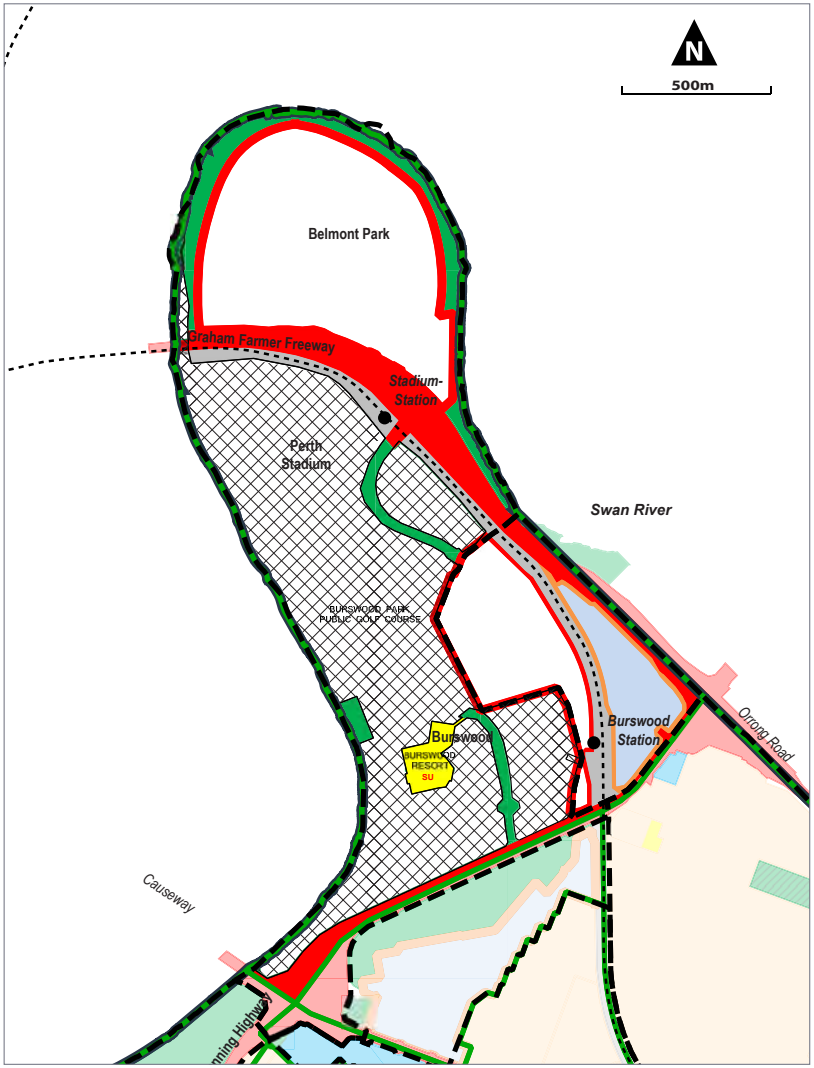


Figure 8.4 – Town Planning Scheme No.1 Zoning

Note – The Precinct also contains extensive Metropolitan Region Scheme (MRS) Parks and Recreation Reserves around the River foreshore the responsible planning authority is the WA Planning Commission.

LEGEND

- TOWN OF VICTORIA PARK
- LOCAL PLANNING STRATEGY NEIGHBOURHOOD
- TOWN PLANNING SCHEME PRECINCT
- TRAINLINE
- CASINO (BURSWOOD ISLAND) AGREEMENT ACT

REGION SCHEME RESERVES (MRS)

- OTHER REGIONAL ROADS
- PARKS AND RECREATION
- PRIMARY REGIONAL ROADS
- RAILWAYS
- SU – PUBLIC PURPOSES – SPECIAL USES

LOCAL SCHEME ZONES

- SPECIAL USE
- OFFICE/RESIDENTIAL

Local Structure Plans

Several structure plans have been approved under TPS No.1 that prescribe land use and development requirements:

- *Burswood Lakes Structure Plan* (2003) – provides for high density apartments (1,250 dwellings) and small-scale commercial uses, was recently amended to increase density (additional 293 dwellings, 208 hotel units), height and land use permissibility.
- *Belmont Park Racecourse Redevelopment Structure Plan* (2013) – guides development of new horse racing facilities and surplus land around the racetrack to provide a mix of residential (4,500 dwellings), commercial across two activity centres (31,000 sqm retail, 60,000 sqm commercial), recreation areas and a marina. The Plan contains guiding objectives and principles, prescribes land use permissibility and development requirements to be achieved through subsequent Local Development Plans, subdivision and development. The Plan describes approvals required by other authorities, service and infrastructure requirements and triggers, management plans.
    - Belmont Park Racecourse Precinct C Local Development Plan (Hames Sharley for Perth Racing, Jan 2017) – prescribes detailed site planning and built form requirements to guide the assessment of subsequent development applications for redevelopment of racing and ancillary facilities. The Plan provides for grandstand redevelopment, reception centre, iconic community facility (4,100 sqm), retail (max 500 sqm), office/business services uses.
    - Belmont Park Precinct D Detailed Area Plan (Hassel prepared for Golden River Developments WA Pty Ltd, 2017) – prescribes detailed planning for a transit-orientated mixed use precinct containing offices, high density residential, retail, communal and public open space areas and facilities and community facility space.

Existing Character

The outline of the neighbourhood's existing character provides context for discussion of opportunities and challenges and *Local Planning Strategy* recommendations for the future Local Planning Framework.

Urban Structure and Movement Networks

The Graham Farmer Freeway and railway line divides the Burswood Peninsula into three distinctive places but provides regional accessibility. Urban form in the Burswood Entertainment and Stadium area is dominated by the expanse and bulk of the major facilities surrounded by open space, a linear foreshore reserve and pathways, vehicle movement channelled along perimeter roads, and a relatively contained high-rise/low-rise residential neighbourhood with inward open spaces.

Belmont Park is dominated by the presence of the racecourse and future urban form will be characterised by compact residential neighbourhoods of high and medium rise apartments surrounded by open space and minimal road networks to maximise development space.

Burswood Station East is characterised by mostly low-scale, older industrial-commercial buildings, although new apartments are emerging as well as adaptive re-use of some buildings. The original grid street network has been truncated by Freeway construction and there is limited external vehicle connection. Street blocks are mostly uniform, some with rear laneways.

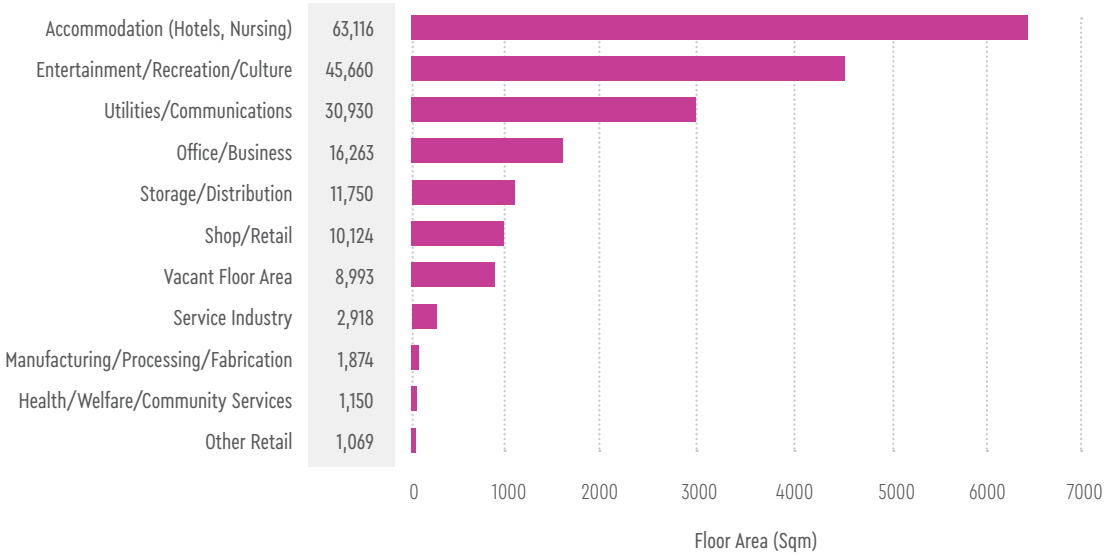
Overall, Burswood Neighbourhood is highly accessible via trains, buses and regional path networks.

Land Use and Built Form

The neighbourhood contains a mix of sporting, tourism, entertainment and recreational attractions and facilities, hotels, high density apartments and light industrial and service commercial land uses in Burswood Station East which are undergoing transition to residential and commercial land uses.

In 2015–17, the State Government's *Survey of Land Use and Employment* identified just under 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.

Figure 9.5 – Types of Land Uses by Floor Space Area (minus residential) (Source: DPLH, 2017)



Landscape and Public Realm

There is a large network of open spaces from south of the casino, west along the river foreshore and north to the stadium that provide a mix of spaces for open car parking, recreation, movement, water management and foreshore protection with a mix of manicured parks and casual spaces. Canopy coverage is limited and riverbanks are slowly being repaired to a more natural state. Burswood Station East has a small central park and patchy cover of canopy with some mature trees. The public realm reflects past industrial standards and a sense of disrepair but will be improved through future plans.










Burswood Peninsula provides a diversity of places for living, working and entertainment. Development in the neighbourhood will provide the majority of the Town's future population growth, and demonstrate excellence in built form and urban design. Transition of Burswood Station East to an eclectic mixed-use precinct will offer a unique 'industrial chic' experience, rarely found in the Perth metropolitan region.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Addressing Outstanding District Planning Issues

Burswood Peninsula has undergone a significant transformation over recent decades and will continue to grow and evolve over the next 20 years and beyond. The *District Structure Plan* has provided a coherent strategic planning framework to-date. However, it would be timely to review and update the District Plan to recalibrate the strategic framework in light of development progress and address a number of outstanding issues essential to forward planning and the creation of a successful and vital place. The following provides an outline of each issue.

Sustainability of Activity Centres and Retail Floor Space

The Town's *draft Activity Centres Strategy* raised serious concerns regarding the sustainability of developing a total of 59,000 sqm retail floor space and 225,000 sqm commercial floor space across various sub-precincts within the Peninsula as outlined in the *District Structure Plan*. The *Strategy* highlighted potential risks and impacts including:

- the potential lack of trade generated from forecast resident and visitor populations to sustain the extent of retail floor space, particularly if the majority of retail is developed in a shopping centre format in the future Belmont Park activity centre;
- the potential for an adverse impact on the performance of Albany Highway activity centre.

The d*raft Strategy* recommended revising the total retail floor space across the Peninsula to between 15,000 and 20,000 sqm and requiring Retail Sustainable Assessments for development applications over 5,000 sqm to provide an independent and critical assessment of potential impacts. The Strategy did not offer any recommendations regarding the management of commercial floor space.

The Economic and Activity Centres Chapter more broadly outlines the threats and impacts the Town, and other inner city local governments, are facing from recent expansions of retail floor space in higher order activity centres and the emergence of 'super-regional' centres such as Carousel. The current issues playing out in the Perth Central Area and the difficulties in attracting customers trade beyond that generated from local residents and workers, highlights the precarious nature of retailing, the inter-dependence between centres in the hierarchy. While the Town supports the development of retail and commercial facilities to attract visitors to the Peninsula and create diverse business and employment opportunities, the role and sizes of centres on the Peninsula must complement and enhance the Town's whole hierarchy of activity centres and not contribute an additional threat to an already sensitive balance.

Activity Centre Designation

State Planning Policy 4.2 Activity Centres Perth and Peel (WAPC 2010) defines Specialised Centres as places with a focus on regionally significant economic or institutional activities that generate many work and visitor trips, which therefore require a high level of transport accessibility. As such, the Town's *Draft Activity Centre Strategy* (Planwest, 2017) recommends the Burswood Peninsula be classified as a Specialised Activity Centre given:

- The regional nature and catchment of activities and land uses from Belmont Racecourse, the Stadium, State Tennis Centre and the Burswood Entertainment Complex.
- The strategic importance and contribution of the centre for employment, regional and international tourism and recreation.

The *Burswood Peninsula District Structure Plan* (WAPC, 2015) classified Belmont Park Racecourse, the Stadium and Crown complex as "Metropolitan Attractors" acknowledging them as destinations with a regional catchment that generate significant economic activity, transport, infrastructure and other planning requirements.

The Burswood Entertainment Complex (Crown) supports a workforce of over 5,800 people, WA's largest single-site private employer generated from a 24 hour casino, over 1000 hotel rooms, 33 restaurants and bars, a convention centre and a 2,300 seat theatre that hosts international acts[1]. Optus Stadium is Perth's largest venue with a capacity of 60,000 people requiring specialist transport infrastructure. The Perth Stadium station is Perth's second largest station with capacity to move 50,000 patrons per hour (83% of crowd capacity) and is supported by a 22 stand bus station[2].

1. https://www.crownperth.com.au/general/about-crown
2. https://www.pta.wa.gov.au/projects/current-projects/perth-stadium-transport

The State Government's 2015–17 *Survey of Land Use and Employment* identified 194,000 sqm of floor space on the Burswood Peninsula, comprising a mix of activity including 33% accommodation (non-residential) and 24% of entertainment, recreation and culture. The survey did not capture floor space within the newly built Stadium. In addition, approved structure plans will ultimately provide for over 200,000 sqm of office floor space and a significant amount of retail floor space.

State Planning Policy 4.2 Activity Centres Perth and Peel (WAPC 2010) also recognises the opportunity for a range of complementary activities within a Specialised Activity Centre, including knowledge-based businesses. The Town's *Economic Development Strategy Pathways to Growth 2018–2023* proposes the creation of a digitally connected innovation district at Burswood Peninsula to attract businesses and industries working in the digital economy and creative industries (Action 4.2).

In 2019, the Town of Victoria Park led the formation of a unique governance structure to align and coordinate the strategic planning and delivery of projects and operations of multiple stakeholder needs across the Burswood Peninsula. The Burswood Peninsula Alliance membership includes VenuesLive, VenuesWest, Crown Perth, Burswood Park Board, Belmont Park Racing, Tennis West, Town of Victoria Park, Department for Planning Lands and Heritage, Public Transport Authority and the Golden Group.

Planning for Community Facilities and Primary School

A preliminary assessment of facility needs was undertaken during the preparation of the District Structure Plan which identified two potential locations for a primary school in Stadium South or Belmont Park, but acknowledge the need for more comprehensive facilities planning. The Burswood Water Sports Centre supports several associations but is not available for general community use. The Belmont Park structure plan includes future provision of a recreational / sporting facility adjacent to the racecourse (Precinct C) and there have been various proposals for a community space in other locations (northern boundary and Precinct D on eastern boundary). The Burswood Parks Board has also commenced a Burswood Park masterplan to create new community and event spaces along the western flank of the Peninsula.

The Peninsula presents a somewhat unique context for community facilities planning given its dual role in catering for regional-scale tourism and recreational needs but needing to cater for local residential communities. The planning and delivery of community infrastructure provides an opportunity to create a local sense of community and cohesion, particularly given the high-rise and higher density character of the built form and the intensity of regional-scale activity. The most pressing priority is the planning to secure the provision of primary education services, specifically by the identification of a suitable location and site requirements that could be delivered via local structure planning.

The Town is reviewing its draft Social Infrastructure Plan (2017) in 2020 and this will provide a strategic framework for future community, recreational and social needs but is likely to require specific interpretation at the local level through detailed strategies and specific sites for community infrastructure across the Peninsula. Until a revised Plan is adopted, the Town will consider proposals on a case-by-case basis.

Concept Planning for Burswood Station West

The recent changes to the Burswood Lakes Structure Plan (increased density and potential for hotel and serviced apartments) were considered premature and ad hoc in the absence of a resolved plan for the Burswood West sub-precinct. The Burswood Station West sub-precinct occupies a significant and strategic location and will play a critical role in knitting the whole area together and maximising the role of the Burswood train station. Further planning and investigation is required to better understand land development opportunities/constraints and stakeholder aspirations within Burswood Station West.

Transitioning Structure Plan Areas into Local Planning Scheme No.2

With the introduction of Model Scheme Text zones and Deemed Provisions for Structure Plans and Local Development Plans in the *2015 Planning Regulations*, there is a need to consider how the existing approved Structure Plans and Local Development Plans will be transitioned into the new *Local Planning Scheme No.2* in terms of:

- the most suitable Model Scheme Text zone; and
- which Structure Plan / Local Development Plan provisions may warrant inclusion in LPS No.2, to give them the 'force and effect of the Scheme' and via which Scheme mechanism that conforms with the Model Scheme Text.

In addition, with the introduction of the State Planning Policy 7.3 'Apartment Codes' there is a need to ensure consistency with the new provisions for higher density development. This work applies to the *Belmont Park Racecourse Structure Plan* and subsequent plans, and the *Burswood Lakes Structure Plan* and subsequent plans, and the Town will undertake this work in consultation with the landowners and the Department for Planning.

Revise the Burswood Lakes Structure Plan

The WA Planning Commission approved an amendment to the *Burswood Lakes Structure Plan* in 2016, which increased residential yields and allows for a hotel and serviced apartments on Lots 9 and 9592 Victoria Park Drive, Burswood. As such, the Structure Plan requires review to re-confirm infrastructure servicing and road capacity and requirements.

Designation of Special Control Area for Noise in Special Entertainment Precincts

In 2019, the Department for Planning, Lands and Heritage released a draft Position Paper on *Special Entertainment Precincts*. The paper provides guidance to local governments on how to designate and establish of special entertainment precincts in local government scheme provisions, where desirable, and also proposes a set of complimentary amendments to the Noise Regulations. This included designation of a Special Control Area in Schemes, to better manage noise attenuation requirements in buildings (both noise emitters and sensitive land uses). The Town has experienced noise issues relating to the mix of entertainment venues and residential dwellings on the Peninsula but given the presence of areas under the *Casino (Burswood Island) Agreement Act 1985* does not have the ability to designate a Special Control Area. The Town should liaise with the Burswood Parks Board and the Department for Planning, to identify appropriate controls where possible.

In light of the above discussion, the Town would encourage the WA Planning Commission to consider a review of the District Structure Plan to address outstanding issues and provide an updated strategic framework for the Peninsula.



9. Burswood South

The Burswood South LPS Neighbourhood encompasses the mixed-use area located around Burswood and Teddington Roads between Shepperton Road, Great Eastern Highway, GO Edwards Park and residential character areas to the south.

NEED TO UPDATED ALL OF THE MAPS WITH SHEPPERTON



Figure 9.1 – Burswood South LPS Neighbourhood

Current Planning Framework

The planning, subdivision and development of land within the neighbourhood is guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel @3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, *Perth and Peel @3.5million Central Sub-Regional Planning Framework*, designates the neighbourhood as Urban Corridor due to its proximity to Great Eastern Highway and Shepperton Road which are also High Frequency Public Transport Routes. The C*entral Framework* seeks to optimise the use of land in these locations close to existing public transport infrastructure through targeted increases in the density and diversity of housing, business activity, jobs and community activities.

TOWN OF VICTORIA PARK

Economic Development Strategy Pathways to Growth 2018–2023 (2019)

Town's *Economic Development Strategy* proposes the creation of a digitally connected innovation district at Burswood Peninsula and Burswood South to attract businesses and industries working in the digital economy and creative industries (Action 4.2). Knowledge-based industry is considered a key driver of economic prosperity and the backbone of the 'new economy'. The Strategy outlines key actions to:

- develop a strategic and collaborative approach to knowledge-based industry development,
- facilitate access to affordable and innovative spaces for meeting and creating, and providing business incubators and affordable start-up space;
- attract investment by proactively creating the right conditions; and
- ensure the Town's regulatory framework remains best practice.

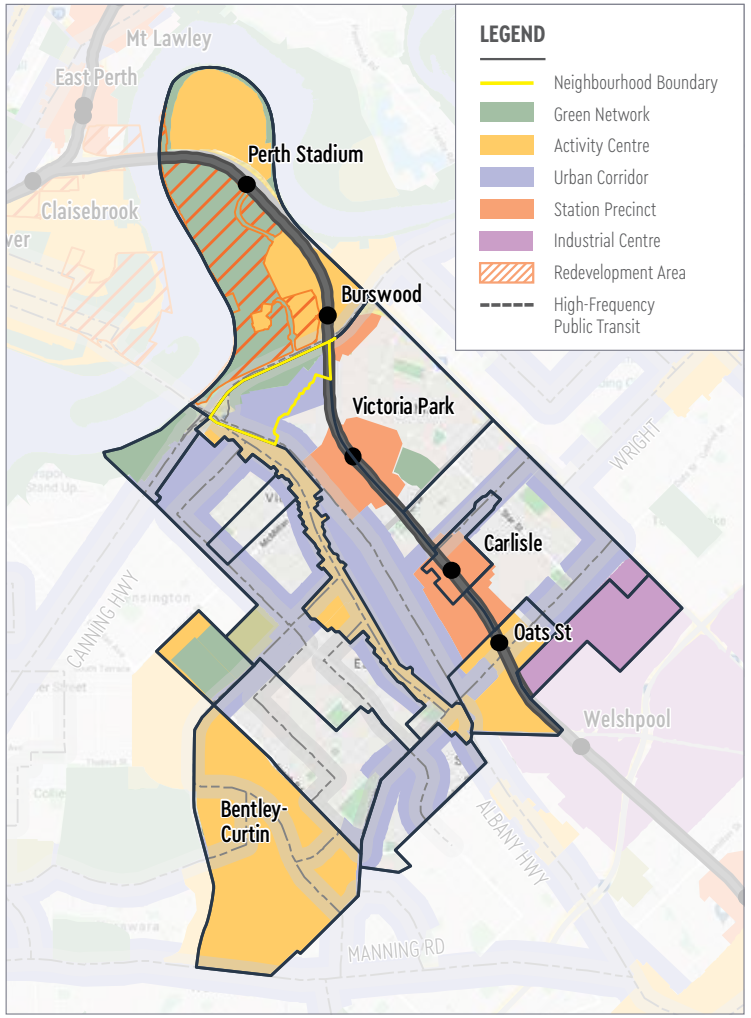


Figure 9.2 – Central Sub-Regional Planning Framework (WAPC, 2018)

Draft Activity Centre Strategy (July 2018)

The Town's *draft Activity Centre Strategy* supported the vision to capitalise on the Precinct's location for more intensive residential and office development according to the current planning framework. The Strategy noted the high vacancy rate as typical of an area under transition, the extent of vehicle sales and the lack of recognition as an activity centre under the *State Planning Policy 4.2 Activity Centres* (SPP 4.2) despite extensive commercial and office floor space. The Strategy recommended progressing redevelopment according to the current planning framework and seeking a District Centre designation under SPP 4.2.

Town Planning Scheme No.1 and TPS Precinct Plans

Place-specific planning controls are contained in TPS No. 1 Precinct Plan P3 Causeway and include a detailed character statement, planning objectives and reference to the development requirements of the R-Codes and any relevant planning policy. A comprehensive set of development requirements are contained in *Local Planning Policy 22 – Development Standards for Causeway Precinct* including land use mix, height, plot ratio, parking and access, setbacks etc.

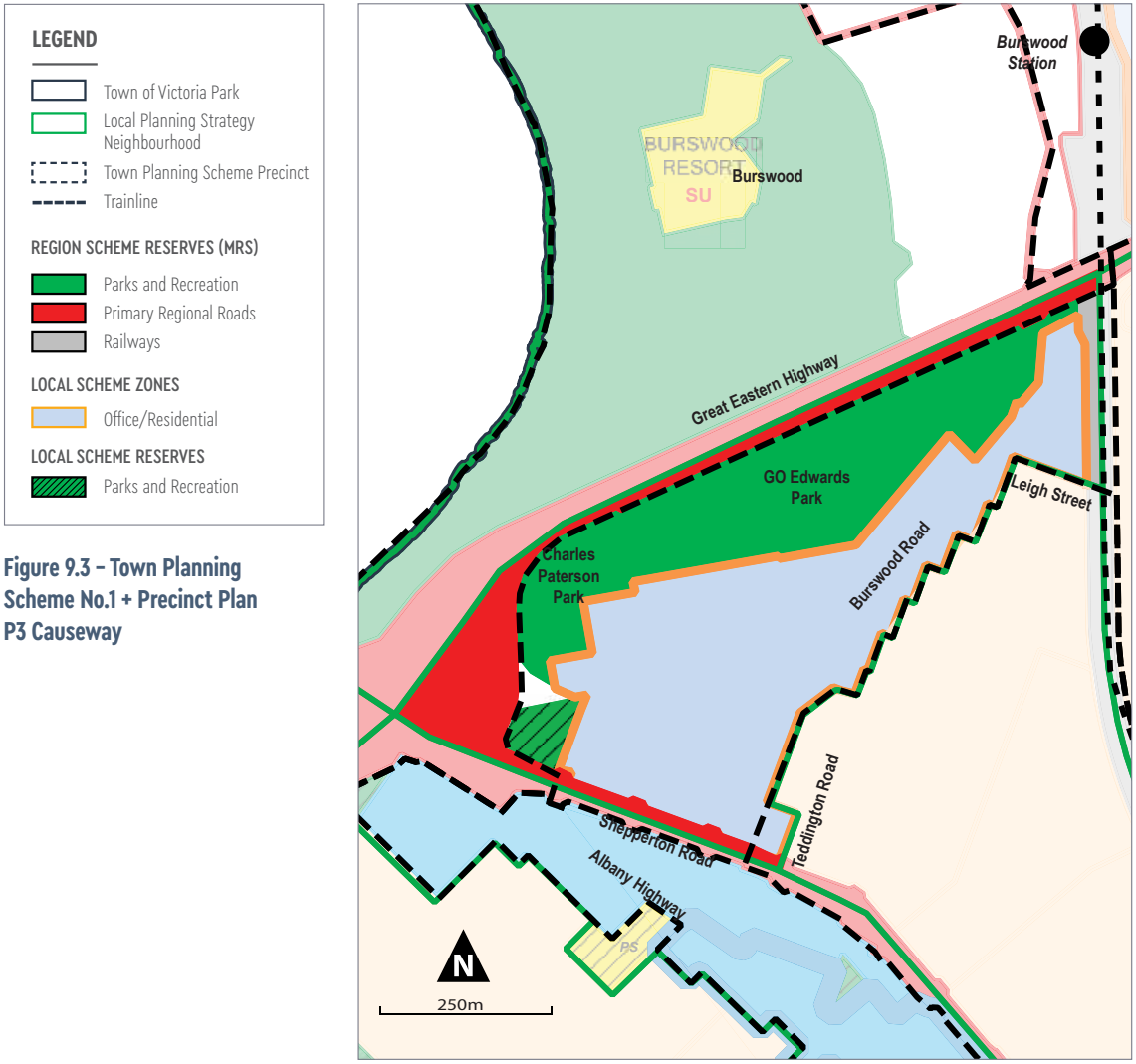


Figure 9.3 – Town Planning Scheme No.1 + Precinct Plan P3 Causeway

Existing Character

The outline of the neighbourhood existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure and Movement Network

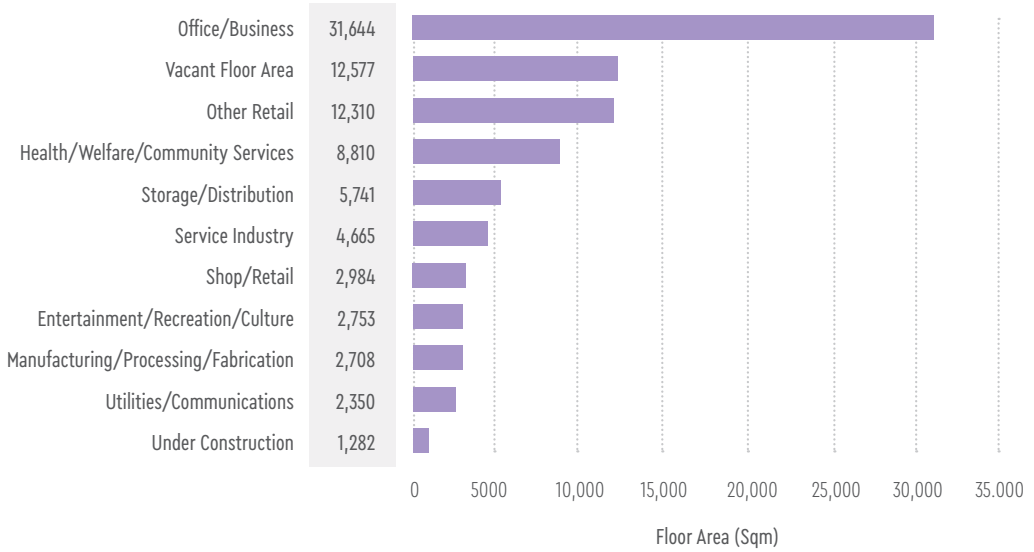
The urban structure of the Burswood South Neighbourhood reflects some of the pattern of the original subdivision from the late 19th Century including an extensive network of ROWs but it mostly reflects, and has been shaped by, the development of GO Edwards Park, the construction of surrounding regional roads, the dominance of the Teddington-Burswood east-west arterial road and increasing traffic volumes accessing the Burswood Peninsula. Most roads have footpaths and GO Edwards Park has a path network on its north and south perimeters. Public transport services are available along Shepperton Road and at Burswood and Victoria Park train stations.

Land Use and Built Form

The neighbourhood supports a diverse mix of land uses and various building types and ages reflecting its historical service industry / warehousing base. There are a cluster of businesses around the motor vehicle industry, with low-scale offices reminiscent of an earlier period of development and relative affordability.

In 2015–17, the State Government's Survey of Land Use and Employment identified just under 88,000 sqm of floor space supporting a mix of business activity including professional and support services, social and community services, some retailing and service industry (motor vehicles).

Figure 10.4 – Types of Land Uses by Floor Space Area (minus residential) (Source: DPLH, 2017)



Public Realm and Landscape

The public realm is dominated by vehicle movement from through-traffic, on-street parking and business parking at the front and rear of properties. ROWs have some level of activity during the day, but little or no evening activity. Footpaths and verges accommodate pedestrians but are poor quality, with generally poor street tree canopy, and lack of priority pedestrian crossings. The exception is GO Edwards Park and Patterson Reserve which are relatively tranquil and expansive.













Burswood South offers multiple opportunities for inner city living and growing jobs and businesses. New low-rise apartments will ring the perimeter of the tranquil GO Edwards parklands, while old and new offices will provide for a diversity of large and small businesses.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Review of the Planning Framework

The current planning framework for Burswood South resulted from the 2009 Causeway Precinct Review. The aim of the Review was to harness the strategic opportunity afforded by the Precinct's high amenity and inner city location to create a thriving mixed use, office and residential precinct for growth of businesses, jobs and high quality inner city living adjacent to GO Edwards Park.

The Precinct Review Plan was translated into LPP 22 to provide for:

- 1,150 dwellings (2,300 residents) with densities between R60 and R160;
- 87,000 sqm of commercial (office) floor space (3,000 jobs) and 1,400 sqm of supporting retail floor space;
- Building heights generally two to six storeys, with specified sites for higher development at 12 storeys (two sites) and 18 storeys (six sites) to provide a balance between development and impact on adjoining low density residential areas.

The Precinct Review also proposed traffic management and public realm upgrades to stimulate redevelopment. Major upgrades at GO Edwards Park are almost complete and the upgrade of ROW 59 between Burswood Road and the park is scheduled to commence in 2020. A rate-based developer contributions scheme was proposed but never progressed.

The only significant redevelopment since 2009 has been one mixed-use apartment blocks on Burswood Road, with a further expected to commence construction in 2021.. A significant amount of older building stock remains and the neighbourhood has a relatively high vacancy rate across older and newer spaces. Land uses associated with the motor vehicle trade remain a key features of the neighbourhood despite provisions introduced into the Scheme in 2009 to encourage redevelopment.

Given the slower than expected rates of development, and the proposal to create a digitally connected and creative innovation district in the Economic Development Strategy, it would be timely to undertake a strategic review of the vision, development opportunities and planning framework for the neighbourhood. A review should include (but not limited to):

- an assessment of the current physical and economic state of the neighbourhood and changes since 2009;
- an understanding of current landowner and business operator future intensions, the, opportunities and constraints to development, an understanding of the experience of past landowners / developers and of broader market and development industry perceptions;
- an assessment of market demand and positioning, in relation to the site and its locational characteristics and role within the broader network of activity centres, leading to a re-assessment of development potential.

The '2020' Review should make recommendations regarding the vision for the neighbourhood, any refinements or recalibration of the planning framework (including whether an Activity Centre Plan should be prepared to replace the current LPP), a suitable activity centre designation under the SPP 4.2 activity centre hierarchy, and any catalyst or supporting non-planning strategies and initiatives to stimulate investment and redevelopment (for instance public realm improvements, infrastructure upgrades, and marketing and branding strategies).

Minor Adjustments to Local Planning Policy 22 Development Standards for Causeway Precinct

LPP 22 was written prior to the introduction of the Apartment Codes and should be reviewed to remove any conflicts or inconsistencies where required, including a suitable primary control to guide the calculation of residential dwelling yield equivalent to the R60-R160 provisions.

10. Albany Highway

The Albany Highway LPS Neighbourhood encompasses the commercial areas running along the length of Albany Highway from Canning Highway in the north to the boundary of the Town in the south, and a strip of Residential zoned land along Hubert Street. The neighbourhood includes a number of city parks along the length of the Highway including Asquith Reserve, Memorial Park, Reid Park, Isaia Corner, John Macmillan Park and Edward Millen Park.

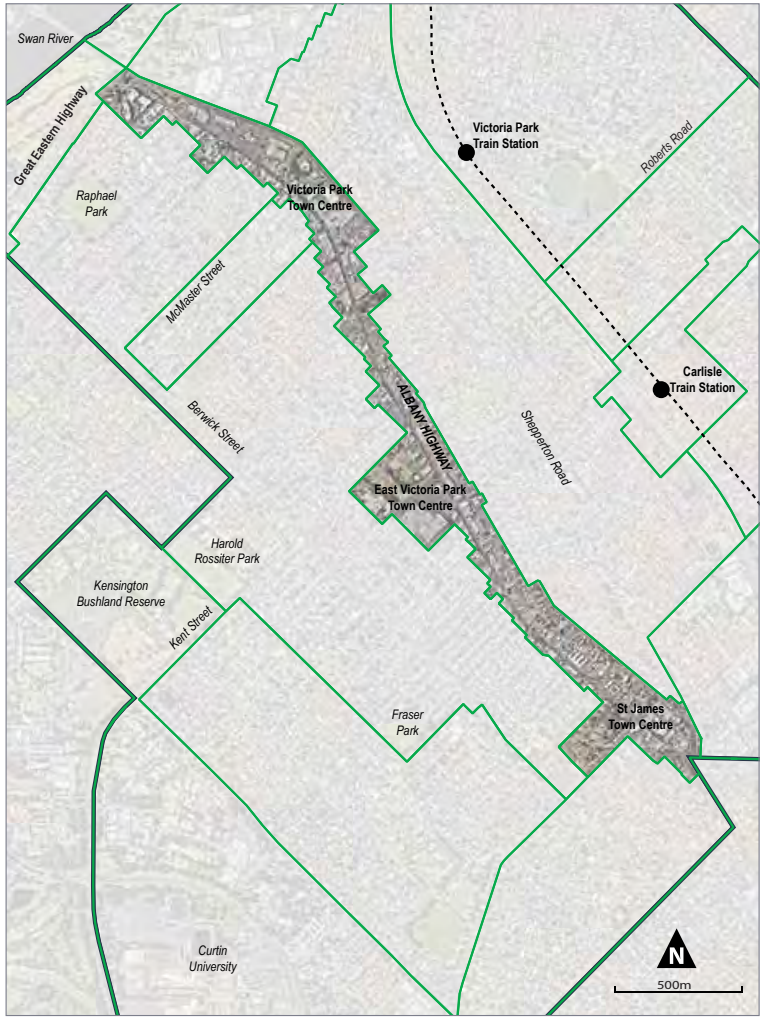


Figure 10.1 – Albany Highway LPS Neighbourhood

Current Planning Framework

The planning, subdivision and development of land within the neighbourhood is guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy *Perth and Peel @3.5million Central Sub-Regional Planning Framework* designates land along Albany Highway as Activity Centre and Urban Corridor. Activity Centres are a key focal point for commercial and social activity and the delivery of services to residents. They will also be a major driver of new jobs located within communities. Urban Corridors integrate land use with high priority transit routes (all modes of transport not just private vehicles) and connect places of significance. The *Central Framework* seeks to optimise the use of land in these locations close to existing public transport infrastructure through targeted increases in the density and diversity of housing, business activity, jobs and community activities.

State Planning Policy 4.2 Activity Centres for Perth and Peel (WAPC 2010)

This policy guides the size, mix of commercial activity, density of housing, built form and urban design of Activity Centres according to a hierarchy of centres of varying sizes and functions. The Albany Highway centres are designated as a Secondary Centre (Victoria Park) and District Centre (East Victoria Park). Secondary centres are multipurpose, serving a population catchment up to 150,000 persons and supporting densities between 25–35 dwellings per hectare (gross). District centres focus on servicing the daily and weekly needs, have a greater local community focus, and support densities between 20–30 dwellings per hectare (gross).
SPP 4.2 specifies the need to prepare activity centre structure plans for strategic metropolitan, secondary, district and specialised centres.

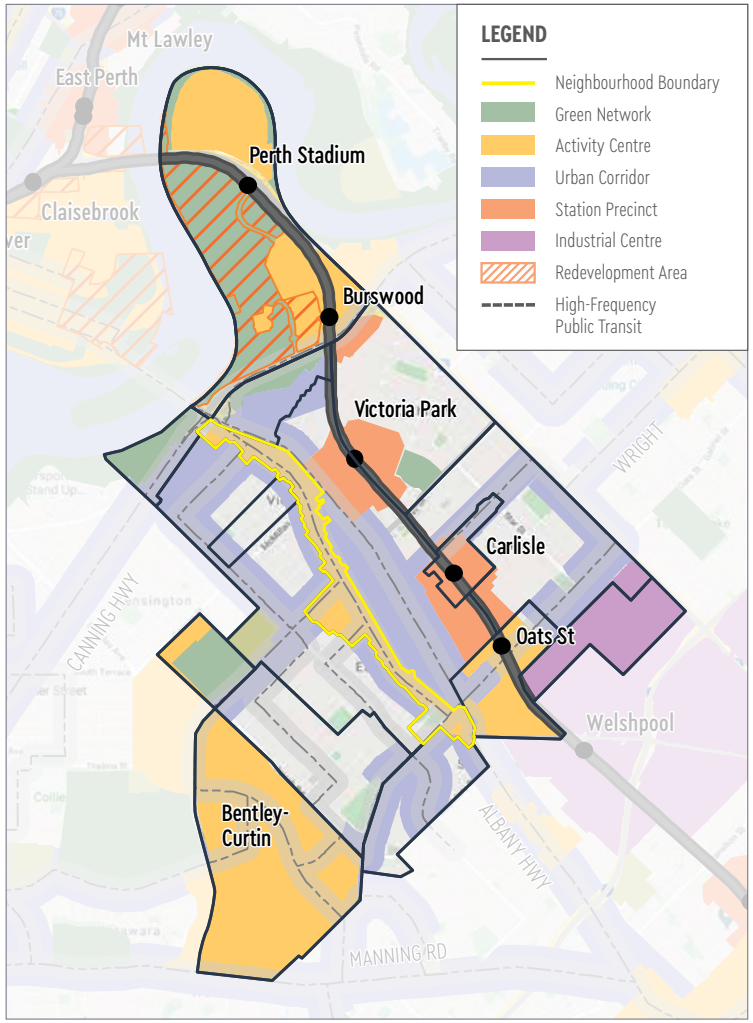


Figure 10.2 – Central Sub-Regional Planning Framework (WAPC, 2018)

TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for Precincts which are under review through the *Local Planning Strategy*.

Draft Activity Centre Strategy (Planwest, 2017)

The Town's *draft Activity Centre Strategy* provided extensive recommendations for Albany Highway given its status as the Town's most significant retail area and a major community focus. The Strategy recommended updating the activity centre designation under the SPP 4.2 to better reflect the actual function of Centre, and recommended refinements to the planning framework to leverage the competitive advantages of the Centre in light of competition from the recently expanded and upgraded Carousel 'super-regional' centre.

Public Open Space Strategy (2019)

The Town's *Public Open Space Strategy* identified the opportunity to minimise the car-orientated environment of Albany Highway through development of the place as an 'Active Street' with retrofitted micro-POS areas and public plazas / squares. The *Strategy* also recommends improving wayfinding from Albany Highway to the Swan River and improving safe pedestrian crossings of the Highway to enable better access to POS generally located in the area.

Streets Ahead – Albany Highway Urban Public Spaces Victoria Park & East Victoria Park (Vic Park Collective, 2019)



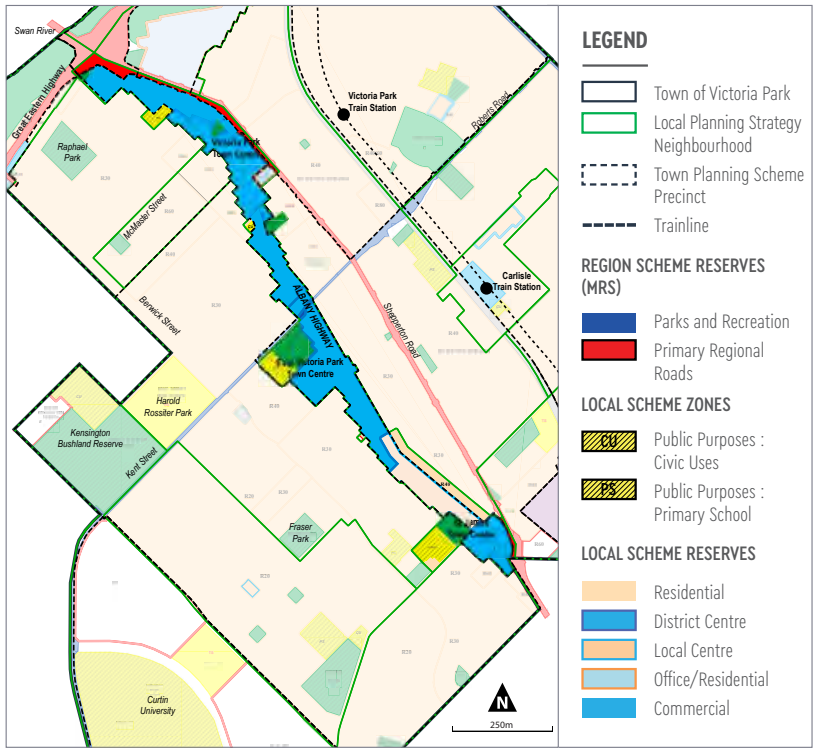
The Vic Park Collective is a local place group comprising residents and businesses that were supported by the Town to prepare a vision and strategy for improvements to the public realm along Albany Highway. While the Streets Ahead strategy has not been formally endorsed by Council, it is supported in-principle and will inform streetscape and public realm improvements.

Town Planning Scheme No.1 (TPS No.1) and *TPS Precinct Plan*

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 3 and outlined below. In addition to TPS No.1 zones and current place-specific planning controls are:

- *TPS Precinct Plan Precinct 11 Albany Highway* – intends for Albany Highway to be revitalised and consolidated as a major inner city main street, focused around three designated retail nodes, connected by general commercial areas, and providing for a wide range of uses.

Figure 10.3 – Town Planning Scheme No.1 Zoning



Existing Character

The outline of the Precinct's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure & Movement Network

Albany Highway is both a gathering place for people and a key north-south movement corridor. Albany Highway is classified as a 'District Distributor B' road carrying an average of between 10,000 vehicles per day (northern end) and 12,000 vehicles per day (southern end). The Highway is support by a number of right of ways for rear servicing of buildings.

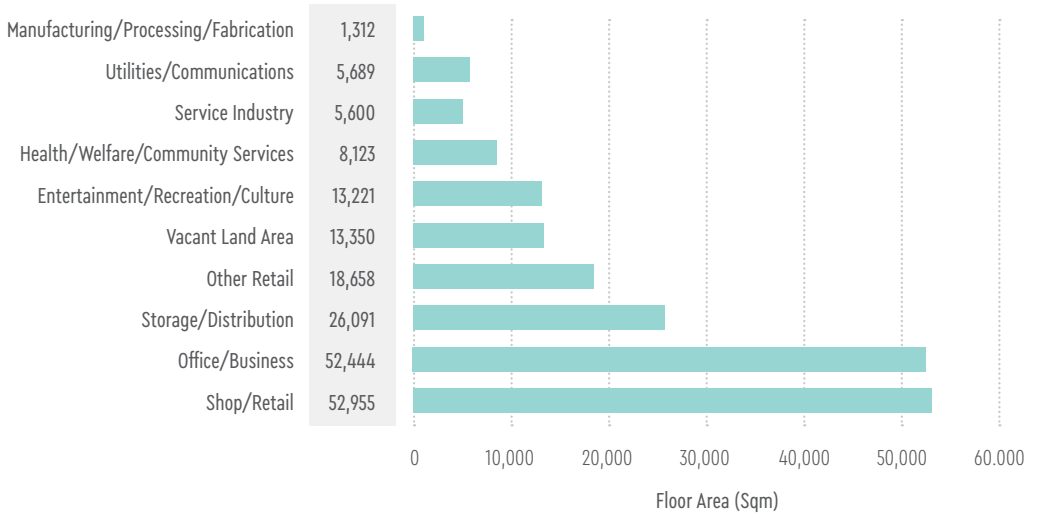
Parts of Albany Highway fall within the walkable catchment of train stations on the Perth-Armadale railway line and the Highway itself supports six bus routes. The Highway forms part of the local bike network under the Town's Bike Plan and wide footpaths provide for pedestrian movement and other shared uses such as alfresco dining and signage.

Land Use and Built Form

The Albany Highway Neighbourhood supports a variety of commercial, residential and community uses. Retail, restaurant and entertainment uses are concentrated within three distinct nodes, with commercial and residential in-between reflecting the different Zoning along the Highway. Built form and lot sizes reflect the historical development and growth of the Highway in a main street format, and the Centre contains many older character buildings and several registered historic buildings or landmarks. The main street format and urban grain has seen the Centre retain a 'human-scaled' environment. More recent development has focussed on medium density mixed use buildings that support commercial uses on the ground floor with residential dwellings above.

Figure 11.4 – Types of Land Uses by Floor Space Area (minus residential) (Source: DPLH, 2017)

There are 1,516 dwellings in the neighbourhood, and the net residential site density is 35 dwellings per hectare (across Residential and Commercial Zones).



In 2015–17, the Department for Planning, Lands and Heritage (DPLH) *Land Use and Employment Survey* identified a total of 197,400 sqm of commercial floor space in the neighbourhood which is 45% of total commercial floor space across the Town. Shop Retail and Other Retail occupies 36% of the Centre, and Office 27% of the Centre.

Also note, the Victoria Park (Armagh Street) Main Pump Station has a 150m odour buffer around it. The Water Corporation may request notices on title (in the form of a S70A notice on a subdivision, or strata bylaws for an apartment development) for any new developments within the odour buffer to ensure landowners and residents are aware of potential odour from the station.













Albany Highway forms the heart of the Town. As one of the longest main streets in Australia, Albany Highway abounds in choice for shopping, entertainment, dining, operating businesses, working and accessing essential services and civic facilities. The convenience and down-to-earth character of Albany Highway draws in locals and visitors from across the region alike.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and makes recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Activity Centre Hierarchy Designation

At present, the Albany Highway centre currently has two designations under *State Planning Policy 4.2 Activity Centres Perth and Peel (*WAPC 2010) (SPP 4.2), namely Secondary Centre (Victoria Park) and District Centre (East Victoria Park). The St James node is zoned District Centre under the Town's Town Planning Scheme No.1 although it is not designated as a separate District Centre under *State Planning Policy 4.2*. There is little distinction in land use mix between each node. The Central Sub-Regional Planning Framework (WAPC, 2018) acknowledges the entire length of Albany Highway an Activity Centre (Plan 1). As such, this Strategy and the Town's *Draft Activity Centre Strategy* (Planwest, 2017) recommends that Albany Highway be classified as a Secondary Activity Centre along its entire length given:

- The total amount of existing retail floor space is equivalent to other Secondary Centres, and the extent and diversity of current and potential floor space indicates the Centre has a sub-regional catchment.
- The Centre contains a diversity of land uses and is not predominantly single purpose. It's a key location for small-scale offices, professional and service businesses, catering for a full range of needs from shopping, commercial and community services from local convenience to higher-order comparison retail/ goods and services. The 2015–17 land use survey identified 67% of the Centre comprising non-Shop/Retail land uses.
- The Centre currently meets the desirable level of residential development with 35 dwelling per hectare, although this will increase significantly under an updated planning framework.
- There is a continuity of commercial activity along the entire length of the Centre, supported by the functionality of Albany Highway as a major sub-regional urban corridor. The concentration of retail and other uses around each supermarket at Victoria Park (Woolworths), The Park Centre (Coles) and St James (Aldi and Bunnings) should be considered as nodes within the whole Albany Highway activity centre rather than independent activity centres, given the framing nature of commercial and residential in-between nodes.
- The preparation of a Precinct Structure Plan and master plans will guide the development of significant amounts of additional residential and some commercial floor space, increasing the size of the Centre, maximising the diversity of land uses, use of shared infrastructure and patronage of the regional transit network.

The 2015–17, Department for Planning, Lands and Heritage (DPLH) *Land Use and Employment Survey* identified a total of 197,400 sqm of commercial floor space comprising 27% Shop/Retail, 9% Other Retail, 27% Office/Business, which currently equates to approximately 45% of the total commercial floor space within the Town. The centre has seen a significant increase in commercial floor space (30%) since the 2007 land use and employment survey. The balance of shop, other retail and office space – all over 40,000m2 of floor space – demonstrates Albany Highway's compliance with the State Planning Policy 4.2 land use mix targets for Secondary Centres. At 2020, the Centre also contains over 1,500 dwellings and has a current net residential density of 35 dwellings per hectare, although this will increasing given the significant opportunities for high density mixed use on larger strategic sites.

The Town Planning Scheme No. 1 defines the Albany Highway centre as a single Scheme Precinct that is zoned for its full length to permit commercial land uses, along with higher density residential development, since the Schemes gazettal in 1998. However, the review of Scheme No.1 and this Local Planning Strategy recognise that the development standards and land use controls currently in operation for the Precinct (which have remained largely unchanged since gazettal) are now outdated and will not provide the optimal enabling framework to facilitate the desired level of investment and redevelopment to achieve the future desired vision for Albany Highway. While the Scheme does recognise and zone the commercial core nodes separate from the intervening frame areas, the overarching planning and consideration of Albany Highway centre as a single entity supports its activity centre designation as a single Secondary Centre.

The Town has committed budget funds to prepare a precinct structure plan for the full length of the Albany Highway during 20/21 and 21/22 financial years. The outputs of this process will recommend changes to the local planning framework to facilitate business and employment growth and residential development within each node and along the Highway. This will maximise the number of people living and working within the Centre and within walking distance of the regional public transit network. The Precinct Structure Planning is intended to align with the Town's place-

based approach, recognising the surrounding neighbourhoods of Victoria Park, East Victoria Park and St James, and their associated nodes/cores of commercial and retail development along the continuous commercial corridor of Albany Highway. Depending upon the outcomes of the Precinct Structure Planning process the end output may be a single Albany Highway Precinct Structure Plan (with potentially three parts/sub precincts) or three distinct Precinct Structure Plans (but very much related and dovetailing one another), noting that SPP 7.2 'Precinct Design' provides for the preparation of Precinct Structure Plans for activity centres as a whole or in part. Regardless of the end output, the Town will seek to identify and foster the unique local character and points of difference found between the various sections/nodes along Albany Highway versus the application of a monotonous carte blanche approach in terms of desired character and built form outcomes.

The Town has also commenced preparation of a masterplan for the Macmillan Precinct comprising John Macmillan Park and a number of Town-owned and private properties bound by Albany Highway, Sussex Street, Kent Street and Gloucester Street. This will inform major changes and investment for this area over the next 20 years, and include the potential redevelopment and relocation of Town civic, leisure and administrative services to this location, surrounded by a range of mixed use commercial and residential development, connecting to and interfacing with Albany Highway at the East Victoria Park core commercial node. The masterplan will directly inform the Precinct Structure Planning process for this portion of Albany Highway, strengthening its functional role and supporting the proposed extension of the Victoria Park Secondary Centre designation to the East Victoria Park and St James portions of the Albany Highway commercial corridor.

Historical Background to Albany Highway Development

Albany Highway's development as a transit corridor between the City and regional centres in WA led to its historical development for wholesale supply of goods, manufacturing and industrial uses capitalising upon the passing trade of commuters and the regional transport of goods and materials along this major thoroughfare. This was accompanied by single residential development and secondary retail and convenience services to support the residential, worker and commuter populations accessing these industries, resulting in the characteristic 'strip' form of commercial development along the length of this transit corridor. These uses later transitioned to commercial and retail activities, with the development of large supermarkets at three core nodes in Victoria Park, East Victoria Park and St James, roughly corresponding to the 'beginning', 'middle' and 'end' of the Albany Highway commercial corridor within the Town of Victoria Park. During the mid-20th century the commercial land parcels between these nodes transitioned from wholesale goods and manufacturing uses to car sales yards.

Over time, these nodes have retained and continued to grow as intensive commercial 'cores' along the commercial corridor, supporting a diverse range of economic and commercial activity. These nodes now contain the bulk of retail and entertainment/leisure activity, each with at least one anchor supermarket and a range of small-scale retail, office and commercial service businesses. Other non-retail commercial and residential uses are located within 'frame' areas between the nodes, forming a near unbroken strip of ground floor commercial development for the length of Albany Highway. After a period of stagnation lasting until the late 1990s there has been a revitalisation of historic shopfront buildings as uses have evolved from those based on commodity purchases to those offering lifestyle commerce such as cafes and restaurants, with the 'Strip' now forming a premier food and hospitality destination in the Perth metropolitan area.

New multi-storey developments have interspersed themselves amongst these buildings, creating an eclectic character and mix of development, whilst continuing to provide ground floor commercial and retail spaces. The large size and increasing property values of former car yard sites have also seen them redeveloped for mixed use comprising residential apartments above ground floor commercial uses fronting Albany Highway. These have consolidated and reinforced the historical 'strip' form of commercial and retail development along Albany Highway.

The Victoria Park, East Victoria Park and St James commercial cores have not only continued to grow and respond to the increasing population of the Town and its surrounding suburbs. The range of services and offerings they provide has also become more strongly interlinked and distinct, reinforcing the function of Albany highway as a single centre rather than two or three distinct centres serving separate catchments. This is particularly evident in the locations of the major anchor tenants at each core node, with Victoria Park containing a Woolworths supermarket, East Victoria Park containing a Coles supermarket, Officeworks and Target outlet, and St James containing an Aldi supermarket and Bunnings. Consequently, residents and visitors are able to service their everyday retail and grocery needs at the node nearest them, or visit two or all three nodes within a single journey to additionally undertake their regional-level shopping needs for clothing, homewares, hardware, office needs, etc. The continued growth and private investment in these nodes has elevated their functional role to the provision of regional-level commodities and services, further supporting the designation of the Albany Highway centre as a single Secondary Centre.

Preparation of Precinct Structure Plan

The *draft Activity Centre Strategy* concluded that the recent doubling of retail floor space and redevelopment of Carousel Regional Centre poses the most significant threat to the future viability of Albany Highway. However, the Strategy also identified a number of significant competitive advantages present in the Centre that provide a solid foundation for future growth and revitalisation including:

- the extensive, diverse and comprehensive offering of activity including retailing, cafes / restaurant and entertainment uses that far exceed the limited retail offering of a shopping centre, including the night-time economy;
- existing 'nodes' of activity that can be further developed and enhanced to create distinctive places and provide greater legibility to the elongated form and diversity of activity along the whole Highway; and
- the fine-grain of the main street environment and the character of traditional shopfronts and older buildings which provide an authentic and human-scale experience, again in stark contrast to the somewhat 'clinical' and highly controlled environment of a "big box" shopping centre.

Given the economic and social importance of Albany Highway and the complexity of planning for such a large and diverse Centre, it is recommended that the future planning framework for Albany Highway be revised and updated through the preparation of an a Precinct Structure Plan, with consideration of (but not limited to):

- focus intensity and diversity of land uses and development within three distinctive activity 'nodes' (Victoria Park, East Victoria Park and St James) and consider lower intensity land uses in-between, including residential on the ground floor (with the opportunity for conversion to commercial if demand arises in the future);
- encourage a variety of activities and uses that add to the vibrancy and vitality of the Centre (especially beyond normal trading hours) and promote a more flexible approach to land use permissibility and approvals to minimise regulation and promote business development;
- adopt a more innovative and contemporary approach to vehicle movement and car parking to redress the balance to pedestrians, including a reduction in speed limits and improvements to the cycle network;
- enhance the main street urban grain and land use diversity to build on the point of difference between Albany Highway and the rival Carousel and Belmont Forum 'big box' centres;
- provide for higher density mixed use development and a greater number of people living within the Centre, and where possible surrounding (considering the constraints of Residential Character Areas abutting the Centre);
- raise the standard of the public realm through streetscape improvements and built form policies that maintain and promote the traditional main street character and diversity of places for lingering and staying (ie. plazas, micro-POS) and upgrading of existing public areas; and
- proactively encourage the retention and adaptive re-use of existing heritage and character buildings, and acknowledge the role that the diversity of building stock plays in fostering new businesses and contributing to interest and vitality in comparison to rival shopping centres.

Designation of Special Entertainment Areas

The Department of Planning, Lands and Heritage has released a draft Position Statement Special Entertainment Precincts (November, 2019) that proposes the introduction of a Special Control Area in planning schemes to establish parameters around noise limits and mitigation measures for entertainment venues to reduce potential conflict with sensitive land uses while promoting a balance and diversity of land uses and night-time activation within activity centres. As Albany Highway supports a diversity of cafes, restaurants, pubs and entertainment venues, it would be appropriate for the planning framework to designate a Special Entertainment Precinct over the core of each activity 'node', and this will be considered in further detail during Activity Centre planning.

Presence of Motor Vehicle Sales and Marine Sales Premises

Albany Highway contains a number of large sites that host car yards which are discouraged but operate with Additional Use rights under TPS No.1. While several of the smaller car yards have ceased operation and are slowly being redeveloped to maximise land use and economic returns from these high value locations through mixed use (high density residential with commercial on the ground floor), the *draft Activity Centre Strategy* notes that the larger car yards are unlikely to redevelop in the near future, and this situation is acceptable as they still contribute to future opportunities for redevelopment as a future land bank. The planning framework for these land uses will be further considered through future Activity Centre planning relative to their location, contribution to the economic vitality of the Town and landowner intensions.

11. McCallum-Canning

The McCallum-Canning LPS Neighbourhood is in the westernmost corner of the Town and is located 3km from the CBD. It is connected to East Perth via Heirisson Island and the Causeway bridges. The precinct is bounded by the Swan River to the North West, the City of South Perth (Local Government boundary) to the South West, lower density and character residential areas to the South East, and Albany Highway and the Victoria Park (Bus) Transfer Station to the North East.



Figure 11.1 – McCallum-Canning LPS Neighbourhood

Current Planning Framework

The planning, subdivision and development of land within the McCallum-Canning Neighbourhood is currently guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel @3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, *Perth and Peel @3.5million Central Sub-Regional Planning Framework*, designates the land adjacent to Canning Highway as Urban Corridor and a high frequency public transit route. Land along the Swan River is designated as part of the Green Network. The *Central Planning Framework* seeks to optimise the use of land in these locations close to existing public transport infrastructure through targeted increases in the density and diversity of housing, business activity, jobs and community activities.

State Planning Policy 4.2 Activity Centres for Perth and Peel (WAPC 2010)

This policy guides the size, land use mix, residential density and the built form of activity centres according to a hierarchy of centres of different sizes and functions. The policy advises that showrooms should be located outside the core of activity centres or adjacent to the regional road network. The policy prefers offices to be located within activity centres but does not preclude offices in accessible locations. The policy promotes mixed-use in centres (eg commercial and residential).

Also note, the Victoria Park (Armagh Street) Main Pump Station has a 150m odour buffer around it. The Water Corporation may request notices on title (in the form of a S70A notice on a subdivision, or strata bylaws for an apartment development) for any new developments within the odour buffer to ensure landowners and residents are aware of potential odour from the station.

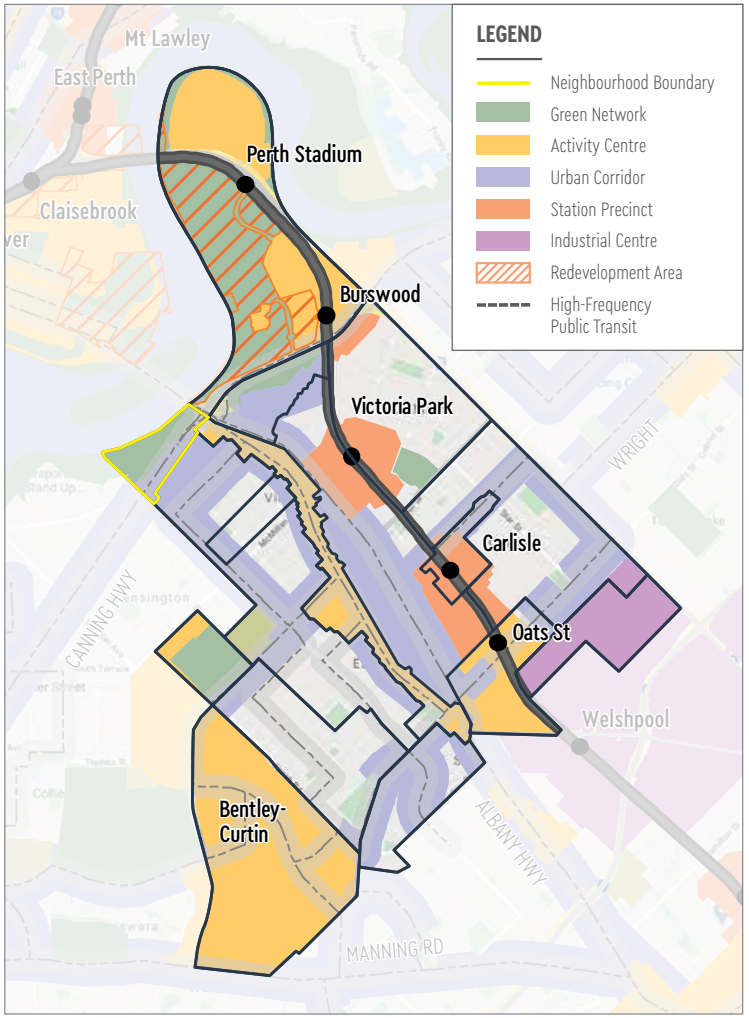


Figure 11.2 – Central Sub-Regional Planning Framework (WAPC, 2018)

TOWN OF VICTORIA PARK

The Town of Victoria Park has a suite of Informing Strategies that provide strategic direction for the Town and may require implementation through the Local Planning Framework.

Draft Activity Centre Strategy (Planwest, 2017)

The *draft Activity Centre Strategy* designates the Precinct's commercial areas as a Neighbourhood Activity Centre within the Town's hierarchy of activity centres. The Strategy recommends:

- phasing out retailing and promoting commercial land uses more suitable for its location on the Highway (eg. showrooms, offices);
- encouraging high density residential or offices on upper floors;
- coordinating vehicle access and parking to draw vehicles away from Canning Highway.

In addition, there are several place-based plans from the Town and other government agencies that guide the recreational and environmental management of Taylor Reserve and McCallum Park including:

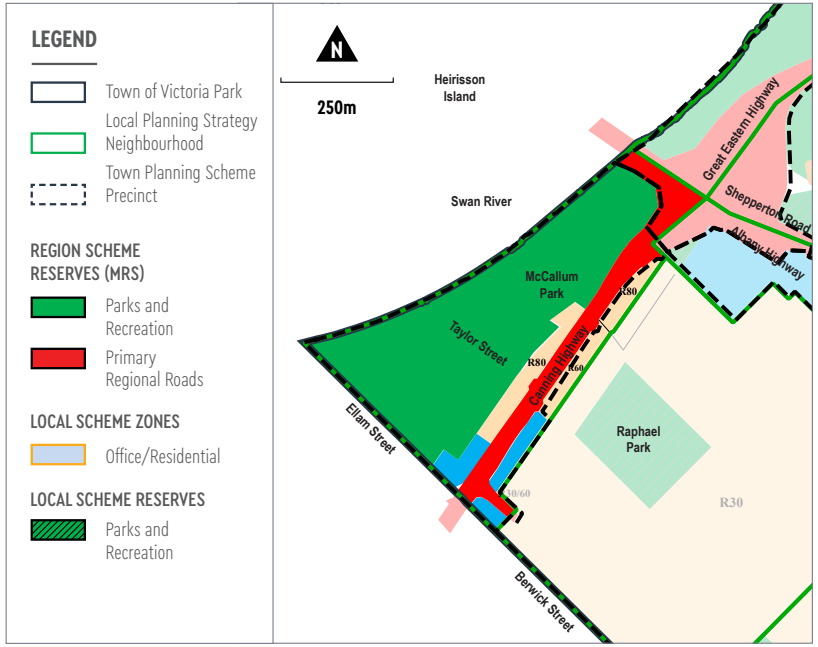
- *Taylor Reserve and McCallum Park Concept Report* (Town of Victoria Park 2017) – provides a detailed plan to create the reserve as a local and regional destination and guide infrastructure development.
- F*oreshore Access and Management Plan* (Town of Victoria Park, 2015) – a strategic management framework for foreshore land managed by the Town.
- *Draft Perth Water Buneenboro Precinct Plan* (Department of Biodiversity, Conservation and Attractions, on behalf of the Perth Water Vision Group 2019) – identifies McCallum Park-Taylor Reserve as a local recreation place, suitable for large-scale events, with a minor activity node suitable for permanent small-scale commercial uses such as café or bike hire.

This section provides an outline of the Town's key strategies and a description of the current Town Planning Scheme No.1 planning controls for the neighbourhood which are under review through the *Local Planning Strategy*.

Town Planning Scheme No.1 (TPS No.1) and *TPS No.1 Precinct Plan*

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 3 and outlined below. In addition to TPS No.1 zones, current place-specific planning controls are:

Figure 11.3 – Town Planning Scheme No.1 and Precinct Plans



- *TPS Precinct Plan P4 McCallum* – commercial development to a maximum plot ratio of 0.5, R80 residential density or higher with approval in Commercial zone, building heights to nine metres (two storey) south of Canning Highway or 15 metres (five storey north of Canning Highway).
- *TPS Precinct Plan P5 Raphael Precinct* – applies to residential south of Canning Highway, building height three storeys (R60) and five storeys (R80).

Note the Precinct also contains zones and reserves under the Metropolitan Region Scheme (MRS) where the WA Planning Commission is the planning authority and approves works within the Parks and Recreation Reserve, requires widening of Canning Highway through subdivision, restricts vehicle access and requires the referral of planning applications for adjoining properties.

Note that land adjacent in the City of South Perth is zoned Residential and Commercial under TPS No.6 with heights between two and three storeys with proposals for an increase to 6 storey.

Existing Character

This outline of the Precinct's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure and Movement Network

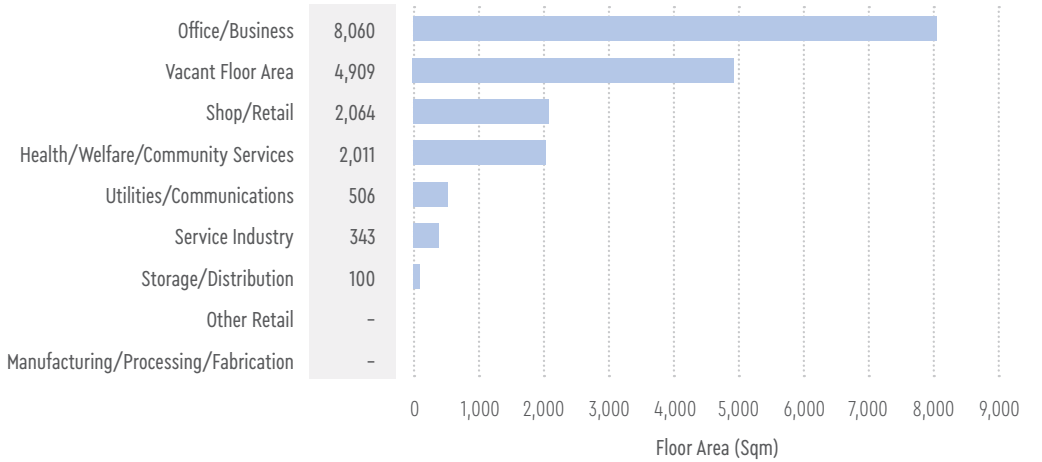
The Precinct's urban structure is shaped and dominated by Canning Highway and the intersection with Berwick Street which is a major district road, and the expanse of river foreshore areas. Canning Highway forms a key 'gateway' entry to the Town but also a major barrier for pedestrians to access the River. There are limited roads to the River, and various parking areas. On the north side of Canning Highway, development is orientated to both the Highway and the River. There is a mix of lot sizes with residential lots range from 324 sqm to 5,770 sqm and commercial lots from 360 sqm and 5,092 sqm. Lots to the north of Canning Highway have vehicle access from side roads or rear laneways and easements. Residential lots south of Canning Highway have access via rear laneways, but Commercial lots directly front the Highway. There are multiple bus services running along Canning Highway to the CBD via the Victoria Park Bus Interchange.

Land Use and Built Form

Taylor Reserve-McCallum Park provides recreational and occasional community events, in addition the Department of Water, Environment and Regulation offices are located on the reserve and ability for future small-scale commercial services. There is an extensive parking area located adjacent.

Most residential development occurs in the form of large apartment complexes, although there are some smaller scale grouped dwellings, and several single houses. There are 253 dwellings in the neighbourhood which equates to a net residential site density of 55 dwellings per hectare (across Residential and Commercial zones). A further 23 dwellings have recently been approved in an apartment on the corner of Canning Highway and Taylor Street (87 dwellings per hectare).

Figure 11.4 – Types of Land Uses by Floor Space Area (minus residential) (Source: DPLH, 2017)



Commercial development consists several large office, showroom complexes, smaller highway service uses and fast food outlets. In 2015–17, the State Government's *Survey of Land Use and Employment* identified approximately 18,000 sqm of commercial floor space comprising Office/Business (45%), Vacant (27%), Shop / Retail (11%), Health/Welfare/Community Services (11%).[2]

2. In comparison, the Industrial Zone east of the railway line has 192,000 square metres of floor space.

Landscape and Public Realm

The Swan River holds great significance to the Noongar people as being created and sacred to the rainbow serpent 'Waugal' and is an iconic destination of State significance. Taylor Reserve-McCallum Park caters for multiple social and environmental functions and its management is so arranged to apportion activities by 'zone' to manage multiple needs and impacts. The pedestrian environment along Canning Highway is poor given the volume of traffic and there is inconsistent and sporadic landscaping that provides little shade or relief. Rear access roads along the parklands have quite good overlooking from buildings.








The McCallum-Canning Neighbourhood contains excellent examples of modern low-scale apartments. Land along Canning Highway forms a major entry to the Town and there is further opportunity for redevelopment of land along the southern part of Canning Highway in the future.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Maximising Commercial and Mixed Use Development

Existing high density apartments and R-Code densities meet the *Central Planning Framework* objectives for urban consolidation along urban corridors. However, there is an opportunity to review the zoning and planning controls for the Commercial zones to encourage further intensification for mixed use, coordinate built form and manage vehicle access. Future planning should address a number of opportunities and challenges for land currently zoned Commercial:

- the presence of large lots capable of accommodating mixed commercial and residential uses, beyond the currently restrictive planning controls including plot ratio (0.5) which is presently exceeded by one property, with manageable impacts on surrounding properties;
- the potential to encourage tourism and/or short-stay accommodation to leverage riverside amenity and support the emerging regional destination of Taylor Reserve-McCallum Park, with good regional access;
- potential for amalgamation incentives for smaller lots on the south of the Highway, ability to coordinate shared access and better manage interface with rear residential areas; and
- the potential for redevelopment to improve the low quality environment of the Canning Highway-Berwick Street intersection;
- the opportunity to offer development incentives in exchange for 'community benefit' under the Apartment Codes that could create some form of local community focus for residents (refer to the Infrastructure Funding Chapter for further discussion on benefits).

It is recommended the land currently zoned Commercial under Town Planning Scheme No.1 be identified as a Precinct Planning Area, and the Town investigate opportunities to update the planning framework to encourage higher density mixed use (residential and commercial) development.

12. Lathlain

The Lathlain LPS Neighbourhood extends over the neighbourhood of Lathlain and is bounded by the Perth-Armadale railway line, Roberts Road, Orrong Road and Great Eastern Highway.



Figure 12.1 – Lathlain LPS Neighbourhood

Current Planning Framework

The planning, subdivision and development of land within the neighbourhood is currently guided by multiple State government strategies and policies. The key documents are outlined below which the Town of Victoria Park must review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, *Perth and Peel@3.5million Central Sub-Regional Planning Framework*, designates land around the Victoria Park Train Station and the Burswood East Train Station as a Station Precinct. The *Central Framework* seeks to optimise the use of land in these locations close to existing public transport infrastructure through targeted increases in the density and diversity of housing, business activity, jobs and community activities.

TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provide an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the neighbourhood which are under review through the *Local Planning Strategy*.

Draft Activity Centre Strategy (Planwest, 2017)

The Town's *draft Activity Centre Strategy* recommended considering R40/R60 residential densities around the Lathlain Place Local Centre to support activation of the centre. The Strategy discussed intensification of activity and residential development east of the Victoria Park train station, but raised concerns regarding suitability.

Note – Lathlain Oval is reserved Parks and Recreation under the Metropolitan Region Scheme (MRS) and is under the planning control of the WA Planning Commission and land use and development guided by the Lathlain Park Management Plan (WAPC, 2017).

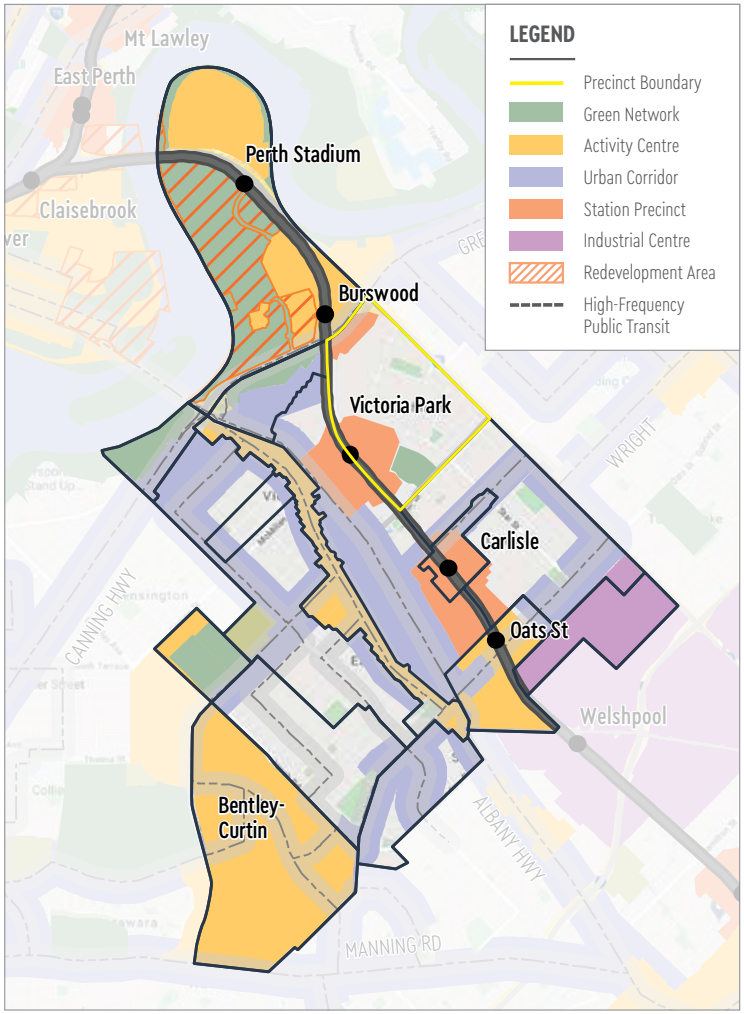


Figure 12.2 –Central Sub-Regional Planning Framework (WAPC, 2018)

Public Open Space Strategy (2019)

The Town's *Public Open Space Strategy* identified minor gaps in access to neighbourhood parks in Lathlain. To address the shortfall, the *Strategy* recommends investigating the potential for re-use and development of a number of drainage sumps (subject to drainage and engineering investigations).

Town Planning Scheme No.1 and TPS Precinct Plans

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 3 and outlined below. In addition to TPS No.1 zones, current place-specific planning controls are:

- *TPS Precinct Plan (P7) Lathlain* – facilitates low to medium density development, encourages retention of existing dwellings and a complimentary character for new development, consolidation of commercial activity to zones (plot ratio 0.5, R20), medium scale highway commercial uses in the Commercial zone (plot ratio 0.5, R60).



Figure 12.3 – Town Planning Scheme No.1

Existing Character

This outline of the Neighbourhood's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure and Movement Network

The Lathlain Neighbourhood is based on a traditional grid network of relatively wide streets forming a uniform pattern of street blocks. Original lot sizes ranged from 1021 sqm to around 750 sqm, although many have been subdivided to 400–450 sqm. The neighbourhood is highly accessible by public transport and road, with access to both Victoria Park and Burswood East Train Stations and Orrong Road and Great Eastern Highway. A regional bike path (Principal Shared Path) will be constructed along Rutland Avenue in 2020–21. Bus services run along Streatley Road, and Goddard and Howick Streets. According to the road hierarchy Roberts Road is a District Distributor B, Bishopsgate Road is a Local Distributor and Great Eastern Highway/Orrong Road are Primary Distributor Roads.

Land Use and Built Form

The majority of Lathlain supports low density, single storey single dwellings contained within original larger lots or on battle-axe subdivided lots. There are 1,729 dwellings equating to a net residential site density of 18 dwellings per hectare (across Residential and Commercial zones). Lots north of Goddard Street are generally larger and suitable for subdivision, with less potential for subdivision south of Goddard Street. There are several parks and a small range of community facilities (education, Lathlain community centre for groups etc). The newly redeveloped Lathlain Oval forms a key feature of the neighbourhood.

In 2015–17, the State Government's Survey of Land Use and Employment identified a total of 6,732 sqm of commercial, shop/other retail, office/business and cultural/ recreational floor space within various commercial and community places within Lathlain.

Landscape and Public Realm

The neighbourhood has relatively wide streets, most with a good coverage of large and mature tree canopy and footpaths. There has been significant loss of tree canopy from private land through infill redevelopment which is being addressed through the Town's Urban Forest Strategy and Implementation Action Plan.

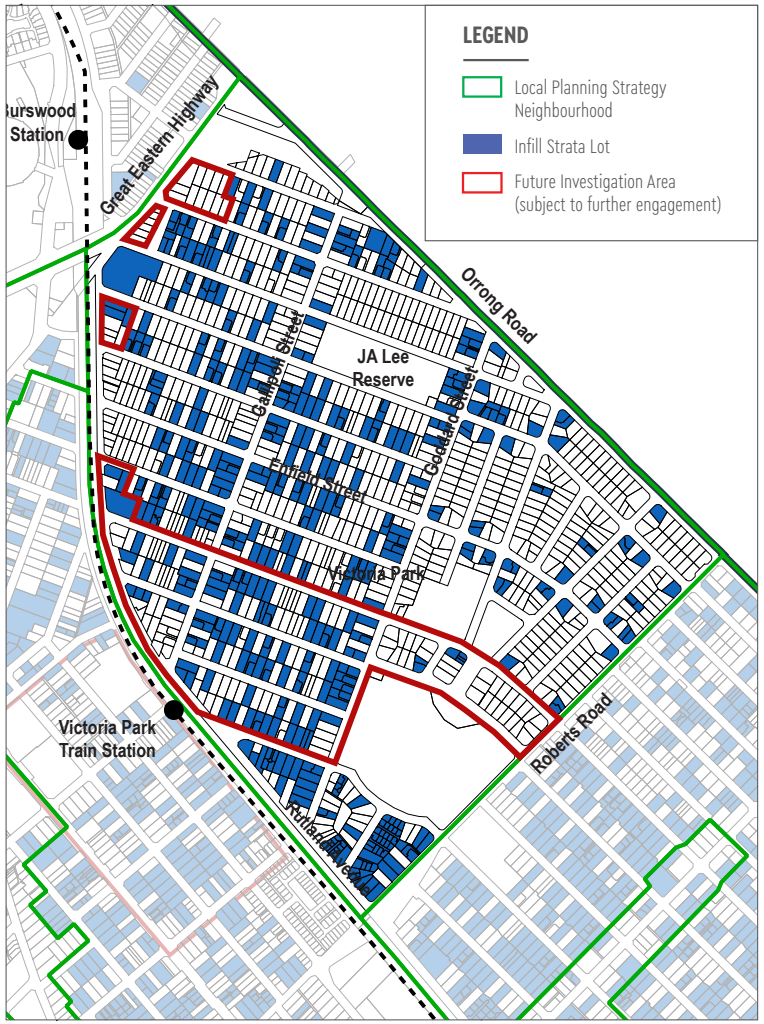


Figure 12.4 Extent of Infill Development and Future Investigation Areas








Re-subdivision of original larger lots and development of new, low-scale housing has seen Lathlain welcome new residents over the last few decades. However, there is limited diversity of housing, particularly for residents wishing to age-in-place and downsize.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Address Public Open Space Shortage

The Town's Public Open Space Strategy (POSS) identified a lack of access to neighbourhood-level public open space for some parts of Lathlain. Key strategies to address this shortage include investigating the potential for re-use / redevelopment of existing drainage sumps (subject to engineering advice) and development of Bishopsgate Street as an Active Park Street. These recommendations will be progressed via the POS Implementation Plan. Refer to the Infrastructure Funding Chapter for discussion on contributions to POS.

Addressing the Central Planning Framework – Urban Consolidation

The *Central Sub-Regional Planning Framework* identifies the potential for higher density residential development within the catchments of the Victoria Park and Burswood train stations. The Town's *draft Activity Centre Strategy* identified potential for some increase in residential densities around the Lathlain Place Local Centre. The community did not raise the prospect of changes to residential density in Lathlain during the 2016–17 *Strategic Community Plan* engagement, although there was support for 'targeted density' generally around train stations precincts and within activity centres.

Each area with potential for changes in density is discussed below (refer to Figure 12.4):

Land around Victoria Park train station

There has already been intensification of residential land uses around the Victoria Park train station via the current TPS No.1 densities. Relatively new development and the multiplicity of small lots severely constrain the potential for changes in the foreseeable future. Accordingly, land east of the Victoria Park train station is not suitable for further urban consolidation.

Lathlain Place Area

The Town's draft *Activity Centre Strategy* identified an opportunity to increase the density in the street blocks between Howick St and McCartney Crescent, adjacent to Lathlain Oval, from R20 to R40/60 (R60 to be achieved through amalgamation of lots). Any increase in density should result in housing diversity and should be complementary to the existing lower scale character of Lathlain. As such, it is recommended that land the between Howick St and McCartney Crescent be designated a Future Investigation Area (refer to Figure 12.4), and the prospect of increasing density and achieving more compact, and diverse housing outcomes, be explored with the landowners and community during the community engagement phase of the draft *Local Planning Strategy*. Also note, that the Housing Chapter encourages the development of shop-top housing in Local Centre zones and recommends the development of a generic Local Planning Policy to guide development in Local Centre and other minor commercial zones.

Burswood Station Catchment

Selected properties in a 400 metre walkable catchment of Burswood Station have the potential to support higher density residential development. Several properties currently support existing older style apartments and there may be opportunities for amalgamation of lots to create larger redevelopment sites. As such, it is recommended these properties be designated as Future Investigation Areas (refer to Figure 12.4) and the Town engages with landowners and community to gauge support for medium and/or higher density residential development.

Gallipoli Street Commercial

The shops on Gallipoli Street are currently zoned Residential R20 and it is recommended they be rezoned to Local Centre in the new LPS No.2 to reflect the land use.

13. Character Area (East and West)

The Character Area (East and West) LPS Neighbourhood encompasses some of the Town's oldest neighbourhoods with original character homes in areas to the east and west of Albany Highway.



Figure 13.1 – Character Area (East and West) LPS Neighbourhood

Current Planning Framework

The planning, subdivision and development of land within the neighbourhood is guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the review and update of the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, *Perth and Peel@3.5million Central Sub-Regional Planning Framework*, designates land around the Victoria Park Train Station as a Train Station Precinct and Shepperton Road and Mint Street as Urban Corridors. The *Central Framework* seeks to optimise the use of land in these locations close to existing public transport infrastructure through targeted increases in the density and diversity of housing, business activity, jobs and community activities, where appropriate.

State Planning Policy 4.2 – Activity Centres for Perth and Peel (WAPC 2010)

This policy guides the preparation of the LPS through the application of a hierarchy of activity centres and offers guidance on the size and mix of commercial activity, density of housing and built form and urban design outcomes. Although there are no Commercial zones or Activity Centres within the neighbourhood, part of the neighbourhood theoretically falls within the catchment of the Albany Highway Secondary Activity Centre and SPP 4.2 encourages a net residential density between 25–35 dwellings per gross hectare within 400 metres of the centre.[3]

3. Typically, the average R Code (or net density) equivalent is two to three times the number of dwellings per gross hectare.

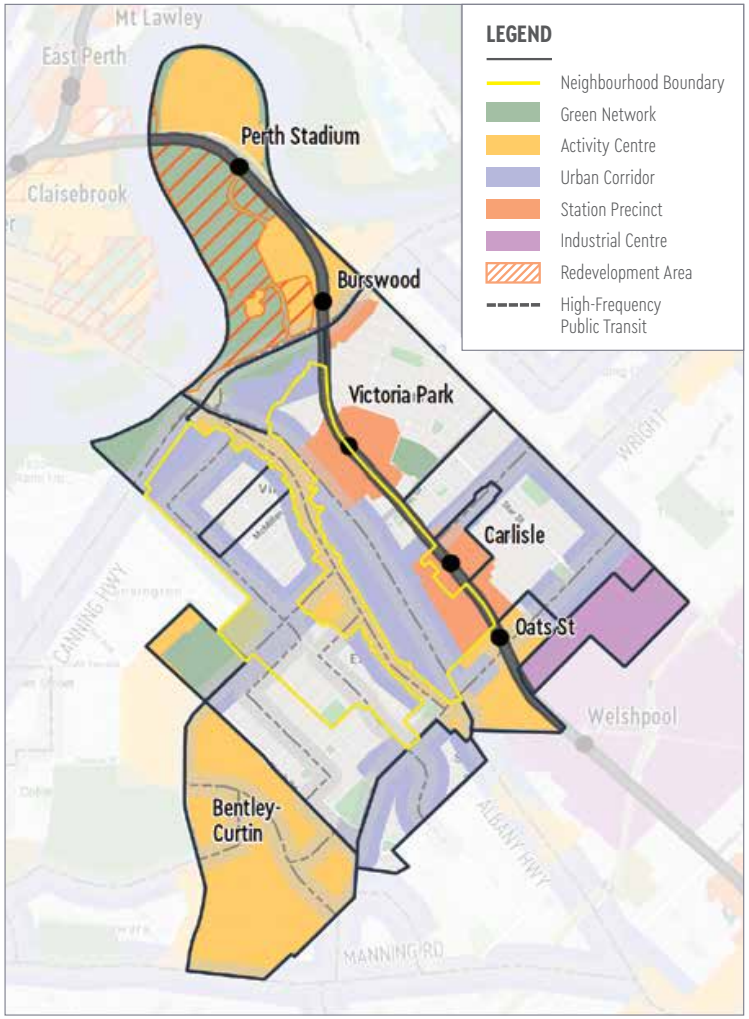


Figure 13.2 – Central Sub-Regional Planning Framework

TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the neighbourhood which are under review through the *Local Planning Strategy*.

Draft Activity Centre Strategy (Planwest, 2017)

The Town's *draft Activity Centres Strategy* recommends land between the Victoria Park Train Station and Albany Highway be developed as an Activation Area with some consideration of higher density, plus a variety of land uses to add to vibrancy and vitality to the broader area and in support of the Albany Highway Centre.

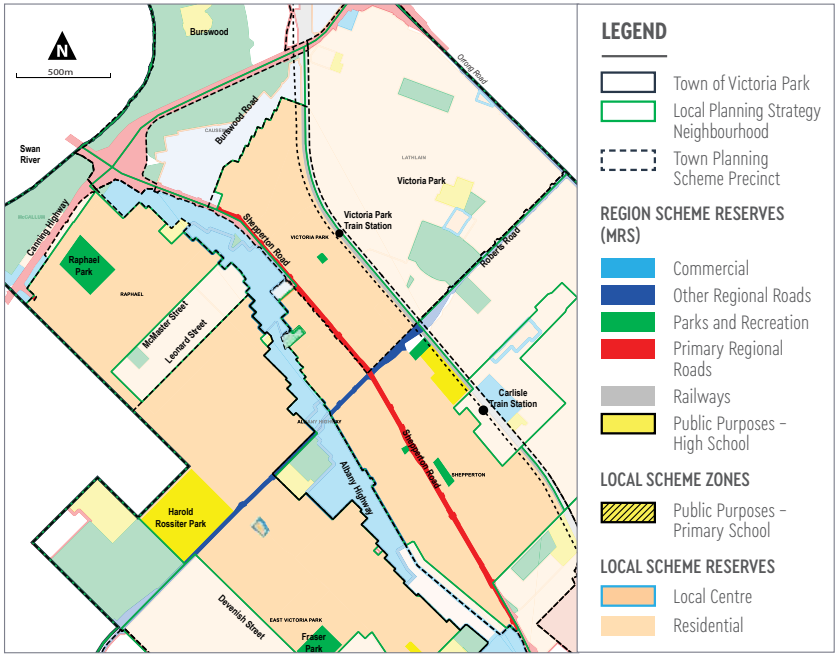
Town Planning Scheme No.1 and *TPS Precinct Plan*

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 3 and outlined below. In addition to the TPS No.1 zones, current place-specific planning controls are:

- *TPS Precinct Plan (P5) Raphael* – applies to land generally north of Leonard Street. The Plan encourages retention and rejuvenation of existing character housing and new housing to be of compatible character and style, with some areas for infill at higher densities, and provides guidance on heights, setbacks and vehicle access along Berwick Street.
- *TPS Precinct Plan (P6) Victoria Park* – applies to land between Shepperton Road and the railway from the Burswood South commercial area to Miller Street. The Plan encourages retention and rejuvenation of existing character housing and new housing to be of compatible character and style and to minimise the loss of existing houses through expansion of existing institutional uses.
- *TPS Precinct Plan (P10) Shepperton* – applies to land between Shepperton Road and the railway south of Miller Street. The Plan encourages development of diverse housing types, and low-scale infill development (grouped dwellings only).
- *TPS Precinct Plan (P12) East Victoria Park* that preferences low-density development, retention and restoration of original housing and limited infill development in keeping with neighbourhood character and the landscape setting.

Local Planning Policy 25 – Streetscape contains the primary policy provisions to guide the conservation of built form and management of complementary infill development for original dwellings (constructed prior to 1945). The Town has recently confirmed the community's desire for conservation of heritage values through this neighbourhood and is updating the Policy to reflect contemporary needs, as well as initiating a Special Control Area in TPS No.1 to manage demolition and development for single houses

Figure 13.3 – Town Planning Scheme No.1 Zoning



Existing Character

The outline of the neighbourhood's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure and Movement Network

Roads in the neighbourhood form a traditional grid network of streets, creating a uniform pattern of street blocks that has seen little variation since the original subdivision. The majority of properties south of Miller Street have access to a rear Right of Way (ROW) but there are only a few ROWs in street blocks north of Duncan Street. There is a wide variety of lot sizes and a significant number of properties have been subdivided to the maximum permissible under existing residential densities.

The neighbourhood is highly accessible to public transport with bus services along Shepperton Road and train services at Victoria Park and Carlisle stations.

Land Use and Built Form

The dominant land use in the neighbourhood is residential, and there is a mix of neighbourhood facilities including several schools. The neighbourhood includes a small local centre on Berwick Street (corner Ashburton Street) and a number of local delis, and most daily needs are provided by access to Albany Highway. There are several other commercial land uses, such as the VisAbility community service building on Kitchener Avenue that are currently zoned Residential.

In the eastern portion of the neighbourhood there are 3,211 dwellings and the net residential site density is 27 dwellings per hectare (across Residential zones). There is a relatively equal distribution of single houses on small lots and townhouses and villas on strata lots. Apartments are the dominant housing form of dwelling in the R60 zone. In the western portion of the neighbourhood, there are 3,413 dwellings and the net residential site density of 24 dwellings per hectare (across Residential zones), with a wide proportion of single houses and villas, with apartments and terraces in the R60 areas.

Landscape and Public Realm

The neighbourhood has relatively wide streets, most with a good coverage of large and mature tree canopy and footpaths. There has been significant loss of tree canopy from private land through infill redevelopment which is being addressed through the *Town's Urban Forest Strategy and Implementation Action Plan.*

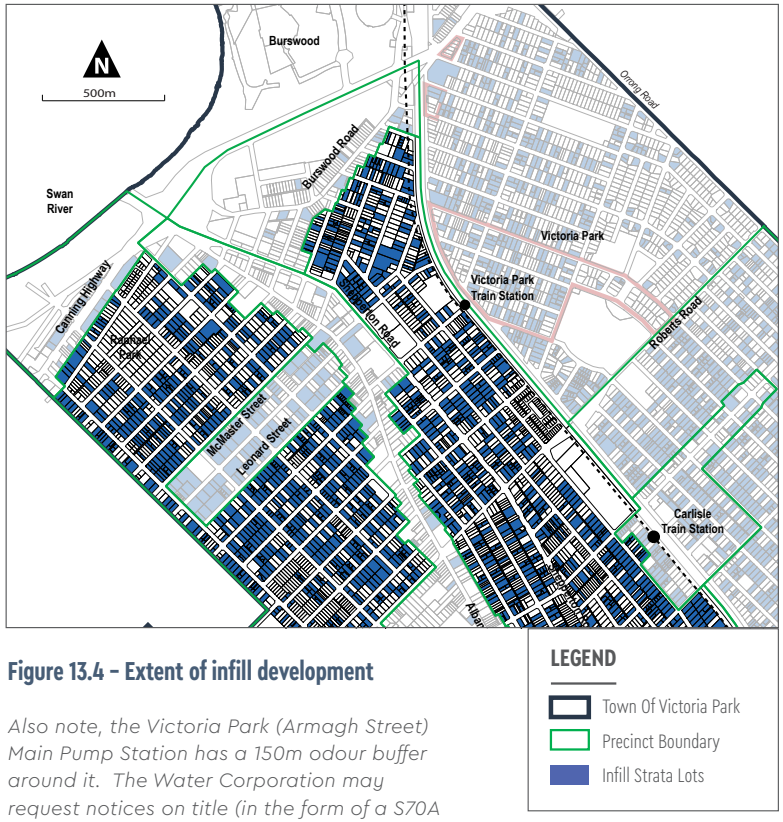


Figure 13.4 - Extent of infill development

Also note, the Victoria Park (Armagh Street) Main Pump Station has a 150m odour buffer around it. The Water Corporation may request notices on title (in the form of a S70A notice on a subdivision, or strata bylaws for an apartment development) for any new developments within the odour buffer to ensure landowners and residents are aware of potential odour from the station.



This neighbourhood contains one of the largest and most uniform collections of period homes in the Perth metropolitan region and possibly Australia. Strict planning policies and guidelines have sought to conserve the cultural heritage of this neighbourhood, which dates from the late 19th Century and early 20th Century, and ensures that new development respects this heritage while providing for modern lifestyles.

Opportunities And Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Addressing the Potential for Urban Consolidation

The neighbourhood contains some of the oldest suburbs in the Perth metropolitan area with subdivisions dating from 1892 through to 1907. The character of the area is protected through the LPP 25 Streetscape, however there is an opportunity to encourage greater housing diversity in close proximity to the Victoria Park train station through:

- removal of the multiple dwelling restriction in the R40 zone where new development will be sympathetic to the distinctive character of original dwellings and streetscapes; and
- applying a higher density code to the VisAbility site to maximise dwelling yield through any future redevelopment.

As such, the Strategy recommends the land bounded by Harper Street, Kitchener Avenue, Gresham Street and Shepperton Road be designated as a Future Investigation Area (refer to Figure 13.4) and the Town engages with landowners and community to gauge support for the changes above.

Improving Streetscapes

The Town is preparing the Albany Highway Precinct Structure Plan that will include streetscape design guidance for key approaches to Albany Highway including Mint Street to the railway line and Carlisle train station. The Plan may also include some recommendations around built form that should be considered in the preparation of the new LPS No.2, Local Planning Policies and/or a future plans for the Carlisle Town Centre. The Albany Highway Precinct Structure Plan will be prepared during 2021. In addition, the PTA's *draft Station Access Strategy (PTA 2019)* recommends improving accessibility and the actual and perceived safety of streets and public spaces surrounding and leading to Carlisle Station, particular given the anticipated future increase in patronage and pedestrian activity.

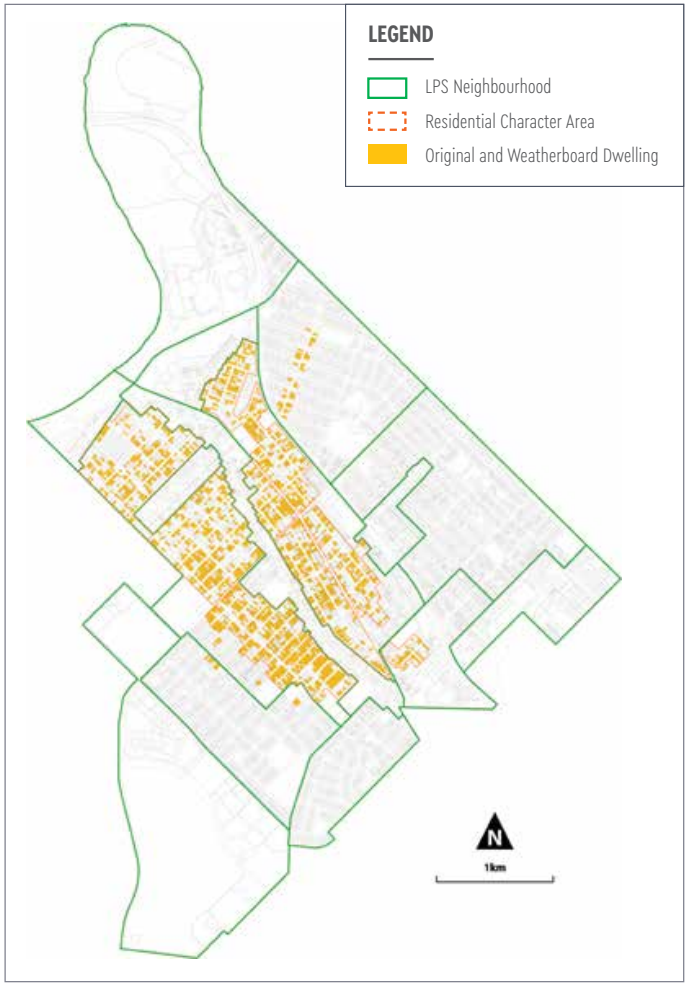


Figure 13.5 – Residential Character Area showing original and weatherboard dwellings

14. Carlisle Town Centre

The Carlisle Town Centre LPS Neighbourhood encompasses land around the Carlisle Train Station and along portion of Archer Street in Carlisle. The neighbourhood boundaries are roughly guided by the existing Archer Street local centre zone, commercial development around the Apollo Way intersection, and land around the Carlisle Train Station that has right-of-way access and is not affected by the Character Retention Area.

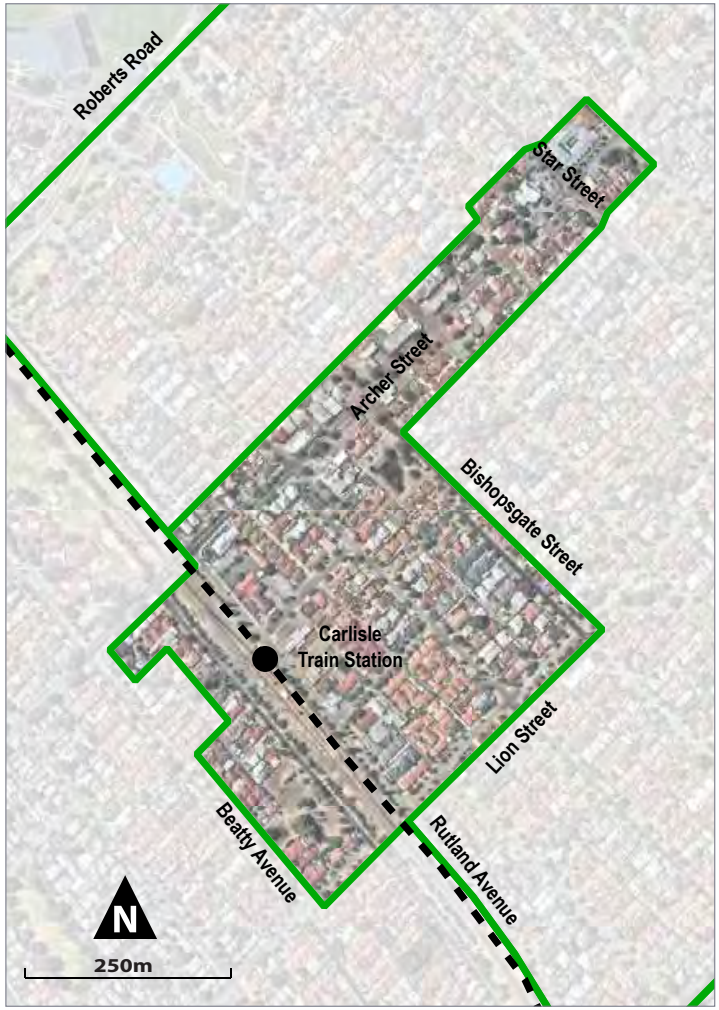


Figure 14.1 – Carlisle Town Centre LPS Neighbourhood

Current Planning Framework

The planning, subdivision and development of land within the neighbourhood is guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, *Perth and Peel@3.5million Central Sub-Regional Planning Framework*, designates land around Carlisle Train Station as a Station Precinct and Archer and Mint Streets as Urban Corridors. The *Central Framework* seeks to optimise the use of land in these locations close to existing public transport infrastructure through targeted increases in the density and diversity of housing, business activity, jobs and community activities.

State Planning Policy 4.2 – Activity Centres for Perth and Peel (WAPC 2010)

The policy guides the size and mix of commercial activity, density of housing and built form and urban design of Activity Centres according to a hierarchy of centres of varying sizes and functions. The Local Centre zone on Archer Street is designated a Neighbourhood Centre according to the SPP 4.2 activity centre hierarchy. Neighbourhood Centres form important local community places that provide for daily to weekly household shopping, convenience retailing, community facilities and small-scale offices, as well as medium density housing. SPP 4.2 sets a residential density target of between 15 and 25 dwellings / hectare (per gross hectare[4]) in Neighbourhood Centres within the 200 metres walkable catchment.

METRONET

METRONET is a major project of the State government which has committed over $415 million (including Federal funds) to remove level crossings including the crossing at Mint -Archer Streets. The project may include the removal and provision of a new station and redevelopment of land immediately around the station.

4 Typically, the average R Code (or net density) equivalent is two to three times the number of dwellings per gross hectare.

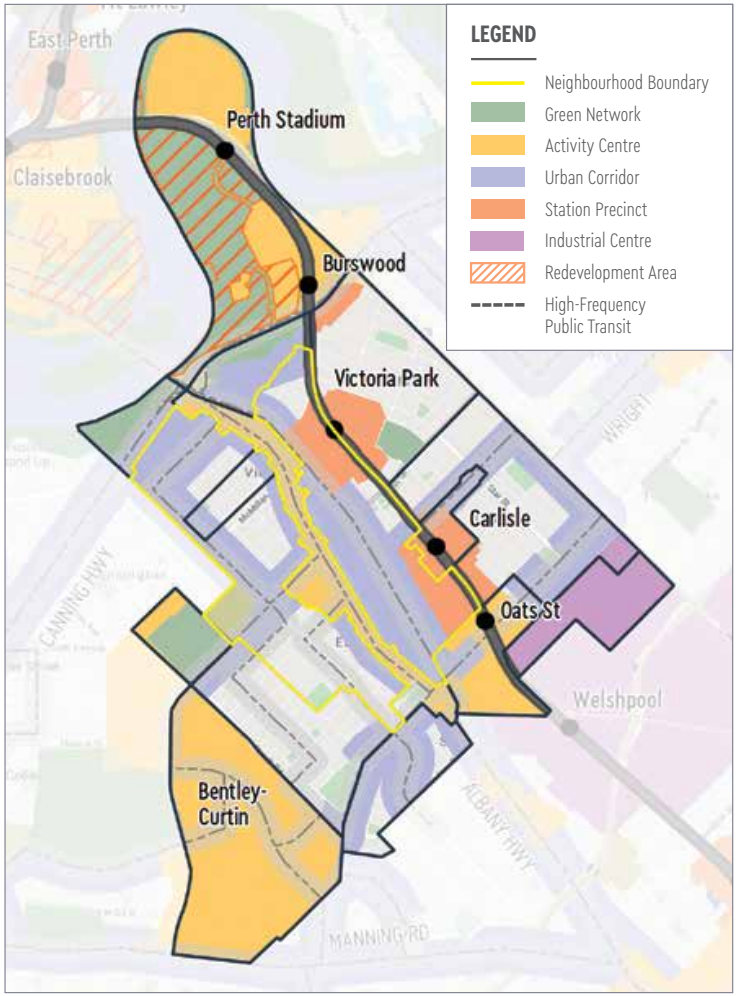


Figure 14.2 – Central Sub-Regional Planning Framework

TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provide an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for neighbourhood which are under review through the *Local Planning Strategy*.

Draft Activity Centre Strategy (Planwest, 2017)

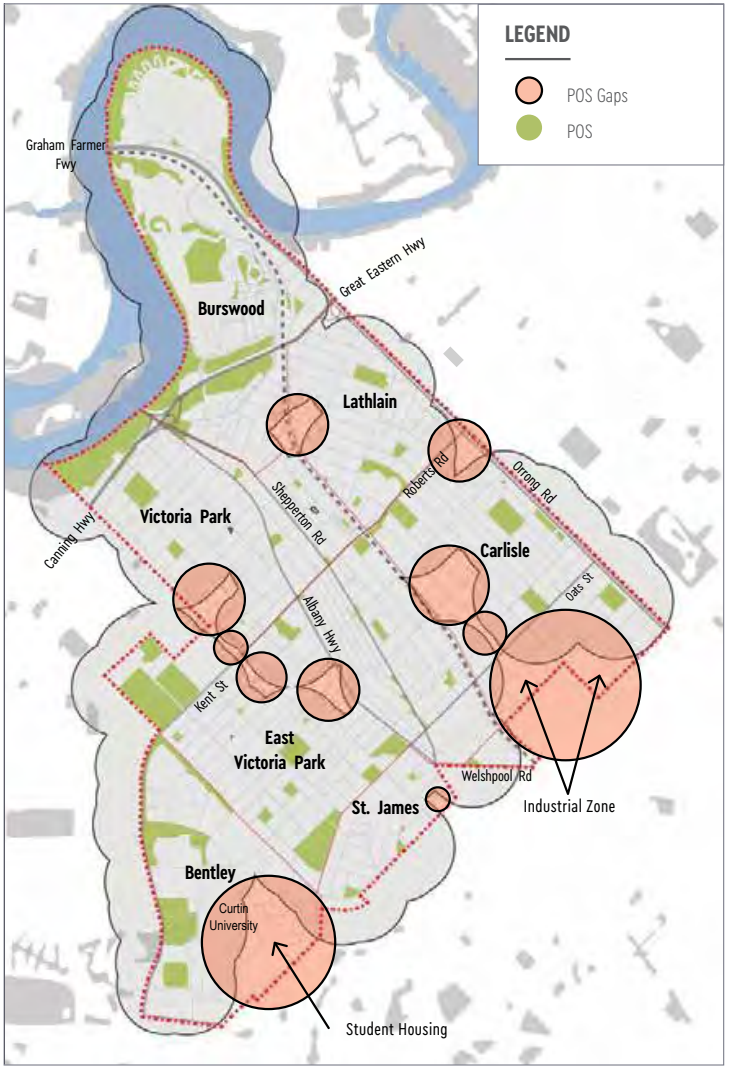
The Town's *draft Activity Centre Strategy* examined the Local Centre zone on Archer Street and the Commercial zone along Rutland Avenue and recommended:

- consolidation of the commercial zones by introducing an R30/R60 split coding in the Activation Area with R60 subject to mixed use on ground floor, residential above and max. Four stories height limit.
- removing the restriction on multiple dwellings (apartments) along Mint Street between the railway and Albany Highway.

Public Open Space Strategy (2019)

The Town's *Public Open Space Strategy* identified a deficiency in access to neighbourhood parks in this part of Carlisle. To address the shortfall, the *Strategy* recommends investigating the potential for re-use and development of a number of drainage sumps (subject to drainage and engineering investigations) and the creation of new parks in future redevelopment plans for the Carlisle Town Centre Neighbourhood.

Figure 14.3 - Public Open Space Deficit



Town Planning Scheme No.1 (TPS No.1) and TPS Precinct Plan

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 4 and outlined below. In addition to TPS No.1 zones, current place-specific planning controls are:

- Carlisle Precinct Plan P8 – facilitates lower scale and intensity development, medium density housing (R30), multiple dwellings not permitted and commercial development to a maximum plot ratio of 0.5 with a residential density code of R30.
- Shepperton Precinct Plan P10 – facilitates lower scale and intensity development, medium density housing (R40), multiple dwelling not permitted and commercial development to a maximum plot ratio of 0.5 with a residential density code of R30.



Figure 14.4 – Town Planning Scheme No.1 Zoning

Existing Character

The outline of the neighbourhood's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure & Movement Network

Archer-Mint Street is a defining feature of the neighbourhood and is a District Distributor 'B' road carrying 13,000 vehicles per day and four bus routes that connect Elizabeth Quay Bus Station, Belmont, Curtin University, Redcliffe, Forrestfield and Maida Vale. Mint-Archer Streets form a key east-west movement link through the Town from Albany Highway to a signalised intersection at Orrong Road.

The neighbourhood is dissected by the Perth-Armadale railway line. The Carlisle Train Station opened in 1893 as Haydon's Siding. The station ranks 57 out of a total of 69 suburban stations for average weekday boardings (March 2018)[5]. The travel time between Carlisle Station and Perth Station is approximately 13 minutes.

The traditional grid street network across broader Carlisle extends across the neighbourhood creating uniform street blocks. There are 14 rights-of-way (ROWs) across the neighbourhood, many still registered as being owned by the original subdivider of the area.

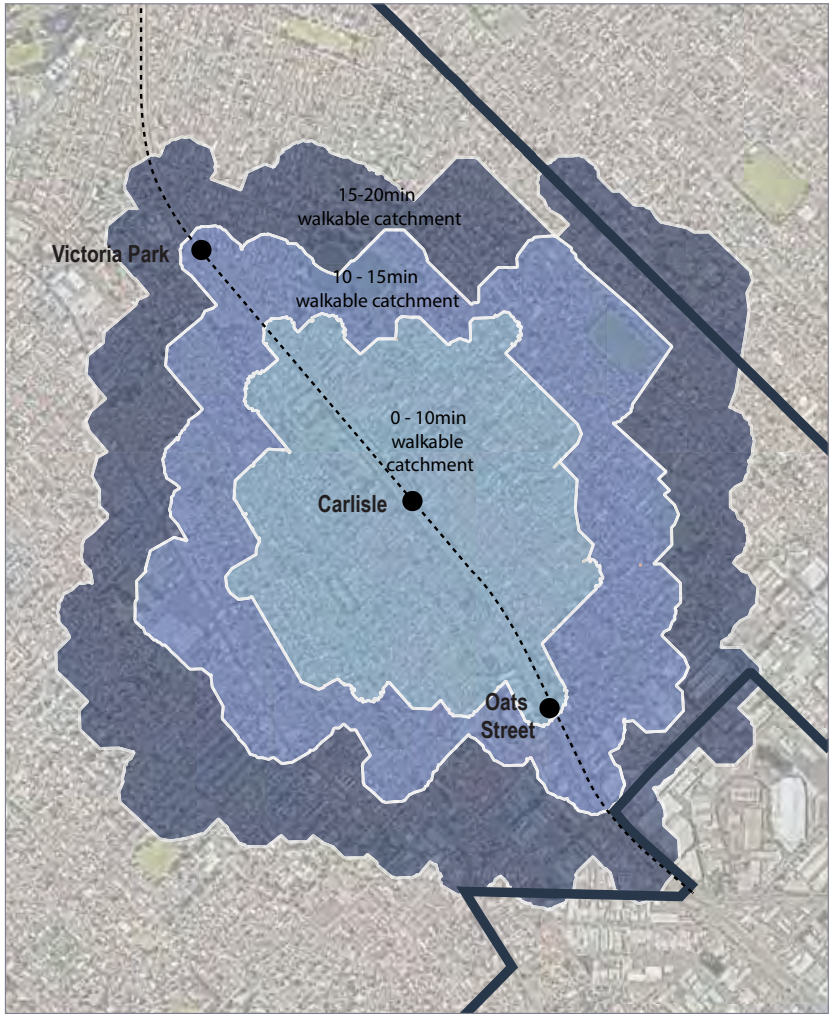


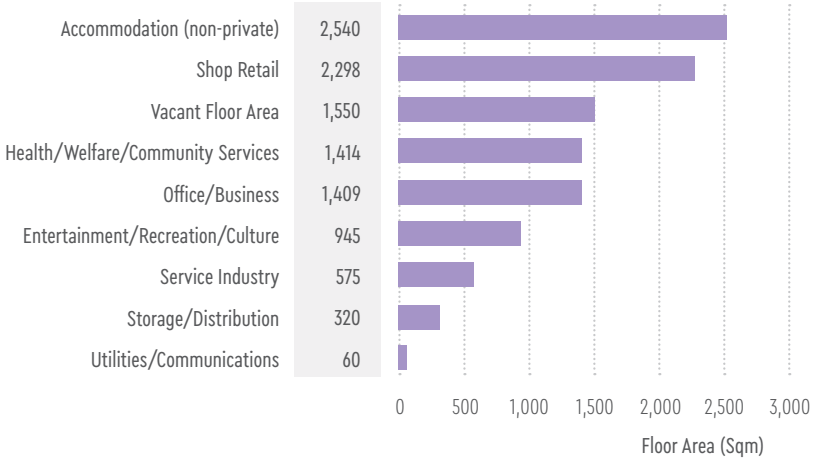
Figure 14.5 – Walkable 'Ped-Shed' Catchment from Carlisle Station

5. FLYT, *DRAFT Station Access Strategy – 11a Carlisle Station* (Perth: Public Transport Authority, 11/ 2019)

Land Use and Built Form

The neighbourhood supports a variety of commercial and community uses such a local shops and restaurants, residential aged care facilities, a community centre, the Carlisle Hotel, Uniting Church and children's day-care centre. In 2015–17, the Department for Planning, Lands and Heritage (DPLH) *Land Use and Employment Survey* identified just over 11,000 sqm of commercial floor space in the neighbourhood, with Shop Retail making up 23% of total floor space and Accommodation 23%. Vacant floor space was high at 14%.

Figure 14.6 – Types of Land Uses by Floor Space Area (minus residential)
(Source: DPLH, 2017)



There are around 315 dwellings in the neighbourhood, and the net residential site density is around 18 dwellings per hectare (across Residential and Commercial Zones). The majority of residential zoned lots have been developed to the maximum density permitted under the current TPS No.1 predominately for single storey villas (grouped dwellings).

Figure 14.7 – Extent of infill development to-date



Landscape and Public Realm

The neighbourhood has a relatively good coverage of mature trees along roads and shading footpaths, with the exception of the pathway along Rutland Avenue. The Archer Street centre is highlighted by red road pavement and has planter boxes and some seating.













METRONET's level crossing removal project at Archer and Mint Streets will shine a spotlight on the latent potential in the Carlisle Town Centre for business growth and shop-top apartments to add to this already bustling local centre.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Addressing Public Open Space Shortage

The Town's Public Open Space Strategy (POSS) identified a need for more open space and for potential re-use of drainage sumps and/or within the station precinct redevelopment. The POSS recommendations will be progressed via the POSS Implementation Plan. Refer to the Infrastructure Funding Chapter for discussion on contributions to POS.

Consolidation and Intensification of the Carlisle Town Centre

Designation of land within the Carlisle Town Centre Neighbourhood as a station precinct and urban corridor in the State Government's *Central Sub-Regional Framework* requires investigation of the potential for intensification of residential and/or commercial activity and potential changes to TPS zones, R-Code densities and development requirements. The Town's *draft Activity Centres Strategy* recommends consolidation of commercial areas and activity between Archer Street and Rutland Avenue and higher densities within and surrounding the centre.

Any future changes to the local planning framework will depend on timeframes and outcomes from METRONET's Archer-Mint Streets level crossing removal project which is assessing options. Each option will produce different implications for adjacent land. The Town is currently engaging with METRONET in this respect.

It is recommended that the Town designates the Carlisle Town Centre Neighbourhood as a Precinct Planning Area and that a future planning study be undertaken to identify redevelopment potential and changes to the planning framework with consideration of:

- the outcomes of the METRONET Level Crossing Removal project and re-definition of the Activity Centre boundaries to guide future investigation of development opportunities and changes to the planning framework.
- opportunities to address gaps in neighbourhood level public open space through new parks and/or public plazas.
- opportunities for higher density residential and mixed use development to provide housing diversity and choice (eg. shop-top housing, apartments, townhouses etc).
- opportunities to expand the range of commercial activities and community spaces to extend the main street environment and meet the needs of the broader Carlisle and East Victoria Park community within the functions of a Neighbourhood Activity Centre.
- opportunities to update development requirements to deliver high quality design at the interface of buildings and public spaces that contributes to a people friendly and distinctive main street environment, including development that opens up access to and activates laneways (right-of-ways).
- the constraint posed by the multiplicity of landowners, smaller lots and newer houses recently developed under the current TPS1 R30 densities that are unlikely to change in the short to medium term.
- consolidation of the commercial zones and commercial activity and consideration of the most suitable zone and densities to achieve planning objectives for the Centre.

Improving Streetscapes

The Town is preparing an Albany Highway Precinct Structure Plan that will include streetscape design guidance for key approaches to Albany Highway including Mint Street to the railway line and Carlisle train station. The Plan may also include some recommendations around built form that should be considered in the preparation of the new LPS No.2, Local Planning Policies and/or a future plans for the Carlisle Town Centre.

In addition, the PTA's *draft Station Access Strategy* (PTA 2019) recommends improving accessibility and the actual and perceived safety of streets and public spaces surrounding and leading to Carlisle Station, particularly given the anticipated future increase in patronage and pedestrian activity.

Accordingly, greater attention to the siting and design of buildings, carparks, public spaces and landscaped areas and to the type of permissible land uses is warranted to create active frontages and safe and welcoming streets. Application of best practice Crime Prevention Through Environmental Design (CPTED) principles should be embedded into any future changes in development requirements and the planning framework.

15. Carlisle Residential

The Carlisle Residential LPS Neighbourhood generally covers the residential neighbourhood of Carlisle, except for land in the Carlisle Town Centre-Station Neighbourhood and the Oat Street Station Precinct, and land zoned Industry.



Figure 15.1 – Carlisle Residential LPS Neighbourhood

Current Planning Framework

The planning, subdivision and development of land within the neighbourhood is guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, *Perth and Peel@3.5million Central Sub-Regional Planning Framework*, designates Archer and Oats Streets, and portion of Orrong Road as potential Urban Corridors. The Framework seeks to increase residential density and/or other commercial or community activity in these areas, where appropriate, to maximise access to public transit services.

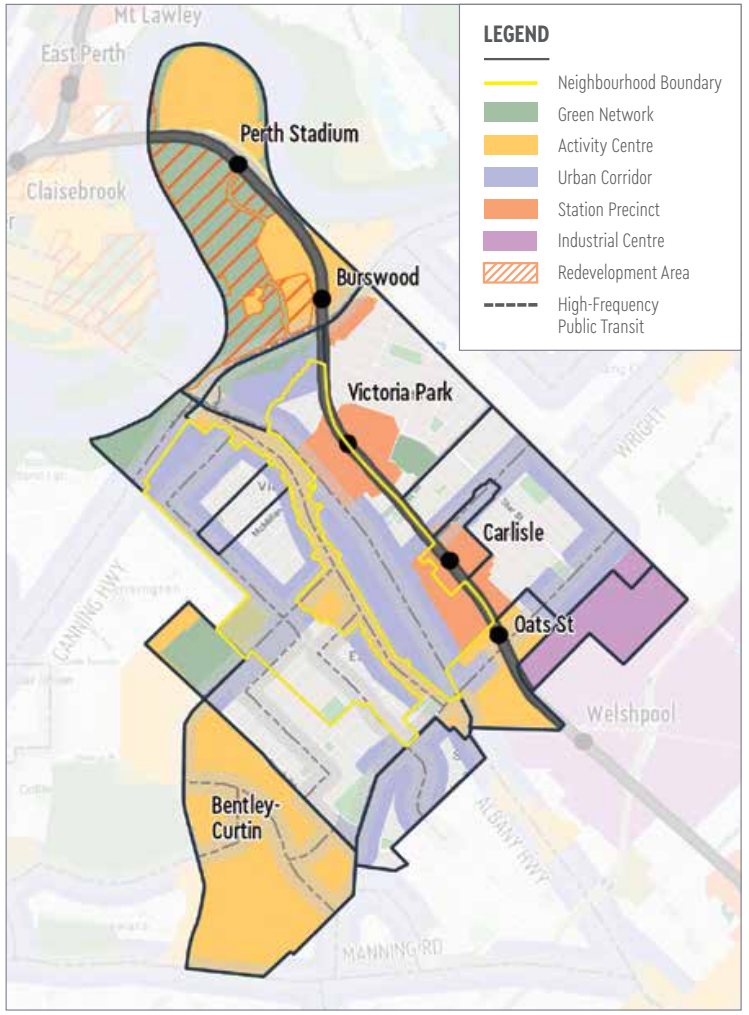


Figure 15.2 –Central Sub-Regional Planning Framework (WAPC, 2018)

TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the neighbourhood which are under review through the *Local Planning Strategy*.

Public Open Space Strategy (2019)

The Town's *Public Open Space Strategy* identified several areas deficient in the distribution of neighbourhood parks across parts of Carlisle and made various recommendations to address this shortfall.

Town Planning Scheme No.1 and Local Planning Policies

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 4 and outlined below. In addition to TPS No.1 zones, current place-specific planning controls are:

- **TPS Precinct Plan P8 (Carlisle)** – permits single and grouped dwellings at R30 density, generally in accordance with the R-Codes, and in keeping with the existing low-scale neighbourhood character. Apartments are not permitted. Development in the Commercial zone shall be a maximum plot ratio of 0.5, with an R30 density where residential development is proposed.

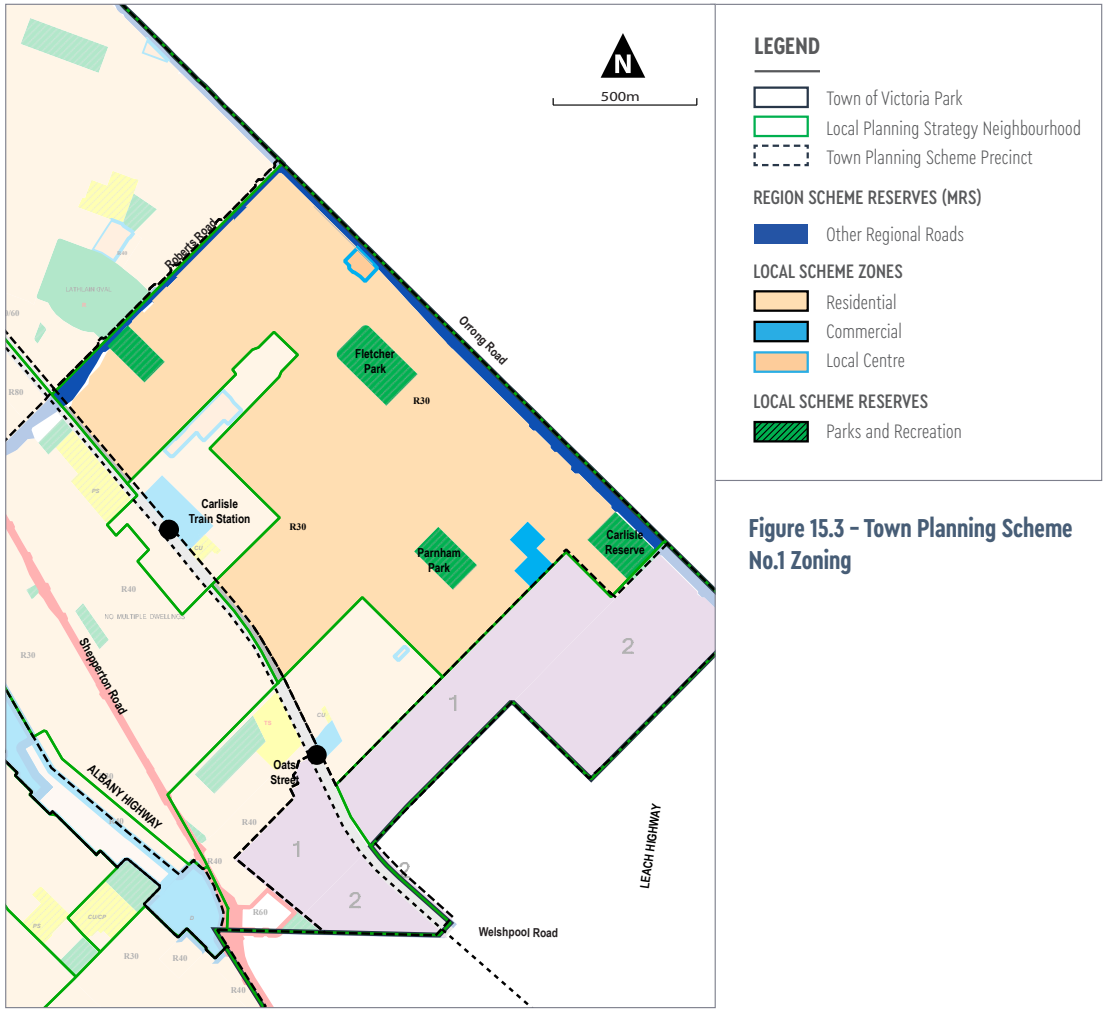


Figure 15.3 – Town Planning Scheme No.1 Zoning

Existing Character

The outline of the neighbourhood's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure and Movement Network

The road network across the Carlisle Residential Neighbourhood is a traditional grid network forming a relatively uniform pattern of street blocks, some with rear Rights-of-Way (ROWs). Residential lots range from 249 sqm to 3,274 sqm with many having been subdivided under the R30 density code to around 260 sqm.

Star and Bishopsgate Streets are Local Distributor Roads, Roberts Road, Archer Street and Oats Streets are District Distributor Roads and Orrong Road is a Primary Distributor Road. Bus routes run along Archer, Star and Oats Streets and a large proportion of Carlisle is within a 10-minute walk (800 metres) of Carlisle or Oats Street Train Stations. A regional bike path (Principal Shared Path) runs along the railway line.

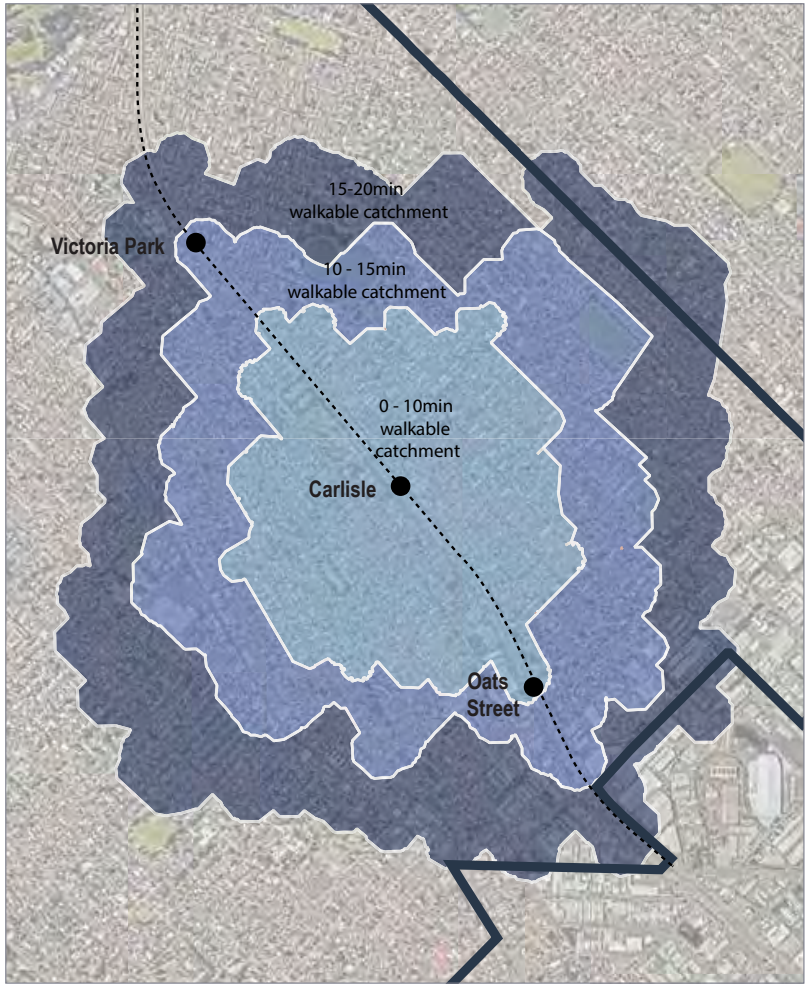


Figure 15.4 – Walkable distances from Carlisle and Oats Street Train Stations
(Source: Draft Carlisle Train Station Access Strategy, prepared for PTA by Flyt, 2019)

Land Use and Built Form

The neighbourhood contains a variety of traditional neighbourhood community and institutional land uses such as churches, pre-primary and primary school, parks / sporting ovals, aged care and disability support accommodation.

The Commercial zone around the corner of Oats and Harris Streets comprise mostly residential buildings with a delicatessen and several commercial activities (such as radiator, upholstery and vintage shops). The Local Centre zone along Orrong Road accommodates two fuel stations and a fast food outlet. In 2015-17, the State Government's *Survey of Land Use and Employment* identified 790 sqm of occupied floor space in the local centre on the corner of Archer Street and Orrong Road, although the IGA supermarket has since closed, and 2,245 sqm commercial floor space in the Oat Street Commercial zone.

There are 2,700 dwellings in the neighbourhood, and the net residential site density is 21 dwellings per hectare (across Residential and Local Centre / Commercial zones). The dominant housing type is single storey grouped dwelling villas, followed by single houses.

Landscape and Public Realm

The neighbourhood has relatively wide streets, most with a good coverage of mature trees and footpaths, however there has been significant loss of tree canopy on private land through infill redevelopment. There are several large parks accommodating community and sporting facilities and ovals.







Re-subdivision of original larger lots across Carlisle has contributed to housing choice and affordability that suits singles, couples and families alike.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Response to Central Planning Framework – Urban Corridors

The *Central Sub-Regional Planning Framework* designates the entire length of Archer Street, Oats Street and part of Orrong Road as potential Urban Corridors. The Town must address whether an increase in density is suitable for these areas to facilitate higher dwelling yields.

Under the current TPS No.1 most of Carlisle is zoned Residential R30 density. This has resulted in extensive infill redevelopment of original properties, most with single storey grouped dwelling villas (2–3 per lot) and to a lesser extent, 5–6 villa complexes and small lot single terrace homes. There has been no development of apartments as they are not currently permitted under the R30 zone. As such, a large proportion of the neighbourhood has been developed to the maximum density permitted under R30 and remaining 'undeveloped' lots are scattered across the neighbourhood.

The R30 zone has resulted in an increased supply of housing in Carlisle at relatively affordable prices. While redevelopment to R30 has contributed to increased diversity of housing across the Town generally, there is limited diversity within Carlisle itself. In effect, the types of houses being developed reflect the original housing stock (smaller 3 bedroom by 1–2 bathroom stand-alone dwellings), only in a more dense pattern with less space around and between houses, loss of mature trees, more driveways and hardscapes along streets and less private open space areas. The new pattern of development reflects the intent of the TPS Precinct Plan for low-scale neighbourhood character but in reality there has been a change in neighbourhood character, while providing significant benefits to property owners and residents seeking smaller, more affordable homes.

The *Central Sub-Regional Planning Framework* suggests residential densities between R40 to R60 for Urban Corridors to facilitate the development of small-scale apartments (ie. 2–3 storeys) to achieve meaningful dwelling yields and provide for greater numbers of people to live close to public transit. Given the limited amount of developable larger lots and their distribution across Carlisle, any change in density would only be effective across a wider area. This would result in a significant change in neighbourhood character, although it would improve housing diversity.

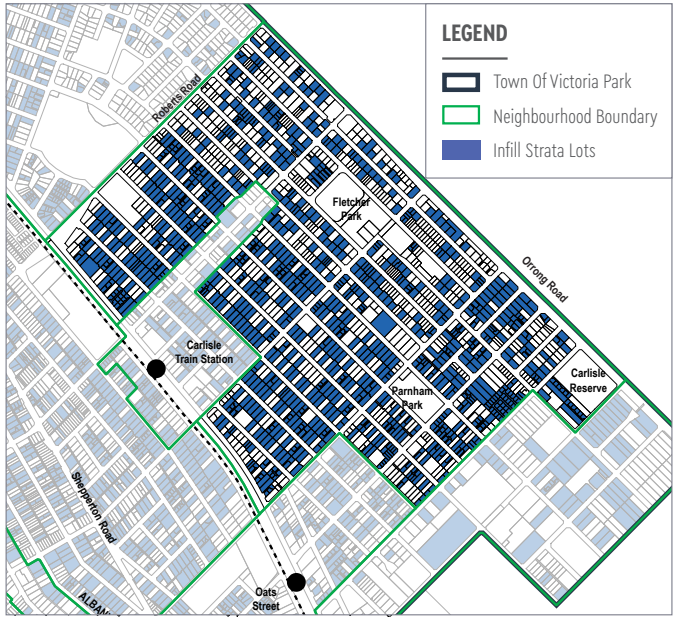


Figure 15.5 – Extent of infill development

However, this scale of change was not envisaged by the community during the 2016–17 Strategic Community Plan engagement, and the community's preference was for targeted locations for density around train station precincts and within activity centres. In view of this direction and the limited gain from any increase in density to meet the Urban Corridor concept, changes in density for the Carlisle Residential neighbourhood are not recommended.

The community also identified the need for more granny flats and multi-generational living opportunities in Carlisle during the 2016–17 engagement. The Housing Chapter recommends changes to the Residential Codes (R-Codes) to encourage more ancillary and special purpose smaller homes (including aged). Planning for intergenerational housing is more complex and requires further investigation. In any event, two grouped dwellings can be designed as attached dwellings, with additional fire-proofing to operate as a multigenerational home, and the same applies for communal-style grouped dwelling complexes.

Minor Adjustments to Commercial Areas

TPS No.1 does not provide any specific guidance on the application of the R30 zone over the Commercial and Local Centre zones and this has resulted in the Commercial zone along Cohn Street being developed solely for residential uses. The commercial areas in the Carlisle Residential Neighbourhood are relatively small, but they make a valuable contribution to the provision of commercial services, activities and employment, as well as interest and diversity from an urban landscape (probably the wrong word – form, diversity, interest?) perspective, and should be retained for commercial activity and/or mixed use (for instance residential above commercial).

As such the following is recommended:

- the Commercial zone on Cohn Street should be rezoned to Residential R30 in LPS No.2 to reflect the residential land use;
- the Local Centre zone at 44 (Lot 61) Archer Street (corner Orrong Road) should be extended over the entire lot to reflect the existing commercial activity; and
- the development requirements for the Commercial and Local Centre zone should be amended to limit residential development to first floor and above along the primary street frontage, and should increase plot ratio to 0.8 to maximise development of land, subject to retention of mature trees and provision of on-site car parking.

Note that the Economic and Housing Chapters propose the preparation of a generic Local Planning Policy for Local and Neighbourhood Centres (and other small commercial areas) that will provide consistent and updated planning provisions relating mixed use development.

Minor Adjustments to MRS Zoning

The land bounded by Orrong Road, Cohn, Harris and Briggs Street, is zoned Industrial under t he Metropolitan Region Scheme (MRS) but includes public open space and residential uses. The WA Planning Commission should amend the MRS zone to Urban to reflect the use of the land.

Carlisle Minor Town Planning Scheme No.3 (1969)

Original subdivision of the area bounded by Star Street, Roberts Road, Orrong Road and Briggs Street was guided by the Carlisle Minor TPS No.3 but is no longer required. The Council resolved in July 2017 to rescind this Scheme and this will be progressed with the Department for Planning, Lands and Heritage.

Address Public Open Space Shortage

The Town's *Public Open Space Strategy* (POSS) recommends upgrades to several existing parks and investigation of other areas for conversion to parks (subject to consideration of drainage and engineering requirements) to address shortfalls in POS. These recommendations will be progressed through the POSS Implementation Plan. The Infrastructure Funding Chapter recommends developer contributions be used to help fund POS upgrades and new parks.

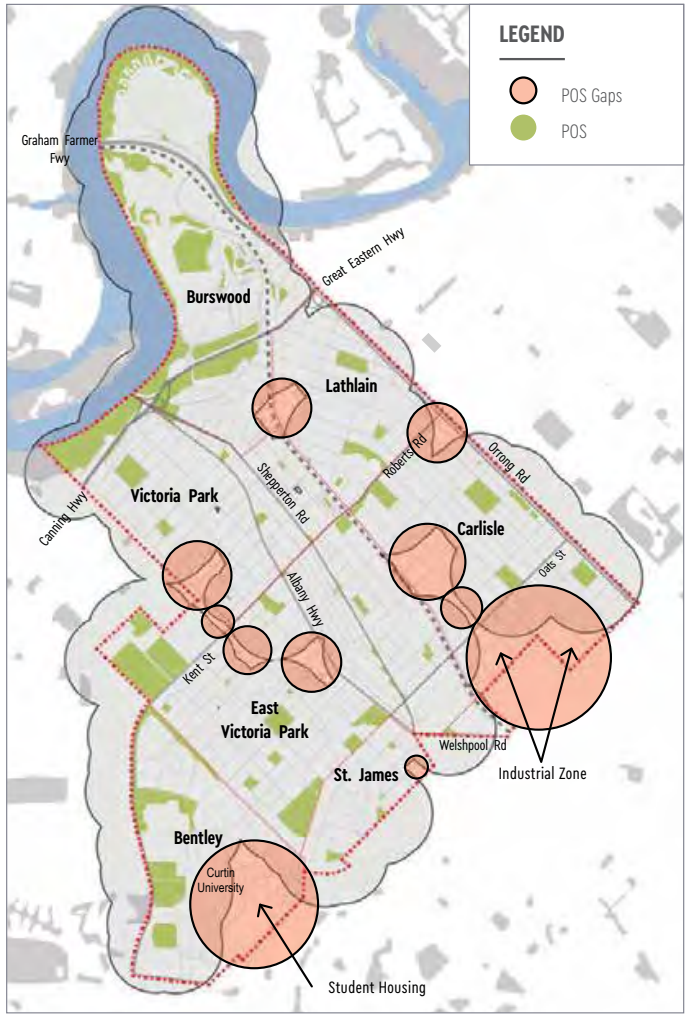


Figure 15.6 – Public Open Space Deficit

16. Oats Street Station

The Oats Street Station LPS Neighbourhood encompasses residential land either side of the Oats Street train station and industrial land south-west of the Perth-Armadale railway line. The neighbourhood boundaries have generally been guided by the boundaries of the Activity Centre outlined in the *Perth and Peel@3.5million Central Sub-Regional Planning Framework*.



Figure 16.1 – Oats Street Station LPS Neighbourhood

Current Planning Framework

The planning, subdivision and development of land within the neighbourhood is guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel @3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, Perth and Peel @3.5million Central Sub-Regional Framework, designates land around Oats Street train station as an Activity Centre (including the land zoned Industrial 1 under TPS No.1) and Oats Street and Shepperton Road as Urban Corridors. The Central Planning Framework seeks to optimise the use of land in these locations close to existing public transport infrastructure through targeted increases in the density and diversity of housing, business activity, jobs and community activities.

State Planning Policy 4.2 – Activity Centres for Perth and Peel (WAPC 2010)

The policy guides the size and mix of commercial activity, density of housing and built form and urban design of Activity Centres according to a hierarchy of centres of varying sizes and functions. Oats Street is designated as a District activity centre according to the hierarchy of Centres in SPP 4.2 although the boundaries of the centre are not specifically defined. District Centres have a focus on servicing the daily and weekly needs of residents and their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchments. District Centres should support a mix of land uses and office development should complement the function of the centre. SPP 4.2 sets a residential density target between for District Centres between 20 and 30 dwellings per gross hectare in the Centre and within 400 metres of the Centre, as well as more intense commercial activity.

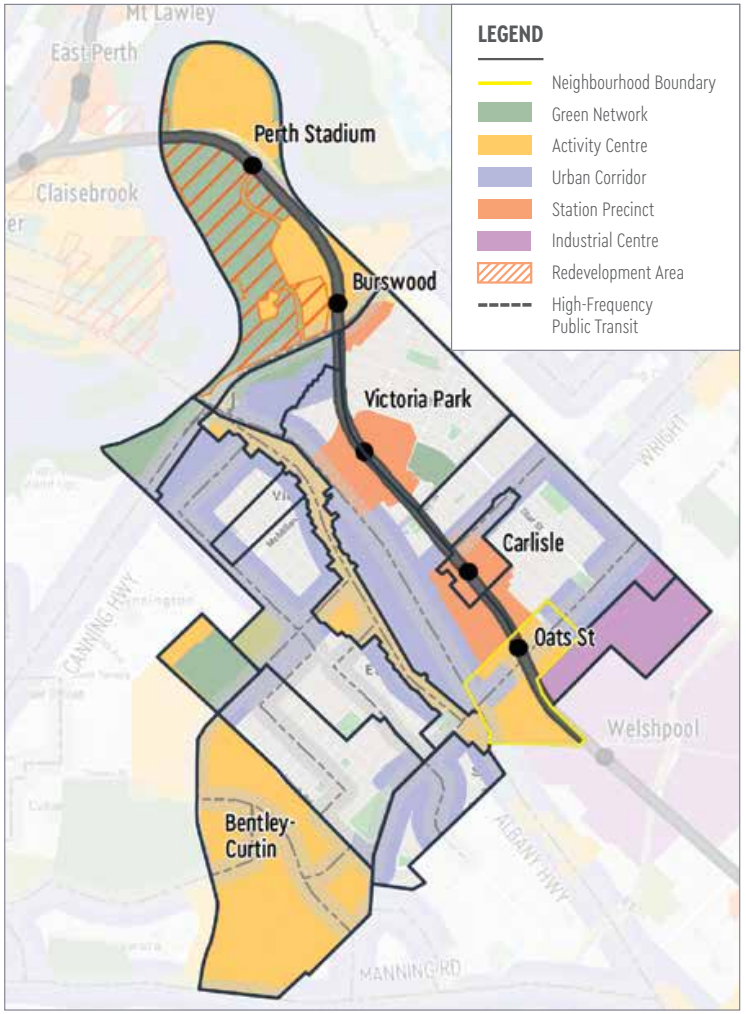


Figure 16.2 – Central Sub-Regional Planning Framework

METRONET

METRONET is a major project of the State government that has committed over $415 million (including Federal funds) for the removal of level crossings including the crossing at Oats Street. The project may include the removal and provision of a new station and redevelopment of land immediately around the station.

TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the neighbourhood which are under review through the *Local Planning Strategy*.

Draft Activity Centre Strategy (Planwest, 2017)

The Town's *draft Activity Centre Strategy* made the following comments and recommendations regarding land around Oats Street station:

- there is no identifiable existing centre or rationale for designating the area a District Centre under SPP4.2 and the precise boundaries of the Activity Centre are unclear;
- there are few opportunities for redevelopment due to newer development of grouped dwellings and subdivision of land under the current TPS No.1 R30 and R40 zones, with little sign of a switch from industrial uses in the Industry zone, although the MRS Industrial zone underlying the TPS No.1 Industry zone (west of the railway line) suggests industrial activity may be peripheral to the industrial needs of the region;
- development of a district level centre may be dependent on relocation of the station further south conversion of the industrial area to commercial and residential uses around the new station with local shopping facilities;
- retail modelling indicated future centre land uses should be based on uses other than retailing, predominantly mixed commercial and residential uses with potential for retail floor space of around 2,100 sqm (small neighbourhood centre) to 2031; and
- recommends – change the Industry zone (west of railway) to Residential /Commercial zone and change density across whole area to R30/60 with higher code subject to design criteria and ground floor mixed use (residential/commercial).

Public Open Space Strategy (2019)

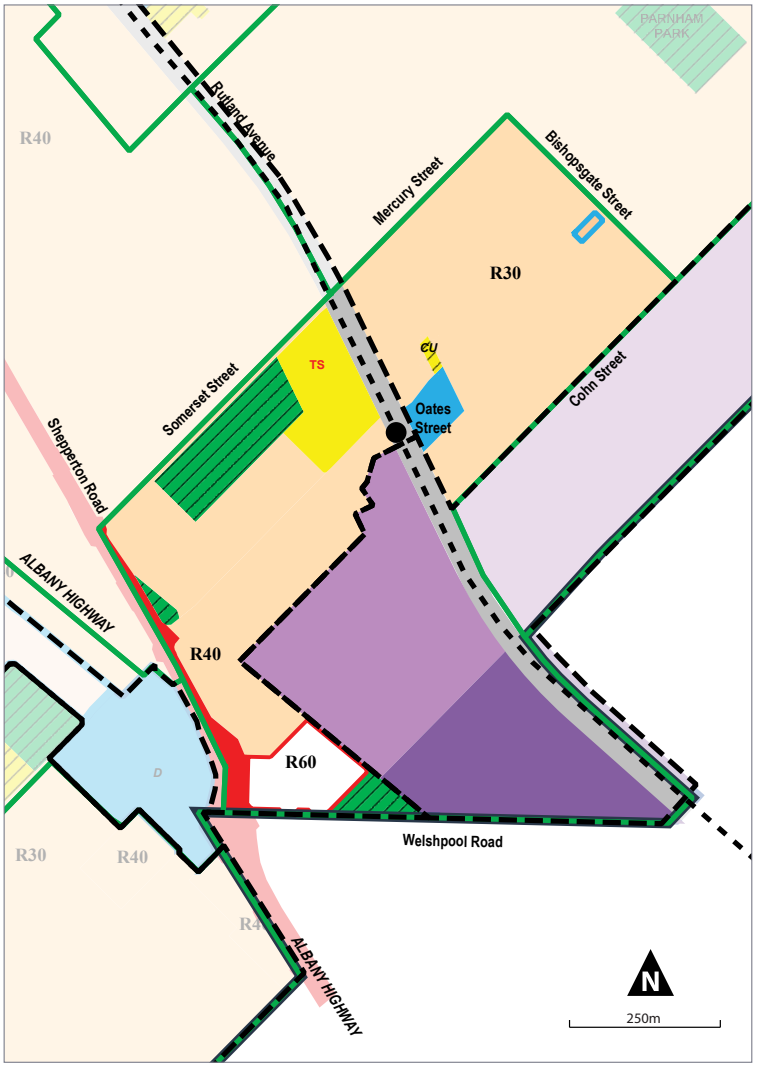
The Town's *Public Open Space Strategy* identified a deficiency in access to neighbourhood parks in this part of Carlisle. To address the shortfall, the Strategy recommends investigating the potential for re-use and development of a number of drainage sumps (subject to drainage and engineering investigations) and creating new parks in future redevelopment plans for the Oats Street Station Neighbourhood.

Town Planning Scheme No.1 and Precinct Plan

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in the Figure and outlined below. In addition to TPS No.1 zones, current place-specific planning controls are:

- **TPS Precinct Plan P8 Carlisle** – facilitates low-scale, medium density residential development (single houses and grouped dwellings) with retention of original homes to conserve character and amenity. Multiple dwellings are not permitted. Commercial development shall be a maximum plot ratio of 0.5.
- TPS Precinct Plan P10 Shepperton – facilitates low-scale, medium density residential development and special purpose residential that shall enhance existing character and remaining quality housing with matching low-scale development in landscaped surrounds. Any expansion of functions and/or populations at the TAFE or Somerset Pool should not impact on adjoining residential amenity. Multiple dwellings are not permitted except in the R40 area south-east of Oats Street. Development in the Special Use zone shall be subject to an approved Local Development Plan, and the Eastern Gateway plan which was granted approval in 2001 provides for a wide diversity of commercial, accommodation and residential uses (R60).
- TPS Precinct Plan P9 Welshpool – facilitates small-scale light industrial uses and complementary non-industrial uses (eg. warehouses, showrooms, R&D offices) in the Industrial 1 zone and general industry in the Industrial 2 zone, to a maximum plot ratio of 1.

Part of the neighbourhood between Shepperton Road and the railway lies within the Residential Character Area as per Local Planning Policy 25 – Streetscapes that aims to conserve original dwellings (constructed prior to 1945) and ensure new development makes a positive contribution to streetscape character.



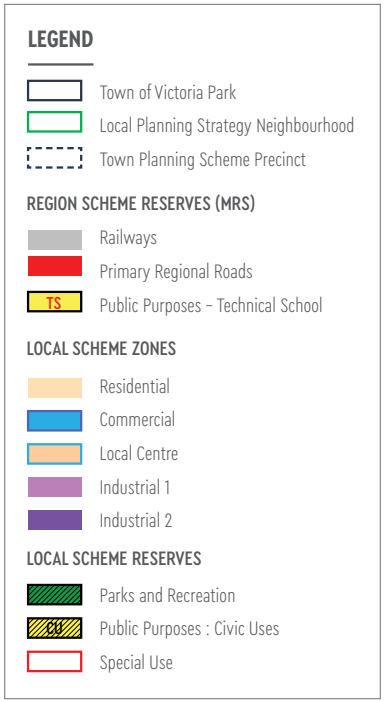


Figure 16.3 – Town Planning Scheme No.1 Zoning

Note – Land adjacent to the neighbourhood in the City of Canning is zoned General Industry, Commercial and Residential (R80, R60) under TPS No.40

Existing Character

The outline of the neighbourhood's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure and Movement Network

The neighbourhood is dominated by the Perth-Armadale railway line which forms a barrier between the east and west areas of the neighbourhood. Oats Street forms a key east-west route through the Town, carrying under 13,000 vehicles per day , and provides the only vehicle connection across the railway line in the neighbourhood.

Shepperton Road is a Primary Distributor Road, Oats Street is a District Distributor A and Swansea Street East and Rutland Avenue are Local Distributor Roads.

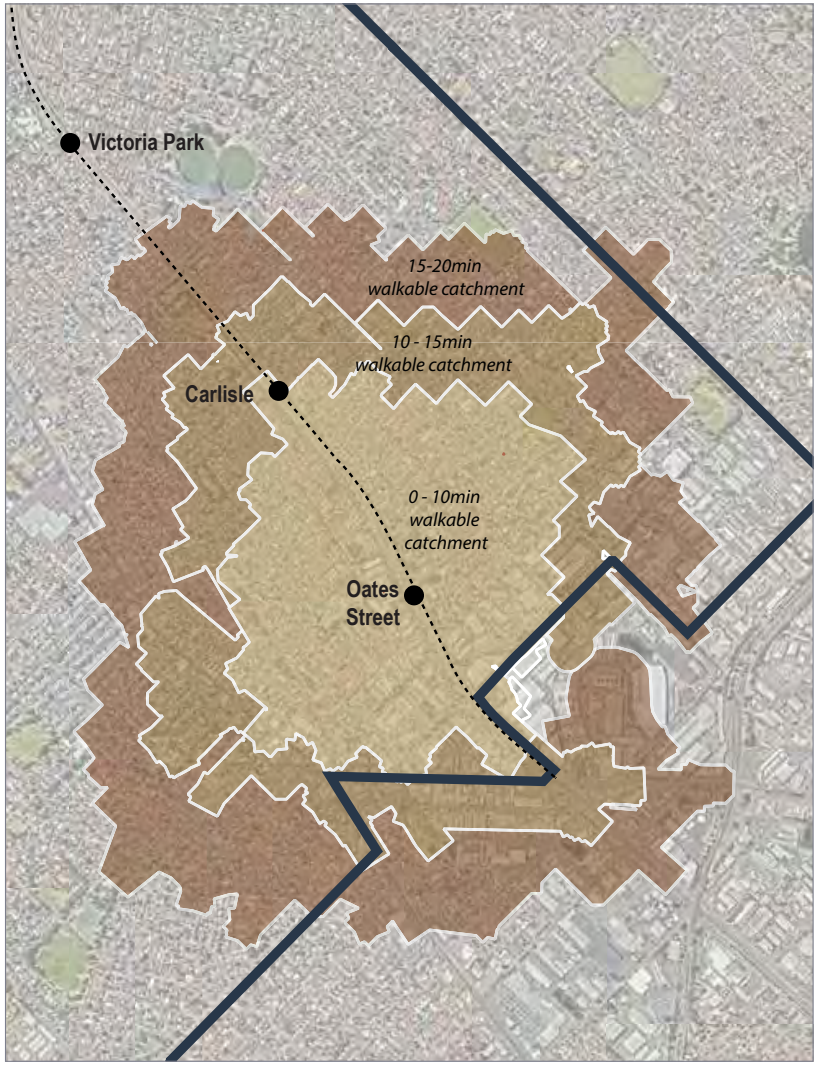
Streets are generally arranged in a grid network with relatively uniform street blocks but only a few rear laneways (rights-of-way). Street blocks in the industrial area are generally large. Lots in the Residential zones range from 195 sqm to 1,742 sqm (undeveloped) and in the Industrial Zone from 607 sqm to 15,600 sqm.

The Precinct is highly accessible by public transport with a Bus-Rail Interchange at Oats Street Station and bus services along Oats Street, Shepperton Road and Rutland Avenue. The Oats Street Station opened in 1954 and is 8 kilometres from Perth Central Station. Oats Street Station ranked 30th from 69 full-time operational stations on the metropolitan passenger network for average weekday boarding numbers in March 2018.[3]

3. Public Transport Authority, DRAFT Oats Street Station Access Strategy, Nov 2019.

Figure 16.4 – Walkable distance from Oats Street Station

(Source: Draft Carlisle Train Station Access Strategy, prepared for PTA by Flyt, 2019)



Land Use and Built Form

The neighbourhood contains a diversity of community and institutional land uses (such as education, child care, health, and leisure), the Swansea Street markets and the Brightwater disability rehabilitation centre, offices and accommodation.

In 2015–17, the State Government's Survey of Land Use and Employment identified over 56,000 square metres of floor space[4] in the Industrial Zone comprising Storage/Distribution (23%), Service Industry (17%), Commercial / Shop Retail (15%), Manufacturing/Processing (15%) and Office/Business (13%)[5]. Compared to the 2007–09 survey, there was significant growth in Other Retail/Shop Retail (increasing by 5,100 sqm), a slight decline in Service Industry (declining by 2,400 sqm) and a significant decline in vacant floor space (less 7,600 sqm).

Figure 16.5 – Extent of Infill Development

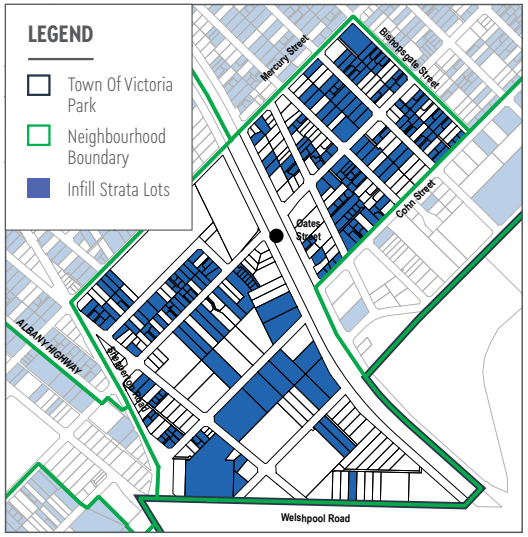
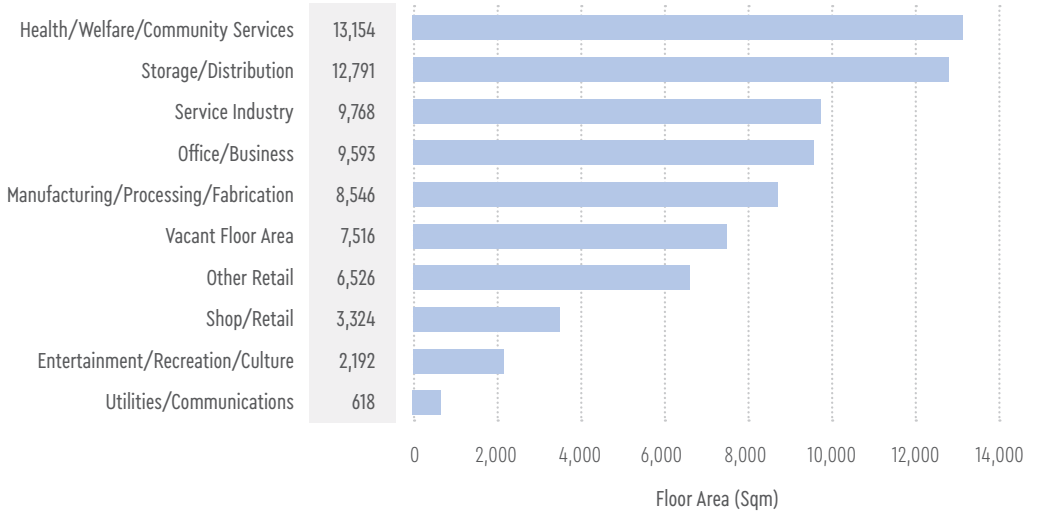


Figure 16.6 – Types of Land Uses by Floor Space Area (minus residential) (Source: DPLH, 2017)



Landscape and Public Realm

The neighbourhood has relatively wide streets with a fair coverage of canopy street trees and footpaths. There has been significant loss of tree canopy from private land through infill redevelopment which is being addressed through the Town's Urban Forest Strategy and Implementation Action Plan. Open space is available around the AquaLife Centre and small parks along Welshpool Road (Forward Reserve) and Shepperton Road.

There are 648 dwellings in the neighbourhood and the net residential site density is 25 dwellings per hectare (across Residential and Commercial zones). The majority of properties in the Residential zone have been developed to the maximum densities under TPS No.1 predominately with single storey villas (grouped dwellings) format, although there are several low-rise apartments (corner of Bishopsgate and Mercury Streets, and in the R60 Special Use Zone along Welshpool Road).

4. In comparison, the Industrial Zone east of the railway line has 192,000 square metres of floor space.
5. Department of Planning, Lands and Heritage, 2015/17 Perth and Peel Land Use and Employment Survey, Oct 2017, Perth: https://www.dplh.wa.gov.au/information-and-services/land-supply-and-demography/land-and-employment-surveys



METRONET's level crossing removal project at Oats Street may open up opportunities for redevelopment of aging infrastructure and places within this neighbourhood that could introduce greater activity through housing and/or business development.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and makes recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Maximising Development Potential within the Station Precinct

The Central Sub-Regional Framework identifies potential for more intense development around the Oats Street station. The Town's draft Activity Centres Strategy also identified potential for intensification of residential and commercial land uses including the possibility of rezoning the Industrial area (west of railway) to accommodate mixed-use. METRONET are currently examining options to grade separate the level crossings, with potential for removal of the existing Oats Street Station and provision of a new station. Each option will have different implications for adjacent land. The Town is currently engaging with METRONET in this respect.

Addressing the potential for change around Oats Street station for diversity of housing and jobs is a priority of the Town. However, there are substantial and complex factors that require thorough investigation and consideration to maximise sustainable, long-term benefits, create exemplary communities, and an acceptable return on investment.

It is recommended that the Town designates the Oats Street Station Neighbourhood as a Precinct Planning Area and that a future planning study be undertaken to define activity centre boundaries, identify redevelopment options and potential changes to the planning framework with consideration of:

- the outcomes of the METRONET Level Crossing Removal project and potential for relocation of Oats Street Train Station;
- the value or otherwise of designating land in the neighbourhood as an Activity Centre under the SPP4.2 hierarchy and appropriate boundaries to guide changes to the planning framework;
- the merits of retaining non-retail service commercial and service-light industry activity to provide locally accessible non-retail / service commercial / light industrial goods and services, diversified employment and business opportunities that complement the Town's predominant retail and entertainment economic base;
- the potential to transition all or part of the Industrial zone to a mixed commercial and residential area that takes advantage of the larger lot sizes to develop lower-rise, high density residential development and future population increases to support greater retail activity either around a new retail centre at the Oats Street Station or the existing St James Town Centre on Albany Highway;
- the need for a transition buffer between sensitive land uses (residential) to the general industry activity in the wider Welshpool industrial area;
- the constraint posed by the multiplicity of landowners and smaller lots in residential areas (facilitated by recent subdivision and development to current TPS1 R30 and R40 densities) that are unlikely to be redeveloped in the short to medium term without significant economic incentive, disruption and need for redevelopment coordination; and
- the lack of large residential redevelopment sites to facilitate residential densities envisaged under the Central Sub-Regional Planning Framework with the exception of potential for consideration of mixed residential and community uses at the TAFE and Leisure Life.

Special Use Zone – Eastern Gateway

It is recommended the Town work with landowners to update the planning framework for the Eastern Gateway Special Use zone given the time that has lapsed since approval of the original plan in 2001 and the introduction of the Apartment Codes (State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments). There is potential to 'normalise' the Special Use zone over land that has been developed and potentially to increase residential densities over land that remains undeveloped, given proximity to public transit and the St James Town Centre. This may also include rationalisation of land identified as future road widening on the corner of Shepperton Road and Welshpool Road, and Milford Street.

Addressing Public Open Space Shortage

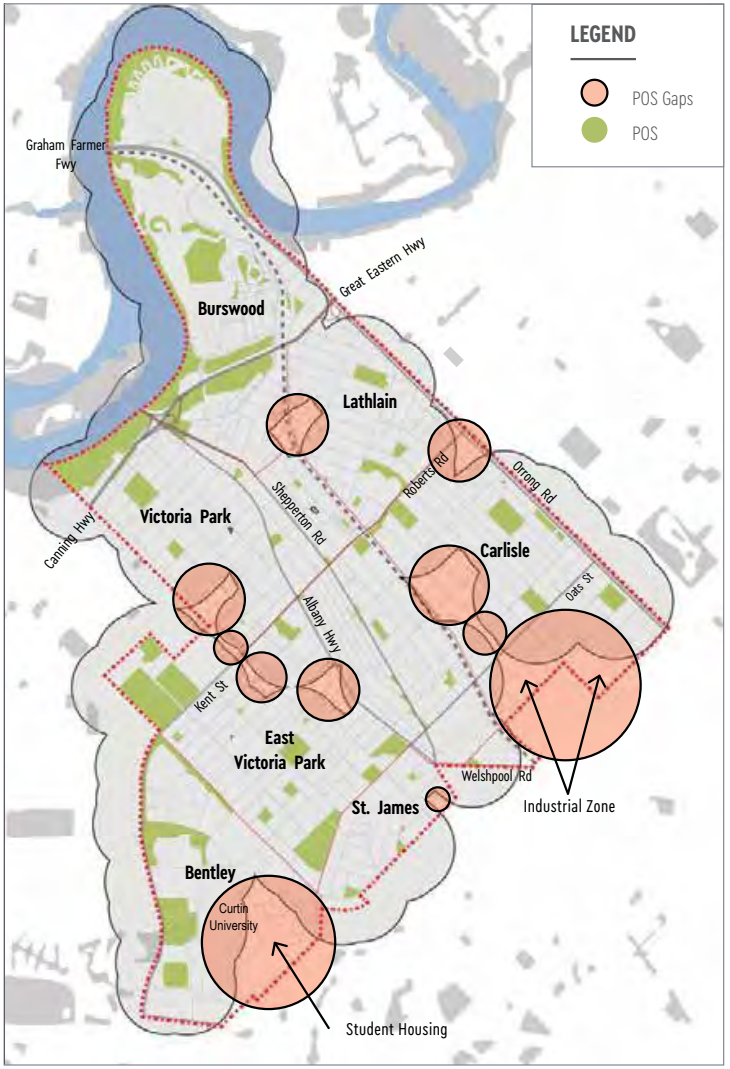
The Town's *Public Open Space Strategy* (POSS) identified a need for more open space and for potential re-use of drainage sumps and/or within the station precinct redevelopment. The POSS recommendations will be progressed via the POSS Implementation Plan. Refer to the Infrastructure Funding Chapter for discussion on contributions to POS.

Improving Streetscapes

The Town is preparing the Albany Highway Precinct Structure Plan that will include streetscape design guidance for key approaches to Albany Highway including Oats Street to the railway line and Oats Street station. The Plan may also include some recommendations around built form that should be considered in the preparation of the new LPS No.2, Local Planning Policies and/or a future plans for the Oats Street Neighbourhood. In addition, the PTA's *draft Station Access Strategy* recommends improving accessibility and the actual and perceived safety of streets and public spaces surrounding and leading to Oats Street station.

As such, greater attention to the siting and design of buildings, carparks, public spaces and landscaped areas and to the type of permissible land uses is warranted to create active frontages and safe and welcoming streets. Application of best practice Crime Prevention Through Environmental Design (CPTED) principles should be embedded into any future changes in development requirements and the planning framework.

Figure 16.7 - Public Open Space Deficit



17. Welshpool Industrial

The Welshpool Industrial LPS Neighbourhood comprises the land zoned Industrial east of the Perth-Armadale railway line. The neighbourhood is part of the larger Welshpool industrial area and is located 3 km from the Kewdale Freight Terminal and 5 km from Perth Airport. The boundaries of the neighbourhood align with the boundaries of the industrial centre shown in the *Central Sub-Regional Planning Framework*.



Figure 17.1 – Welshpool Industrial LPS Neighbourhood

Current Planning Framework

The planning, subdivision and development of land within the Welshpool Industrial Neighbourhood is currently guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address through review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, *Perth and Peel@3.5million Central Sub-Regional Planning Framework*, identifies the neighbourhood as part of the broader Welshpool "Industrial Centre" and a place for a mix of land uses ranging from traditional manufacturing and industrial services to showrooms, warehouses and business parks. The *Framework* highlights the need to protect industrial areas from encroachment of commercial businesses more suited to activity centres while also adapting to changing market demands, to enable effective operation and maximise their contribution to economic and employment diversity and prosperity. The WA Planning Commission's *Economic and Employment Lands Strategy* (DPLH, 2012) highlighted the importance of Industrial zones in the Central sub-region noting they provided the highest number of jobs (95,000) outside of the Central Perth and West Perth business districts.

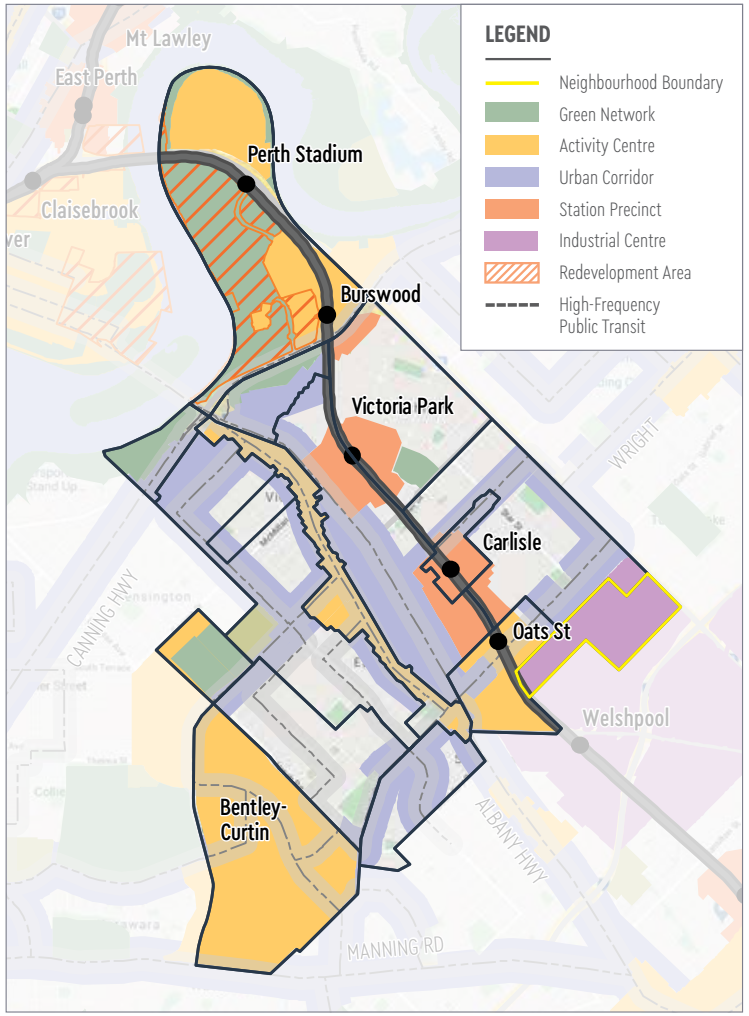


Figure 17.2 – Central Sub-Regional Planning Framework (WAPC, 2018)

METRONET

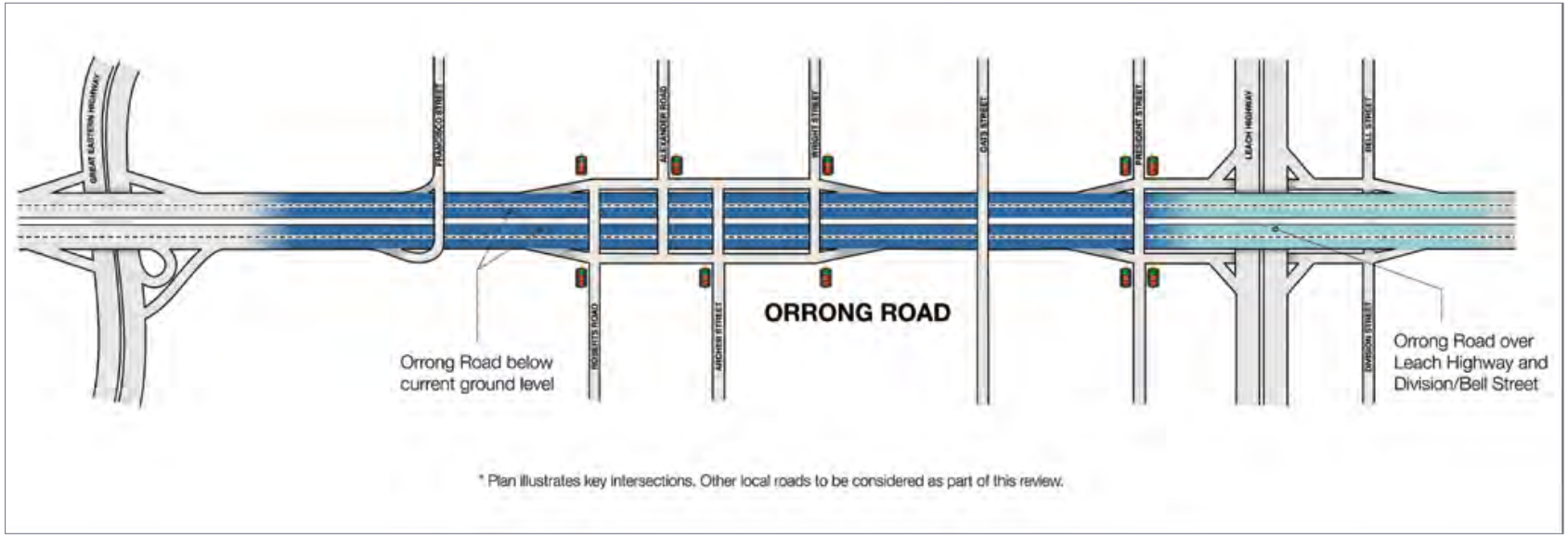
METRONET is a major project of the State government that has committed over $415 million (including Federal funds) for the removal of level crossings including Oats Street, as well as redevelopment of the station and surrounds. METRONET is assessing options for the Oats Street crossing. The Town is currently engaging with METRONET in this respect.

Orrong Road Planning Study (Main Roads, 2019)

In mid-2019 Main Roads released a preferred concept for reconstruction of Orrong Road between Leach Highway and Great Eastern Highway, comprising a sunken expressway and a modified ground-level local road network, to cater for an anticipated increase from 65,000 to 100,000 vehicles per day by 2031 generated from regional traffic and the Kewdale industrial area[6]. The purpose of the Study is to confirm a road design which then enables Main Road to make an application to the WA Planning Commission for widening of the Metropolitan Region Scheme (MRS) road reserve, which includes further engagement with landowners and community. Main Roads have not confirmed a start date for construction of the road.

Figure 17.3 – Orrong Road Concept Sketch (Main Roads, 2019)

6. https://www.mysaytransport.wa.gov.au/orrong-road-planning-study/faqs#44205



TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the neighbourhood which are under review through the *Local Planning Strategy*.

Draft Activity Centre Strategy (Planwest, 2017)

The Draft Activity Centre Strategy makes several recommendations for the neighbourhood:

- designate land around the Oats Street station as an Activation Area and rezone from Industrial to Residential / Commercial zone to support greater intensity of land uses around the station;
- retain the remainder as Industrial zone to cater for growing demand for warehousing (storage) and service industry and to provide a transition to the heavier industrial activity in broader Welshpool area;
- liaise with the Department for Planning, Lands and Heritage to have the entire area rezoned from MRS Industry to MRS Urban to facilitate changes around Oats Street station and noting the MRS Industrial zone is intended to provide more exclusively for heavy industrial activity versus light industrial activity.

Town Planning Scheme No.1 and TPS Precinct Plan

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 4 and outlined below. In addition to TPS No.1 zones, current place-specific planning controls are:

- Welshpool TPS Precinct Plan P9 – provides for light industry land uses in the Industrial 1 zone with non-industrial uses where incidental, discourages heavy industry / heavy haulage uses, low to medium scale development landscaped and setback to provide an acceptable interface with adjoining residential development, plot ratio floor space maximum 1.0. Provides for general industry land uses in Industrial 2 zone.

Note – the Welshpool LPS Industrial Neighbourhood is zoned Industrial under the Metropolitan Region Scheme (MRS), Orrong Road is Other Regional Road Reserve and the railway is Railway Reserve.

Note – land adjacent to the neighbourhood in the City of Canning is zoned General Industry under TPS No.40.

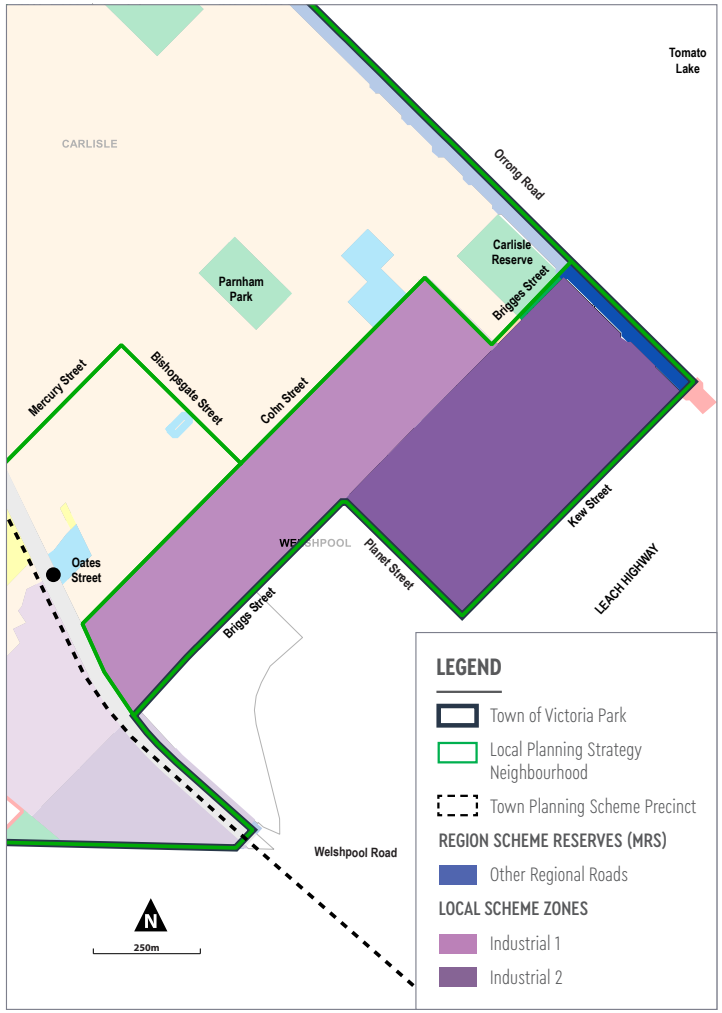


Figure 17.4 – Town Planning Scheme No.1 and TPS Precinct Plan

Existing Character

This outline of the neighbourhood's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure and Movement Network

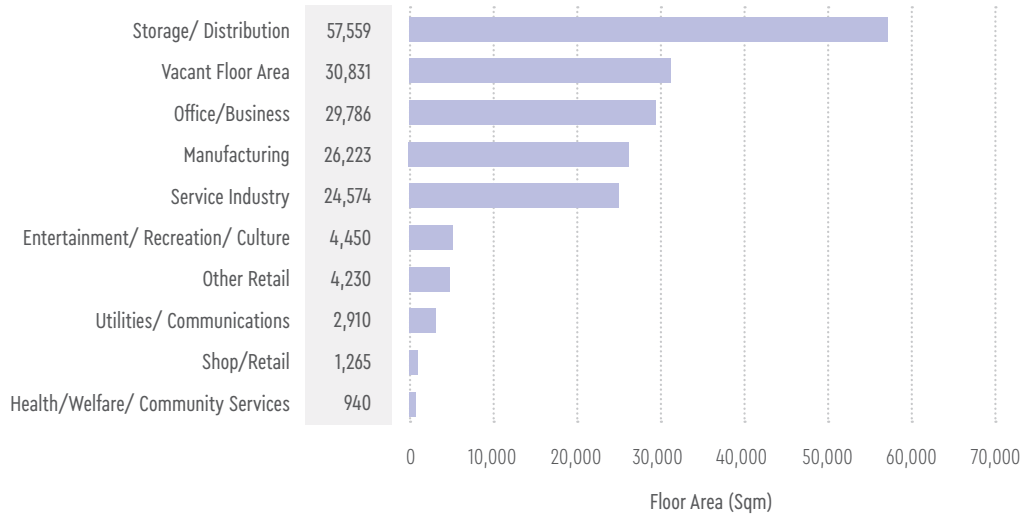
The neighbourhood is characterised by a grid network of streets, creating large uniform street blocks to provide for large lots. Development and subdivision over time has resulted in a large diversity of lot sizes range from 272 sqm to 28,000 sqm. Many properties are strata titled creating multiple strata tenancies. Briggs, Planet, Star and Kew Streets are Local Distributor Roads and Orrong Road is a Primary Distributor Road. Public transport services are available at Oats Street Station around 250 metres from the neighbourhood, with bus services along Oats and Star Street and Orrong Road.

Land Use and Built Form

The neighbourhood contains a wide variety of storage, light industry, manufacturing and commercial services, with a limited amount of non-industrial uses such as shops, gyms, education facilities etc.

In 2015–17, the State Government's *Survey of Land Use and Employment* identified 182,768 sqm of floor space and over 130 different types of business activity. Floor space comprised Storage / Distribution (31%), Office/Business (16%), Manufacturing (14%) and Service Industry (13%), Retail / Other Retail (3%) and Entertainment / Community (3%). There was just under 31,000 sqm of vacant floor space (17%). Between 2007–09 and 2015–17, the total floor space increased by 37,000 sqm (25%) with the largest increase in Storage/distribution (additional 18,000 sqm) followed by Office/Business (additional 6,900 sqm).

Figure 18.5 – Types of Land Uses by Floor Space Area (Source: DPLH, 2017)



Landscape and Public Realm

The neighbourhood has minimal tree canopy and varying degrees of streetscape amenity dependent on the presence of power lines, street trees, age and tidiness of buildings and yards and the extent of car parking and signage.



Welshpool makes a significant contribution to the Town's local economy and diversity of business opportunities and jobs.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

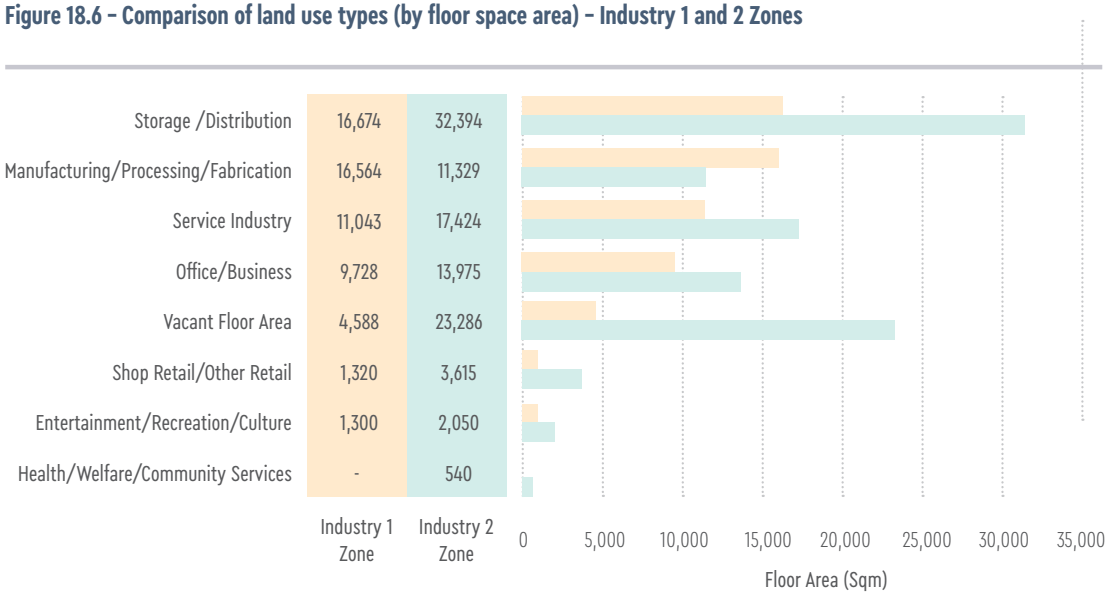
Maintaining Industrial Land

The Town's *draft Activity Centre Strategy* recommended rezoning part of the Welshpool industrial area around Oats Street station to Residential / Commercial zone to facilitate more intense land use activity and employment and efficient use of land within proximity to the station. Intensification of land uses around Oats Street station was also proposed in the *Central Sub-Regional Planning Framework*, although the Framework did not propose any change from industrial for land east of the railway line, only for the industrial area west of the railway. In fact, the *Framework* cautions against the erosion of industrial in the Central sub-region.

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. While larger lots may be an attractive proposition for residential redevelopment, the area also provides a buffer between the Carlisle residential area and the wider Welshpool industrial area including the General Industry zone in the City of Canning.

As such, it is recommended that the area be retained for industrial activity in its entirety and that appropriate Industrial zones be applied in the new *Local Planning Scheme No.2*. The Model Scheme Text contains a Light Industry (equivalent to the current TPS No.1 Industry 1 zone) and a General Industry zone (equivalent to TPS No.1 Industry 2 zone). It is recommended that further investigation be carried out, including engagement with landowners and business operators, to identify the most appropriate zone(s) and land use permissibility under the new *Local Planning Scheme No.2* to meet needs and maximise economic and employment returns. In addition, the Town will liaise with the Department for Planning, Lands and Heritage to confirm the most appropriate underlying MRS zone.

Figure 18.6 – Comparison of land use types (by floor space area) – Industry 1 and 2 Zones



Reviewing Development Requirements & Land Use Permissibility

In addition to identifying the most appropriate industrial zone for Welshpool there is a need for a broader review of development requirements (including. parking, plot ratio, building frontage design, setbacks and landscaping) to ensure they support business needs, meet land use objectives and contribute to an improved amenity especially at the interface with adjoining residential areas. The interface between the industrial and residential areas along Cohn Street requires some attention but is being progressively addressed through redevelopment and upgrade of industrial properties.

As mentioned above, there is also a need to review land use permissibility to minimise the occurrence of non-industrial activity that is not incidental to business needs or servicing the industrial and provide sufficient flexibility to allow contemporary industrial land use activity with minimal planning regulation. For example, there is no restriction on the development of offices in Welshpool.

Given the specialist nature of industrial business development, it is recommended that the Town engage a suitably qualified consultant to assist with the investigation of industrial trends and business needs, and recommend appropriate adjustments to development requirements. It is recommended the investigations also include recommendations regarding streetscaping, marketing and promotions, signage (including private business signage), place governance and economic development related support that could be offered by the Town.

Addressing Gaps in Sewer

Mapping from the State government indicates potential gaps in the reticulated sewer system in the most eastern part of Welshpool. The Town will engage with landowners-businesses during the LPS to identify if these pose any constraints to development and/or subdivision and will work with the Water Corporation to identify potential solutions that may impact on development requirements.

Potential Changes to Vehicle Access

Main Roads are proposing major changes to Orrong Road that will concentrate access to Welshpool via a new signalised intersection at President Street that may reduce the impact of industrial traffic on the Carlisle residential areas and increase vehicle access at Tomlinson Street (City of Canning) and Rutland Avenue. The Town has previously advocated traffic signals at either Orrong Rd-Briggs St or Orrong Rd-President St to improve safety and accessibility for heavy vehicles into /out of Welshpool Industrial area. Signals at President St would also provide more direct and convenient access to the Airport/Westport which many businesses connect to frequently. There are no obvious impacts to the functioning of the industrial area at this stage, although should be confirmed by businesses and landowners during LPS adverting.

18. St James

The St James LPS Neighbourhood lies to the south-west of the St James Town Centre and south of Hillview Terrace. The boundaries of the Precinct generally reflect the suburb boundaries for areas within the Town of Victoria Park.



Figure 18.1 – St James LPS Neighbourhood

Current Planning Framework

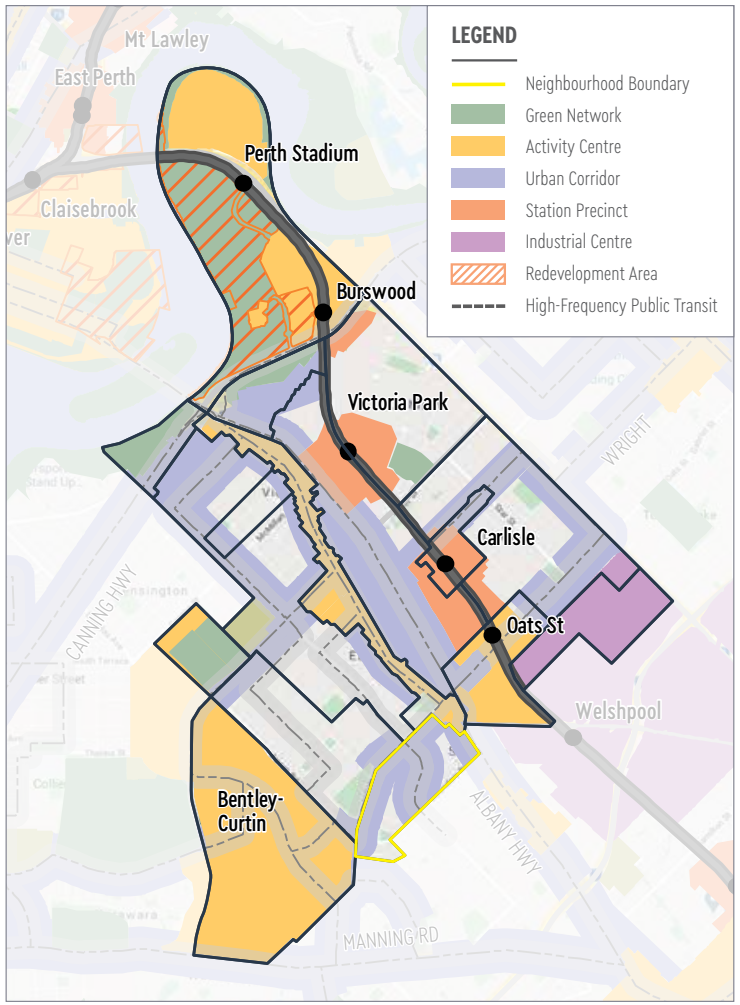
The planning, subdivision and development of land within the neighbourhood is guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, *Perth and Peel@3.5million Central Sub-Regional Planning Framework*, designates Hillview Terrace and part of Berwick Street as Urban Corridor and St James Town Centre on Albany Highway as an Activity Centre. The *Central Framework* seeks to optimise the use of land in these locations through targeted increases in the density and diversity of housing, business activity, jobs and community activities.

Figure 18.2 – Central Sub-Regional Planning Framework (WAPC, 2018)



TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the neighbourhood which are under review through the *Local Planning Strategy*.

Town Planning Scheme No.1 and TPS1 Precinct Plan

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 1 and outlined below. In addition to TPS No.1 zones, current place-specific planning controls are:

- *TPS Precinct Plan (P12) East Victoria Park* – facilitates low-density single residential development, with a preference for the retention and restoration of existing character housing and limited infill development in keeping with neighbourhood character and landscape setting. Provides for R30 (no apartments) and R40 east of Berwick St and R20 west of Berwick.

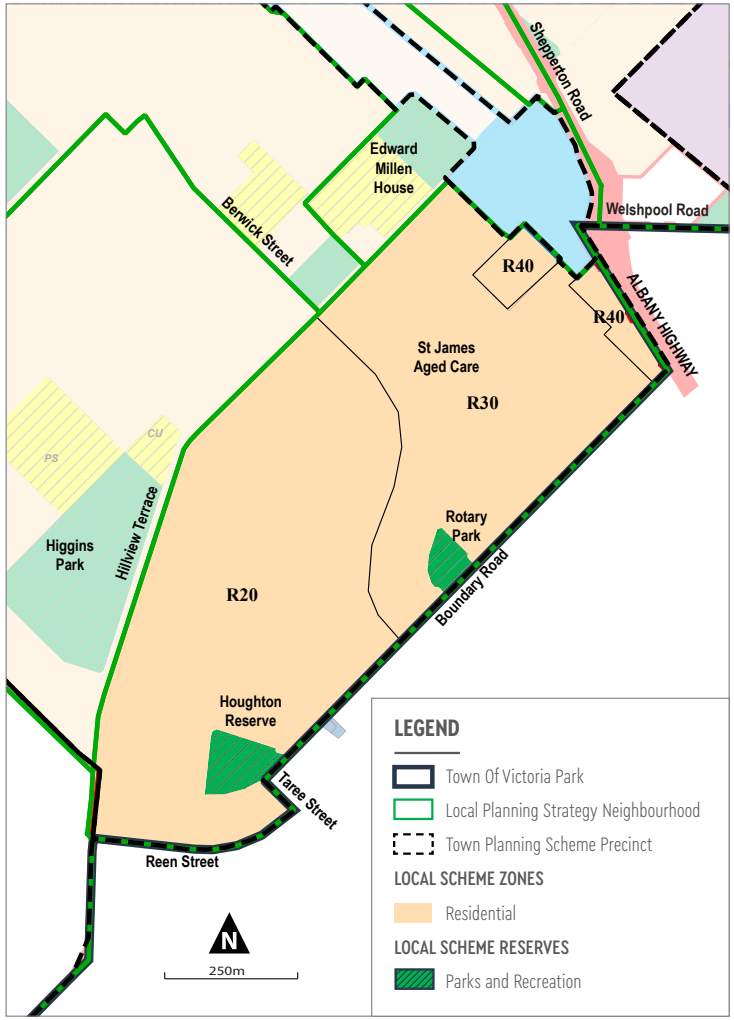


Figure 18.3 - Town Planning Scheme No.1 Zoning Map

EXISTING CHARACTER

Urban Structure & Movement Network

The area north-east of Berwick Street forms a traditional grid road network and has lot sizes ranging from approx. 260 sqm (strata title villa) to 1331 sqm (undeveloped single house), with other much larger lots accommodating multiple built strata (villas and apartments). The area south-west of Berwick Street has a grid street network with lot sizes from 654 sqm to 1015 sqm (single dwellings) with a few larger lots accommodating villa developments. Local roads are wide and frequent bus services run along Hillview Terrace.

Land Use and Built Form

The neighbourhood is dominated by low-density, single storey residential land uses, except for several low-rise apartments in the R40 area near Albany Highway. There are 878 dwellings in the neighbourhood, and the net residential site density is around 18 dwellings per hectare (across Residential and Commercial Zones). There has been substantial subdivision and redevelopment of original lots east of Berwick Street under the R30/R40 zone and the dominant housing type in this area is single storey villas (grouped dwellings). West of Berwick Street, the dominant housing type is stand-alone single houses given restrictions on subdivision under R20. There is a small cluster of local shops located on the corner of Boundary Road and Albany Highway.

Landscape and Public Realm

The neighbourhood has a relatively high canopy cover due to low densities on large lots and smaller homes. Wide road reserves and housing set relatively deep on the lots creates a spacious, landscape character, and the neighbourhood has slight undulation. The streetscapes have an informal, eclectic character with a range of materials, house orientations and styles, fencing types and tree species. The majority of tree species are eastern states natives with lesser quantities of local natives and exotics.



St James is characterised by a mix of older, original red-brick 'war homes' and newer redevelopment in a generous landscape setting.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and recommendations for the future Local Planning Framework, including the new Town Planning Scheme No.2 zones, reserves and planning controls where relevant.

Response to Central Sub-Regional Planning Framework

The Central Planning Framework identifies the potential for higher density development along Hillview Terrace and part of Berwick Street. The R30 zones east of Berwick Street already facilitate medium density housing and there are few further opportunities for such housing in this location.

The R20 west of Berwick Street has restricted subdivision of original lots and has contributed to the preservation of St James' distinctive neighbourhood character and retained homes suitable for larger families. The original housing stock is near the end of its economic life, and given rising land values, will be progressively demolished and redeveloped over time, impacting somewhat on neighbourhood character. While the current TPS Precinct Plan encourages conservation of original dwellings, the Town does not have the power to control the demolition of single houses, unless there are cultural heritage values to be protected (either built and/or social).

The *Central Sub-Regional 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 more dense terraces and/or small-scale apartments (for instance comprising. 2–3 storeys) to achieve the increases in dwelling yields and additional people needed to meet urban consolidation principles. However, during the 2016–17 community engagement for the Town's *Strategic Community Plan*, the community identified preferred locations for higher density development and growth at Burswood Peninsula, Curtin University, around train stations and in activity centres including St James Town Centre, so that larger lots suitable for families could be retained across other areas of the Town like St James.

Given the age of the building stock and the benefit of providing some diverse housing choices in St James, it is recommended that increases to density coding along Hillview Terrace and the southern part of Berwick Street in St James be raised with the community. If there is sufficient interest, then further investigations can be carried out to identify potential options that meet housing needs while complementing the valued elements of neighbourhood character.

It should be noted that the Housing Chapter proposes some changes to the R-Codes to encourage more ancillary housing and these opportunities could go some way to providing for greater diversity of housing in St James.

Non-conforming land uses along Albany Highway

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 not permitted in the current TPS No.1 Residential zone and as such, it is recommended the land be rezoned to Local Centre in LPS No.2 to reflect the land use activity.

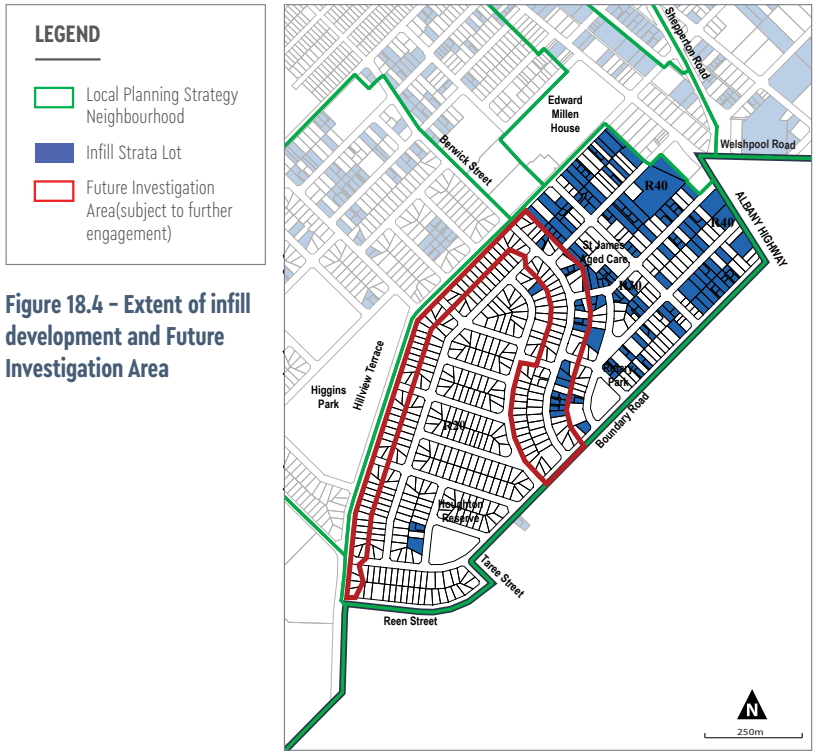


Figure 18.4 – Extent of infill development and Future Investigation Area

19. East Victoria Park (West)

The East Victoria Park (West) LPS Neighbourhood is bounded by Kent Street, Jarrah Road, Hillview Terrace, portion of Berwick Street, portion of Balmoral Street and Devenish Street. The Neighbourhood boundary has been drawn to reflect a consistency of neighbourhood character, land use and density.



Figure 20.1 – East Victoria Park (West) LPS Neighbourhood

Current Planning Framework

The planning, subdivision and development of land within the neighbourhood is guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy *Perth and Peel@3.5million Central Sub-Regional Framework* designates Hillview Terrace and Kent Street as Urban Corridors and Etwell and Sussex Streets as a high frequency public transit routes. The Central Sub-Regional Framework seeks to optimise the use of land in these locations through targeted increases in the density and diversity of housing, business activity, jobs and community activities, where appropriate.

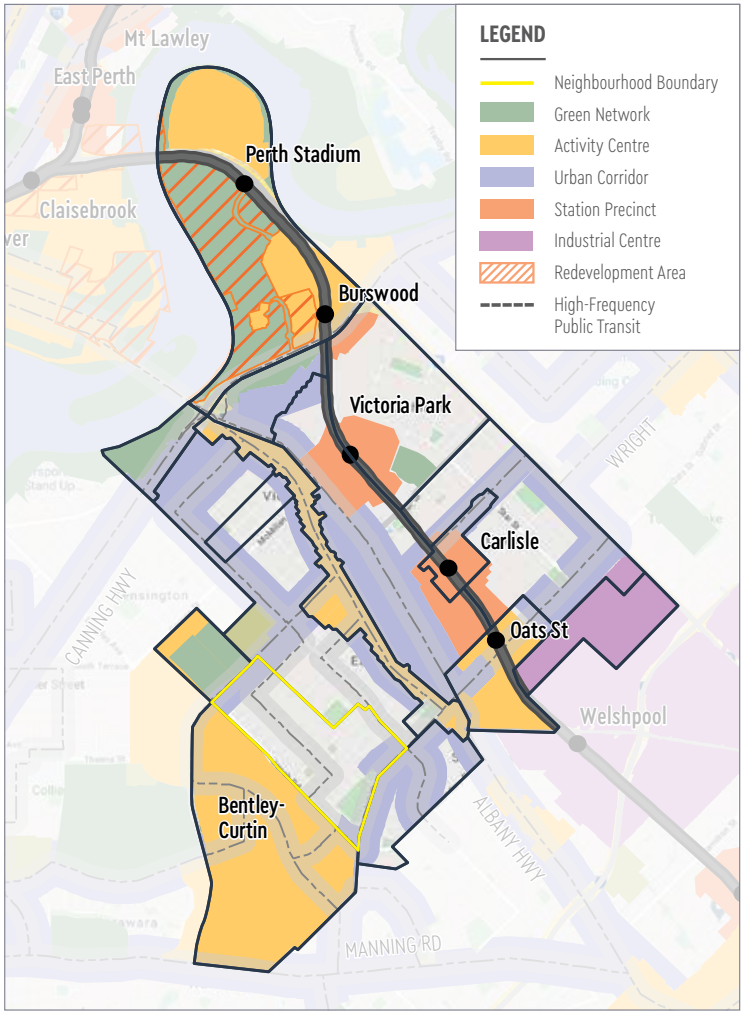


Figure 19.2 – Central Sub-Regional Planning Framework (WAPC, 2018)

TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the neighbourhood which are under review through the *Local Planning Strategy*.

Draft Activity Centre Strategy (Planwest, 2017)

The Town's draft Activity Centre Strategy recommends diversification of activities in the Etwell Street Local Centre and redevelopment of the vacant property to improve the Centre's appearance.

Town Planning Scheme No.1 and TPS Precinct Plan

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 3 and outlined below. In addition to TPS No.1 zones, current place-specific planning controls are:

- TPS Precinct Plan (P12) East Victoria Park that preferences low-density development, retention and restoration of original housing and limited infill development in keeping with neighbourhood character and the landscape setting. The TPS Precinct Plan provides a plot ratio of 0.5 for Etwell Street Local Centre with nil side and front setbacks and continuous weather protection over the footpath.

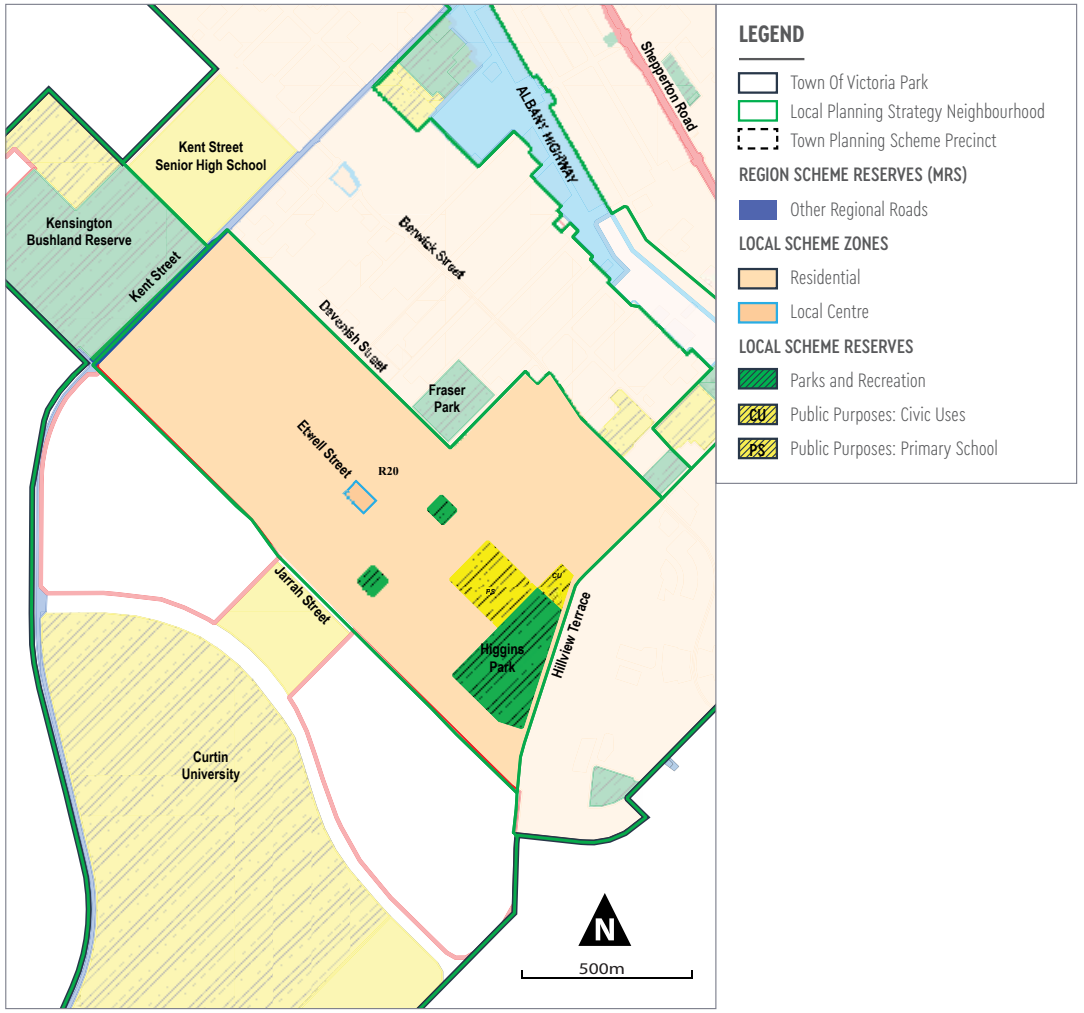


Figure 19.3 - Town Planning Scheme No.1 Zoning Map

Existing Character

The outline of the neighbourhood's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure & Movement Network

The neighbourhood road network forms a traditional street grid, creating a uniform pattern of street blocks. Residential lots range from 257 sqm to 4,383 sqm, and many of the original larger lots have been subdivided or have the potential for subdivision under the R20 density (average lot size required is 450 sqm). This is generally the area north of Westminster Street and some lots east of Devenish Street. Hillview Terrace and Kent Streets are District Distributor A roads and Jarrah Road is a Local Distributor Road. Bus services run along Jarrah Road, Etwell Street, Sussex Street, Kent Street and Hillview Terrace.

Land Use and Built Form

In 2015–17, the State Government's Survey of Land Use and Employment identified 419 sqm of floor space in the Etwell Street Local Centre and the centre supports a deli, local cafes, shops and several lodging houses.

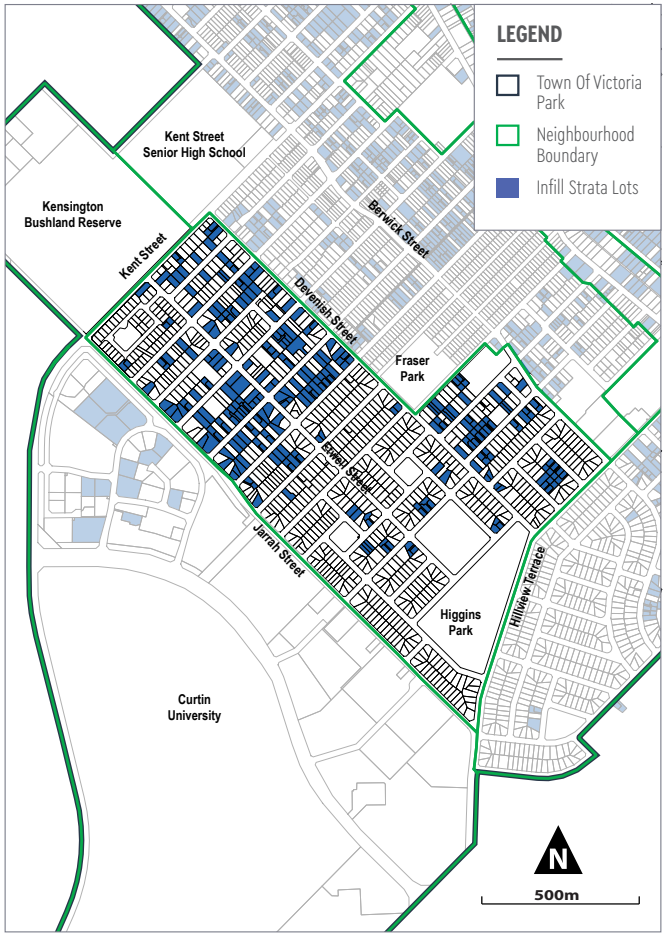
There are around 1,209 dwellings in the neighbourhood and the net residential site density is around 16 dwellings per hectare (across Residential and Local Centre zones). The neighbourhood is dominated by single storey single houses and grouped dwellings, with a wide variety of dwelling ages from remnant weatherboard cottages to 1950 and 60s bungalows to newer conventional homes. A large proportion of the original larger lots have been subdivided and redeveloped in a battle-axe configuration in keeping with the original neighbourhood character as seen from the street, although original homes have been demolished. Larger lots that are not subdividable are slowly being demolished and redeveloped.

The Millen Primary School is located adjacent to the Higgins Park Reserve that accommodates ovals and a number of sporting facilities and currently subject to master-planning to optimise passive and active recreational opportunities. Ursula Frayne Catholic Primary is located on Berwick Street.

Landscape and Public Realm

The neighbourhood has a reasonable tree canopy due to wide verges and low density development. Dominance of single story houses, wide roads and verges and larger

Figure 19.4 – Entent of Infill Development





East Victoria Park (West) has a diversity of older original homes on larger lots, and newer redevelopment, with some infill subdivision on larger lots. The precinct has a good coverage of tree canopy across lots and along streets and is conveniently located on the doorstep of Curtin University, with easy access to Albany Highway main street.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and makes recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Etwell Street Local Centre

The Town's draft Activity Centre Strategy recommended diversification of activities in Centre, however the current TPS No.1 permits or considers a wide range of commercial activities to service local neighbourhood needs (these include shops, consulting rooms and child care). As such, there is no need to review the permissibility of uses in in the Zoning Table. However, the Town may refine the planning controls for all Local Centre zones (such as plot ratio, height, building setbacks, shopfront design, car parking and shop-top housing).

Response to Central Sub-Regional Planning Framework

Kent Street

There is no opportunity to review the residential densities along Kent Street to achieve greater infill development that would meet the principles of an Urban Corridor, as per the State Government's *Central Sub-Regional Planning Framework*, given the extent of newer development and the multiplicity of landownership. Accordingly, there are no recommendations to review the density in this area and the Residential R20 zone will be transferred to the new *LPS No.2*.

Hillview Terrace

Given the size of original lots in the street blocks abutting Hillview Terrace, there has been minimal subdivision of land for grouped dwellings, although there has been a fair degree of demolition and redevelopment or renovation of single houses. While single dwellings on relatively large lots could present an opportunity for intensification of development, to achieve any meaningful increase in additional dwelling yields, as envisaged for Urban Corridors in the *Central Sub-Regional Planning Framework*, this would require significantly higher densities, which are likely to be incompatible with the character of the neighbourhood.

The community expressed a desire during the community engagement for the Town's *Strategic Community Plan* to retain some areas of the Town for larger family lots and to direct higher densities and infill dwellings to more suitable areas such as train station precincts and activity centres, as well as the Burswood Peninsula. As such, there are no recommendations to review the density in this area and the Residential R20 zone will be transferred into the new LPS No.2. Furthermore, higher densities and greater diversity of housing are being progressively development in the adjacent Bentley-Curtin LPS Neighbourhood as per the Bentley-Curtin Specialised Activity Centre Structure Plan.

20 Mofflyn Circle

This park is currently zoned Residential under TPS No.1 and should be reserved Parks and Recreation under the new *LPS No.2* to reflect its function.

20. Bentley-Curtin

The Bentley-Curtin LPS Neighbourhood encompasses the area within the *Bentley-Curtin Specialised Activity Centre Plan* within the Town of Victoria Park and includes generally Curtin University campus, Technology Park Bentley, Bentley TAFE, aged care facilities and institutional uses between Jarrah and Hayman Roads, as well as the Jiradup Bushland Precinct supporting various education, community facilities and parklands.



Figure 20.1 – Bentley-Curtin LPS Neighbourhood

Current Planning Framework

The planning, subdivision and development of land within the neighbourhood is currently guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address through review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel @ 3.5million Central Sub-Regional Planning Framework (WAPC 2018)

The State Government's metropolitan planning strategy *Perth and Peel @3.5million Central Sub-Regional Planning Framework* designates most of the neighbourhood as a Specialised Activity Centre (including land along George Street) and the Kensington Bushland-Harrold Rossiter Park area as part of the Green Network. The Specialised Activity Centre designation reflects the regionally significant education, research and knowledge-based activity that occur across the neighbourhood.

State Planning Policy 4.2 – Activity Centres for Perth and Peel (WAPC 2010)

Guides the size, mix of commercial activity, density of housing, built form and urban design of Activity Centres according to a hierarchy of centres of varying sizes and functions. SPP 4.2 designates Bentley-Curtin as a Specialised Activity Centre and requires an Activity Centre Structure Plan to be prepared.but does not make the final decision on applications.

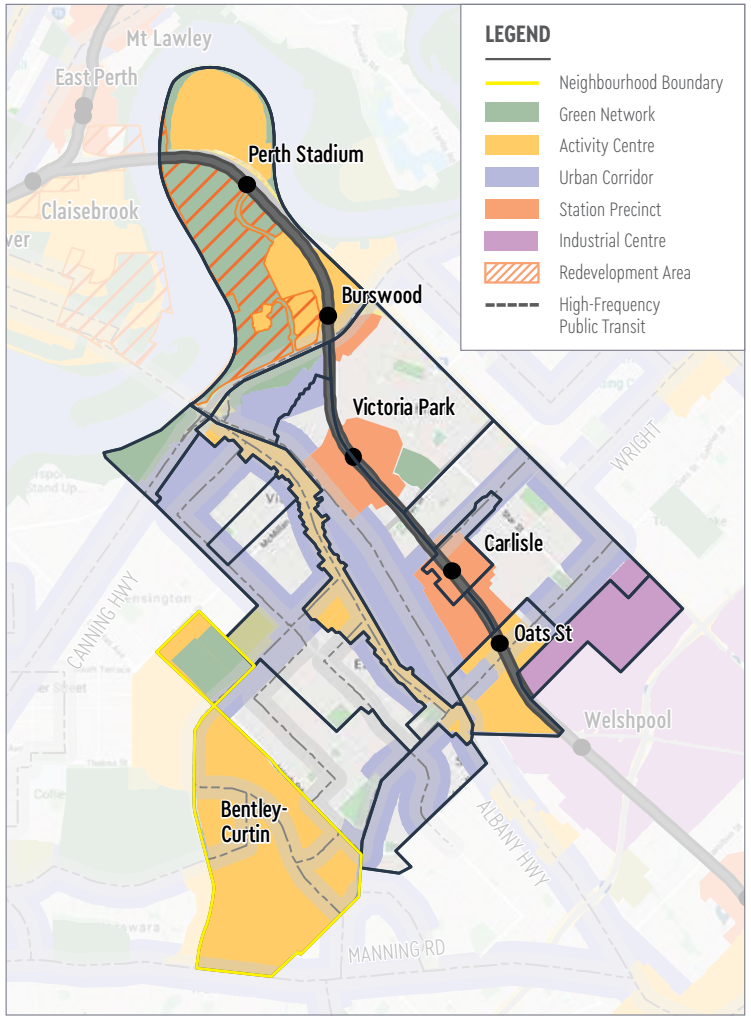


Figure 20.2 – Central Sub-Regional Planning Framework (WAPC, 2018)

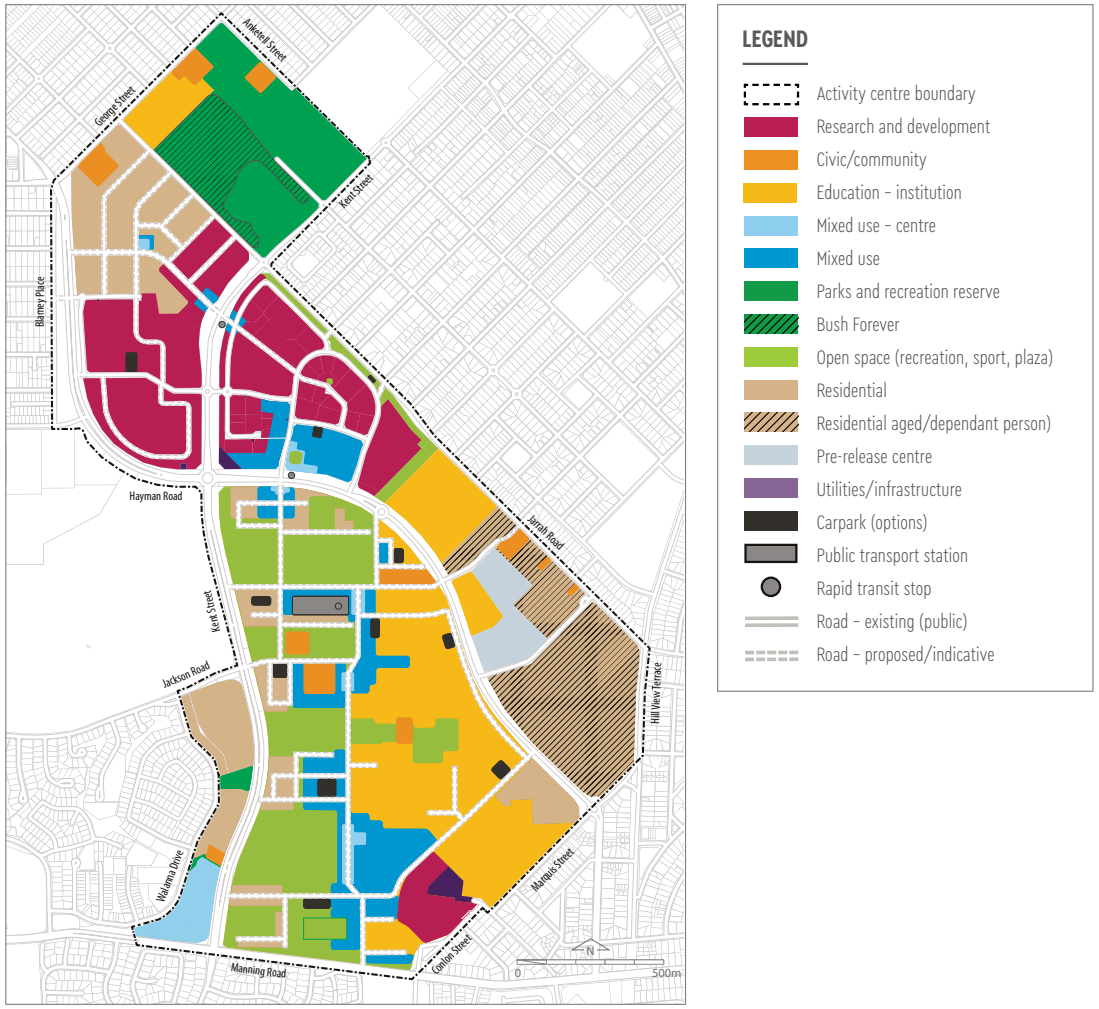
Bentley-Curtin Specialised Activity Centre Structure Plan (WA Planning Commission, 2018)

The *Bentley-Curtin Specialised Activity Centre Structure Plan* provides an indicative concept for the long-term growth and intensification of education, knowledge and research activity and residential development within the Town and adjoining land in the City of South Perth. The Plan estimates the potential for 20,600 jobs and 9,5000 residents (including 2,500 students at Curtin and aged persons), through development of 65,000–80,000 sqm of commercial floor space, 10,000 sqm of retail floor space and 5,000 dwellings.

Metropolitan Region Scheme

Curtin University and Bentley TAFE are reserved "Public Purpose" and Jiradup Bushland is reserved "Parks and Recreation" under the Metropolitan Region Scheme (MRS) meaning the WA Planning Commission is the responsible planning authority.
The Town provides recommendations on subdivision and development proposals, but does not make the final decision on applications.

Figure 20.3 – Bentley-Curtin Specialised Activity Centre Structure Plan (WA Planning Commission)



TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the neighbourhood which are under review through the *Local Planning Strategy*.

Economic Development Strategy: Pathways to Growth 2018 – 2023

The *Economic Development Strategy* proposes building on the significant foundation provided by over 100 existing knowledge-based organisations and businesses at Bentley-Curtin to create an Innovation City around the Bentley campus which in turn will grow the broader ecosystem of innovators and entrepreneurs across the Town. The Strategy recommends the Town undertake an active leadership role in partnership with Curtin University and others.

Draft Activity Centre Strategy (July 2018)

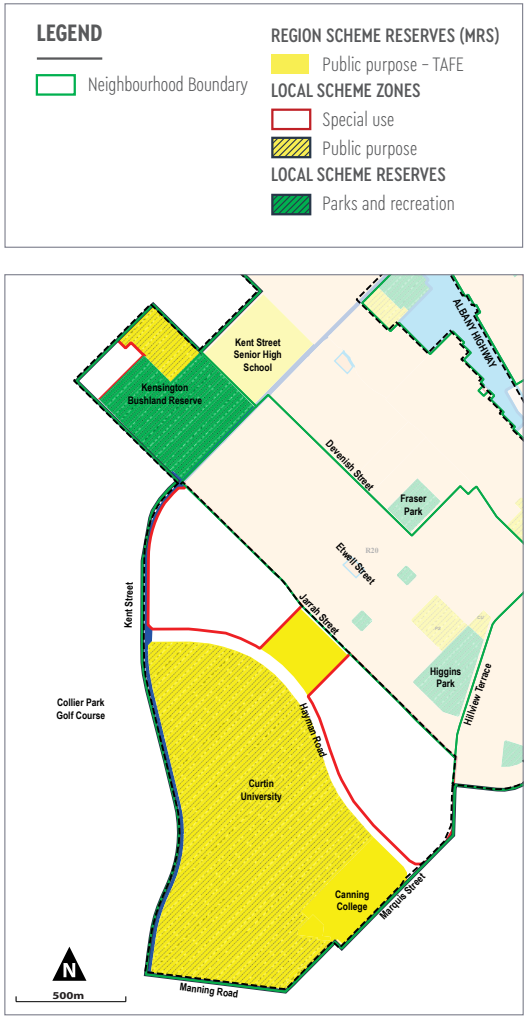
The *draft Activity Centre Strategy* acknowledges the significance and importance of Bentley-Curtin as a Specialised Activity Centre but raises concerns about the potential impact of planned retail floor space on the performance of Albany Highway retail and recommends submission of a Retail Sustainability Assessments with development applications over 5,000 sqm.

Town Planning Scheme No.1 and TPS Precinct Plan

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 5 and outlined below. In addition to TPS No.1 zones, current place-specific planning controls are:

- *TPS Precinct Plan P12 (East Victoria Park)* which restricts land uses to reserve purposes or incidental to recreation and community functions.
- *TPS Precinct Plan (P13) (Curtin)* providing land use permissibility and development requirements by sub-precinct:
  - Residential and Special Facilities – statement of preferred land uses, accommodation density equivalent to R40, transition of building heights to max. 15 metres, landscape setbacks and no new vehicle entry points.
  - Technology Park – statement of preferred land uses, max plot ratio 0.5, max 2 storey, setbacks and landscaping, pollution management.
  - Public Purpose reserves for education – outlines matters the Town will take into account when providing a planning recommendation to the WAPC, which include support for primarily educational uses with ancillary shops, high quality buildings, setbacks and quality landscape setting.

Figure 20.4 – Town Planning Scheme No.1 Zoning



Existing Character

This outline of the neighbourhood's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

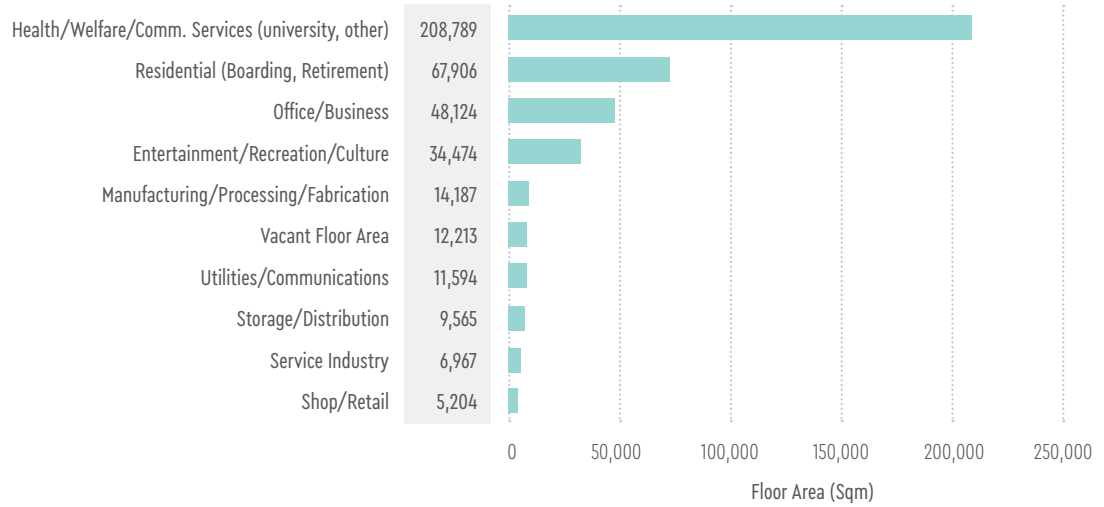
Urban Structure and Movement Network

The urban structure of the neighbourhood is dominated by the size and expanse of the Curtin University campus that is surrounded by the district roads, with large areas of open space and buildings generally setback from the boundary. Curtin University has an extensive internal service road network and pedestrian paths network connecting key activity areas (such as library, educational establishments, restaurants, and sporting facilities). A series of smaller sub-precincts run along Hayman Road to the north and east, each supporting a different activity focus (such as aged care and office park) on large landholdings, providing limited entry points and no road connection to surrounding residential areas further east. The Swan Care facilities to the south-east of the university have an internal road network. Technology Park reflects the office park layout of original subdivision, with low-scale / large footprint buildings in spacious surrounds and gateway entry roads.

The Jiradup Bushland-Kensington supports a variety of activity in discrete areas (bushland, ovals, community facilities, civic / education facilities), there is no vehicle access through from Kent to George St.

Kent Street, Hayman Road and Hillview Terrace are District Distributor A roads and Jarrah Road is a Local Distributor Road. There are multiple bus services along Kent St, Hayman Road and Hillview Terrace. Major road routes through the neighbourhood accommodate bicycle and pedestrian paths, however, these vary greatly in condition. Connections potentially available to cyclists and pedestrians but not vehicles, particularly along Jarrah Road, are physically traversable but often poorly signposted and constructed.

Figure 20.5 – Types of Land Uses by Floor Space Area (Source: DPLH, 2017)



Land Use and Built Form

The neighbourhood currently accommodates education, business, institutional and accommodation land uses, with extensive areas for car parking, sporting activities, recreation and environmental conservation. There are a variety of building types, heights and ages.

In 2015–17, the State Government's *Survey of Land Use and Employment* identified a total of 419,000 sqm of floor space, with 62% within Curtin, 17% at Technology Park and 21% across the remaining land use areas. The extent of floor space for education at Curtin University dominates.

In the Special Use zone, there are 630 dwellings which equates to a net residential density of 15 dwellings per hectare. Swan Care have proposed 875 new additional dwellings in the Bentley Park Masterplan (Swan Care 2019).

Landscape and Public Realm

Landscape is a defining feature of the neighbourhood with large expanses of open space around Curtin University, the parkland setting at Technology Park, the retention of tall pines and the expanse of bushland and ovals at Kensington.













Curtin-Bentley is a unique destination for learning and innovation within the Town and the greater Perth region. Anchored by the Curtin University Bentley campus and surrounded by private training institutions, technology industries and community service leaders, Curtin-Bentley is well-located for business and learning in Perth's inner suburbs. Curtin-Bentley is also home to two major aged care developments, providing a range of residential and care options for the Town's seniors. The Jirdarup Bushland Precinct is also within Curtin-Bentley, a Bush Forever site and much-loved natural area for the Town's community.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and makes recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Progressing the Bentley-Curtin Specialised Activity Centre Plan

The Bentley-Curtin Specialised Activity Centre is of strategic significance to the Town and the State. The *Specialised Activity Centre Structure Plan* provides for the growth of export-orientated knowledge-based businesses and industries (such as education) which is economically significant for the State through inward trade and investment. These businesses will also generate demand for other higher value, specialised support services (including technology, business development, and employee relations) and local goods and services, having a multiplier effect on the Town's local economy. The Plan provides more inner-city housing, thus more people closer to jobs and greater demand for public transit services. The Town is currently working with a consortium of local governments and Curtin University to plan for a future trackless tram (light rail) route from Curtin to the CBD and beyond.

Progressing detailed planning to realise the Activity Centre Plan will take considerable collaborative effort across multiple planning jurisdictions and interests - WA Planning Commission, Curtin University (and legislation), Technology Park Board (and legislation), WA government agencies and the Towns of Victoria Park and South Perth. Given the complexity and significance of the Plan, the Town should liaise with the WA Planning Commission and the City of South Perth to develop formal arrangements for strategic oversight of the Plan's implementation, review of the Plan at appropriate intervals (for instance. every 5 years) and provide more detailed and collaborative coordination of structure planning for 'growth' sub-precincts.

The Town does not support any amendments to Zones within the Activity Centre Plan area until such time as more detailed implementation of the Plan is developed.

Curtin University

Curtin University is progressively developing its campus. Development proposals are approved by the WA Planning Commission under the Metropolitan Region Scheme with advice from the Town.

The TPS Precinct Plan for Curtin should be reviewed to reflect the intent of the *Specialised Activity Centre Plan* and other planning considerations, including land uses and the extent of retail floor space. The Town's *draft Activity Centres Strategy* highlights a potential impact on retail trade along Albany Highway should the 10,000 sqm of planned retail for Bentley-Curtin be developed. The Strategy recommends that retail applications over 5,000 sqm be accompanied by Retail Sustainability Assessment to provide for independent assessment of potential impacts.

The Town provides advice and recommendations to the WA Planning Commission on significant proposals, supplemented by the advice of its Design Review Panel. Broad guiding statements for the Town's vision as to how development on the campus aligns with the broader neighbourhoods are provided within the TPS1 Precinct Plan and should be reviewed and incorporated into the new Scheme to inform recommendations.

Technology Park

The *Specialised Activity Centre Plan* proposes extensive redevelopment of the Technology Park for business, mixed-use and retail. This includes land within the Town and the City of South Perth. The Town acknowledges the opportunity for a strategic refurbishment and modernisation of Technology Park Centre to develop a thriving knowledge-based research and innovation district and will investigate opportunities for partnering with the City of South Perth, Curtin University, landowners and others to progress detailed planning.

Detailed planning should define a vision for the future activity centre located on Hayman Road as it will play a critical unifying focal point for the whole neighbourhood. There is an opportunity for innovative design and a mix of land uses in the centre to support the economic vision for Bentley-Curtin and the specialised mix of land uses within Technology Park. However, the Town's *draft Activity Centres Strategy* recommends that the 10,000 sqm retail floor space proposed in the Activity Centre Plan be reduced to provide for daily needs of workers and residents only, given potential impacts on the retail trade along Albany Highway.

It is recommended that this sub-precinct be designated as a Precinct Planning Area for further planning and potential future changes to the planning framework through a strategic amendment to *LPS No.2* if relevant.

It is further recommended that Special Conditions be included under the Special Use Zone in the new LPS No.2 that limits further subdivision to avoid further fragmentation of land, and require the preparation of a suitable statutory plan to guide future redevelopment of the sub-precinct.

Aged and Special Facilities Area

The sub-precinct bounded by Hayman Road, Jarrah Road, Marquis Street and South Metropolitan TAFE Bentley Campus currently supports a diversity of institutional and accommodation land uses. The land is zoned Special Use (Residential & Special Facilities) and has been identified as having potential for redevelopment in the *Specialised Activity Centre Plan*.

There are no current provisions under the Special Use Zone to require the preparation of an overarching plan to guide future development of sites in the sub-precinct. Past practice has been to negotiate the preparation of a Masterplan and for the Council to "note" the Masterplan via Council resolution, as has occurred with the two majority landholdings Juniper Rowethorpe and Swan Care Bentley. This practice has been adopted as there are no statutory provisions under TPS No.1 Special Use Zone to require preparation and adoption of a formal structure plan or local development plan under the 2015 Planning Regulations and any such plan would involve further additional layers of approval from the WAPC that are not considered necessary. The Rowethorpe Village Masterplan (for Juniper Rowethorpe) was accepted by Council in 2018 and the Bentley Park Master Plan (for Swan Care Bentley) was accepted by Council in February 2020. The Masterplans include a series of overarching estate design principles and plans outlining movement networks, building locations, land use activities and building heights which are considered in the assessment of development and subdivision applications. This master planning approach has been generally successful for effective planning.

In addition to the Juniper Rowethorpe and Swan Care Bentley accommodation complexes, the sub-precinct includes the Boronia Pre-Release Centre for Women and Corrective Services Training Academy which are operated by state government agencies and do not require development approval from the Town. In view of the development process and nature of these facilities, there is not only no statutory obligation to prepare a structure plan or similar, but also little practical benefit. The balance of sites within the sub-precinct are developed as institutional or service uses and distributed throughout the sub-precinct. Structure planning for these sites in isolation is again of limited benefit.

The Model Scheme Provisions that will be used to draft a new *LPS No.2* provide the opportunity for Special Conditions to be attached to Special Use Zones. It is recommended that the Town investigate incorporating Special Conditions into the Scheme to provide broad guidance for development within the sub-precinct. The purpose of these Special Conditions would be to ensure cohesive interfaces and connections across the sub-precinct and appropriate land uses within sites.

Jirdarup Bushland, Harrold Rossiter Park and Community Uses

The Town's *Public Open Space Strategy* (2019) recommends preparing and implementing master plans for Jirdarup Bushland Precinct and Harold Rossiter Park to guide future environmental, conservation and recreational activity and works. *The Bentley-Curtin Specialised Activity Centre Plan* recognises the ecological, civic and open space function of this sub-precinct area and reflects the intent of the current TPS No.1 Precinct Plan for limited development to maintain the integrity of the reserves for recreational and/or community purposes. The current TPS No.1 Precinct Plan provides minimal guidance for this area and it is recommended that definitions around desired land use and forms of development be reviewed and updated in *LPS No.2* to provide greater clarity should future proposals for land use or development arise.



21. Ridge (West)

The Ridge (West) LPS Neighbourhood encompasses the land zoned Residential R80 and R60 bounded by Berwick, McMaster and Leonard Streets, and the rear of commercial properties along Albany Highway.



Figure 21.1 – Ridge (West) LPS Neighbourhood

Current Planning Framework

The planning, subdivision and development of land within the Neighbourhood is currently guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address through review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel @ 3.5million Central Sub-Regional Planning Framework (WAPC 2018)

The State Government's metropolitan planning strategy *Perth and Peel @3.5million Central Sub-Regional Planning Framework* designates Berwick Street and Albany Highway as Urban Corridors and potential places for higher density development.

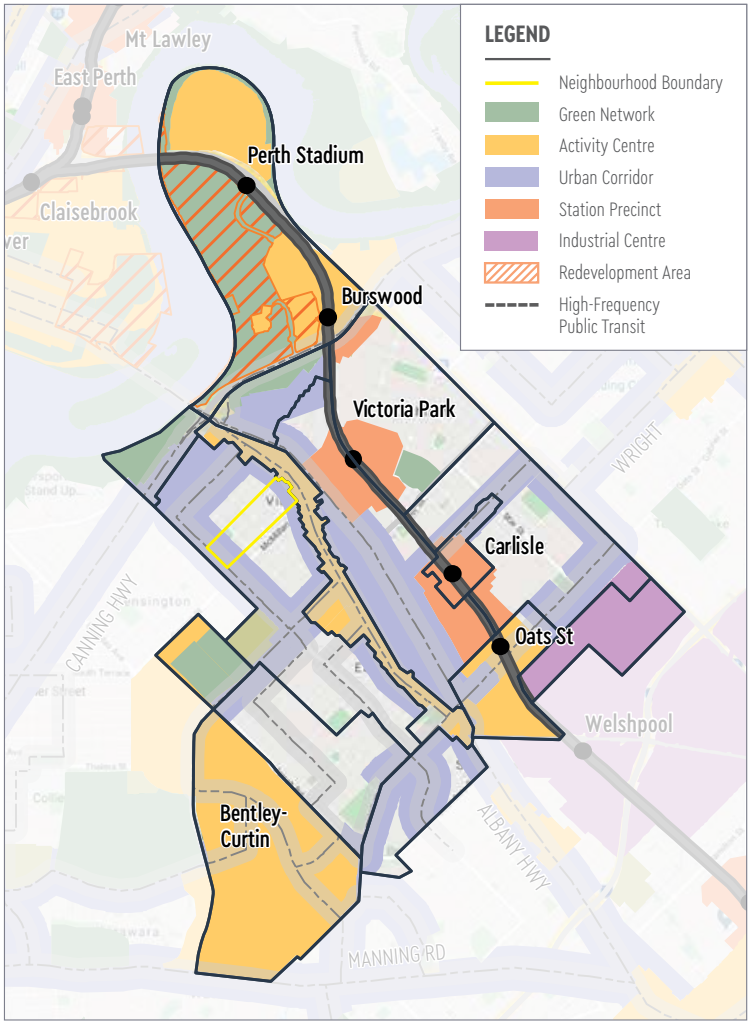


Figure 21.2 – Central Sub-Regional Planning Framework (WAPC, 2018)

TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the neighbourhood which are under review through the *Local Planning Strategy*.

Town Planning Scheme No.1 and TPS Precinct Plan

The neighbourhood is zoned Residential R80 and R60 under the current Town Planning Scheme No.1 and Hawthorne Park is reserved Parks and Recreation. In addition to TPS No.1 zones, current place-specific planning controls are provided through *TPS Precinct Plan P5 (Raphael)* which generally requires development to be in accordance with the Residential Planning Codes.

Existing Character

This outline of the neighbourhood's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure and Movement Network

The urban structure of the neighbourhood consists of traditional grid street network. Lot sizes range between 147 sqm and 5,265 sqm.

Land Use and Built Form

The neighbourhood contains a mix of low and medium rise apartments and townhouses/villas, with a few single houses. There is currently 1,398 dwellings and the net residential density of 90 dwellings per site hectare.

Landscape and Public Realm

The neighbourhood contains a large neighbourhood park and has low canopy coverage over private land, and slightly better coverage in streets.

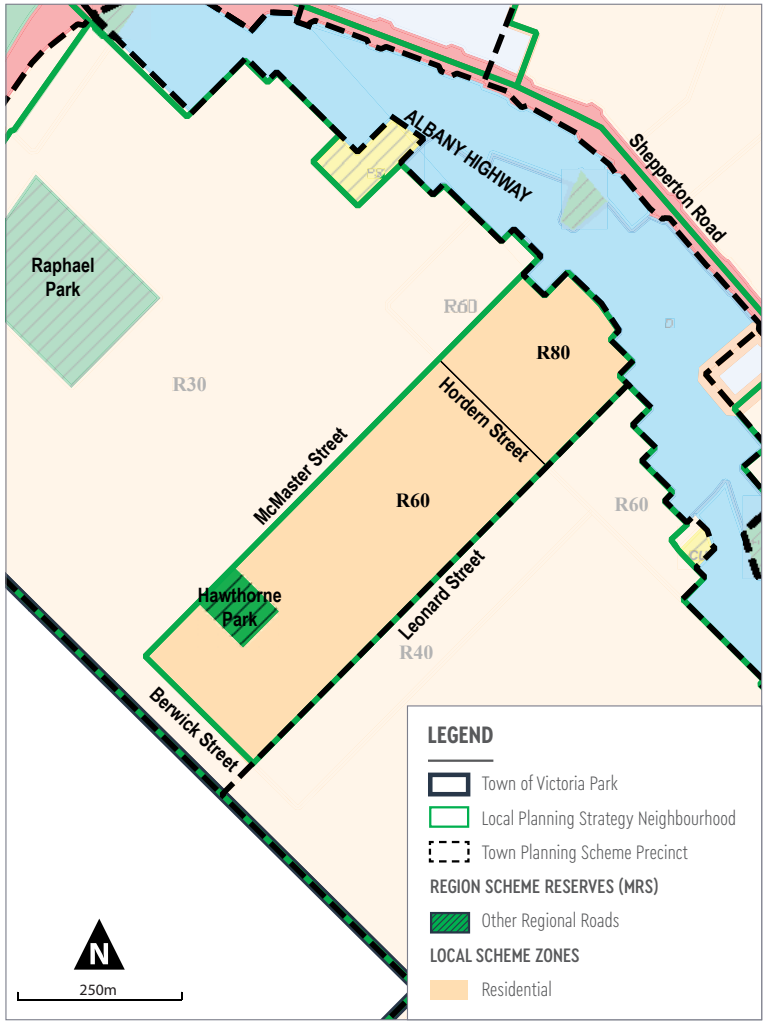


Figure 21.3 – TPS No.1 Zoning









The cluster of low and medium-rise apartments in this neighbourhood, makes a significant contribution to housing diversity and affordability for the Town, and provides for a diverse community.

OPPORTUNITIES AND CHALLENGES

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and makes recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Maintain Affordable Housing Supply

Dwellings in this neighbourhood contribute almost exclusively to the supply of affordable housing in the Town. While much of the building stock is aging and will become suitable for redevelopment in the longer-term, the Town does not support widespread redevelopment in the short to medium-term (eg. next 10–15 years), given the importance of maintaining housing diversity.

Appendices

LOCAL PLANNING STRATEGY

NOVEMBER 2021

LOCAL PLANNING STRATEGY

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Glossary of Terms

LOCAL PLANNING STRATEGY

APPENDIX 2
Town of Victoria Park Local Profile

LOCAL PLANNING STRATEGY

APPENDIX 3
Planning Strategy Responses to State Planning Policies

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APPENDIX 4

Town of Victoria Park Draft Activity Centre Strategy (Planwest, 2017)

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APPENDIX 5
Analysis of Housing Consumption and opportunities (.id, 2016)



TOWN OF VICTORIA PARK

Transport Strategy

MAY 2021

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Acknowledgement of Country

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

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

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

Executive Summary

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

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

At present, most of the Town's residents access their place of work via private vehicle, with 74% opting to drive / travel by car (in comparison to 85% in the Greater Perth region) according to the 2016 ABS census data. The data also reveals that public transport usage by the Town's residents sits at 12% for bus and 5% for train, while walking made up 4% and cycling made up 3%. The remaining 2% accounts for residents travelling to work via motorbike / scooter and the categorisation of 'other'. This is compared to 5% for bus, 3% for walking and 1% for cycling to work for residents in the Greater Perth region.

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

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

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

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

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

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

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

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

Our Vision

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

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

There are three themes underpinning this vision which are:

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

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

Key Terms

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

1 Transport Vision for the Town of Victoria Park

1.1 Vision

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

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

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

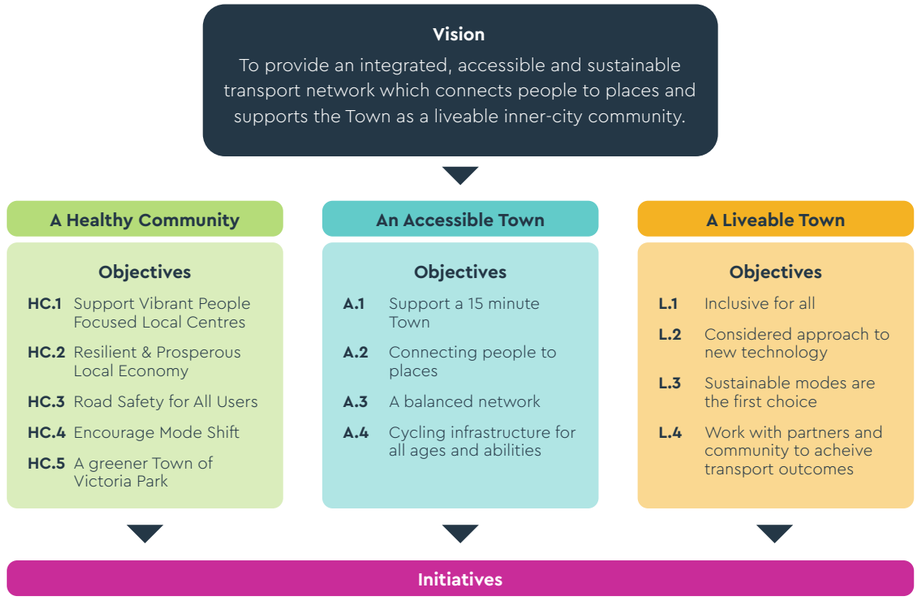
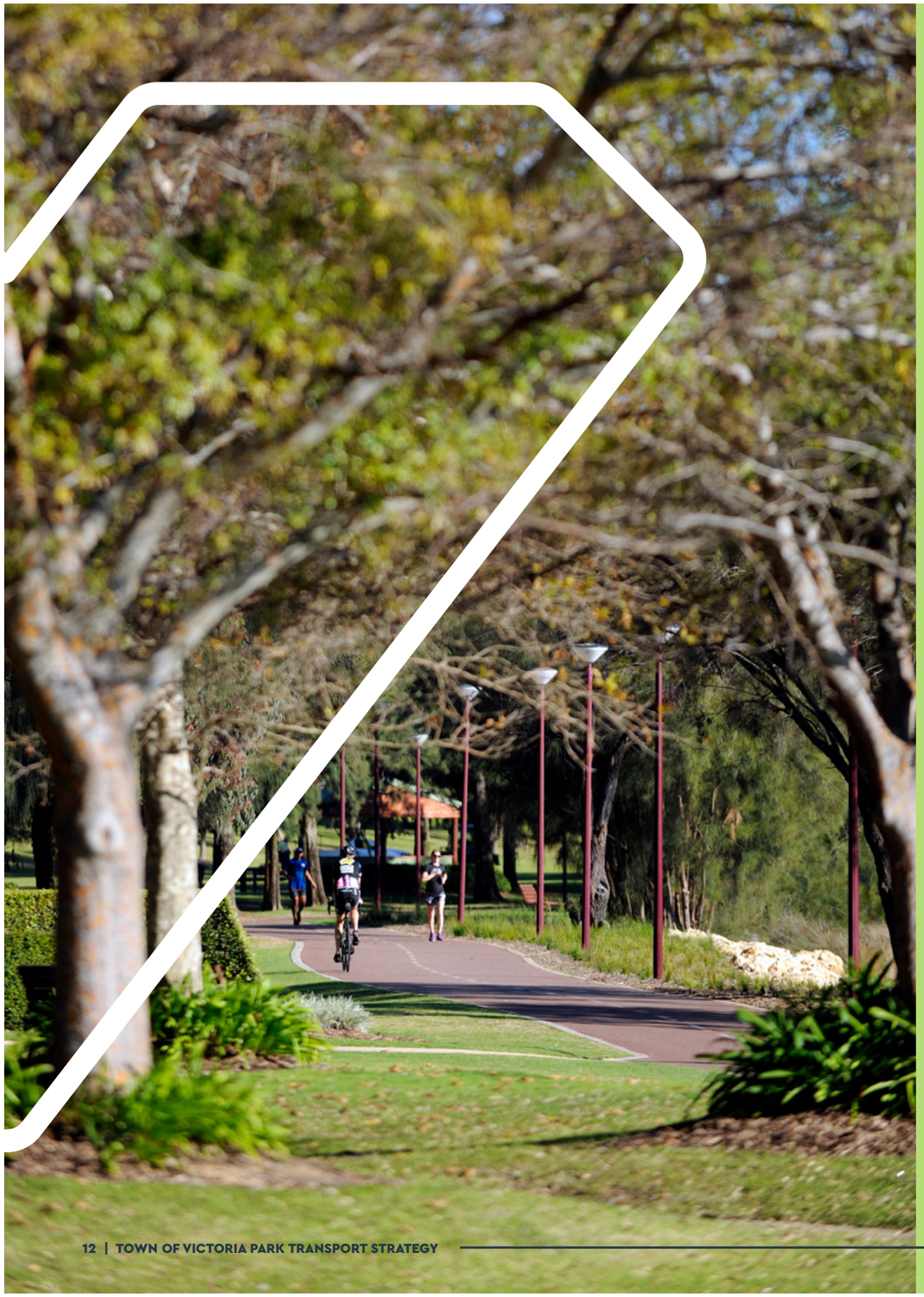


Figure 1.1: Vision, Themes and Objectives

1.2 Themes

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





1.2.1 A Healthy Community

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

HC.1 – Support Vibrant People Focussed Local Centres

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

HC.2 – Resilient and Prosperous Local Economy

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

HC.3 – Road Safety for All Users

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

HC.4 – Encourage Mode Shift

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

HC.5 – A Greener Town of Victoria Park

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



1.2.2 An Accessible Town

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

A.1 – Support a 15-Minute Town

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

A.2 – Connecting People to Places

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

A.3 – A Balanced Network

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

A.4 – Cycling Infrastructure for All Ages and Abilities

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



1.2.3 A Liveable Town

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

L.1 – Inclusive for All

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

L.2 – Considered Approach to New Technology

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

L.3 – Sustainable Modes are the First Choice

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

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

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

2 Implementation

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

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

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

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

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

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

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

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

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TRANSPORT ADVOCACY AND PARTNERSHIP SUB-PROGRAM										
5	Support the assessment of additional river crossings including a road bridge from Summers Street in East Perth to Belmont Park (as per The Belmont Park Structure Plan).		Burswood Peninsula	Partnership/ Advocacy	**Low**	**High**	**Moderate**	**Low**	**Short term**	**$**
6	Advocate to and partner with MRWA to deliver the following intersection upgrades: • Advocate for MRWA to improve the Shepperton and Teddington Road intersection to better manage vehicles turning into Teddington Road during peak hour. • Advocate for the improvement of the Orrong Road and Roberts Road intersection. – In partnership, investigate potential upgrade to the intersection of Canning Highway and Berwick Street. • Advocate for Black Spot upgrades to the Miller Street / Shepperton Road intersection. • Work in partnership with MRWA and the City of Canning for upgrades to Welshpool Road. • Work with MRWA to deliver the Mint Street / Shepperton Road intersection safety improvements. • Work with MRWA to investigate improvements to the Great Eastern Highway / Griffiths Street intersection.		Various Locations	Partnership/ Advocacy	**Moderate**	**High**	**Low**	**Low**	**Short term**	**$**
7	Partner with State Authorities on a potential upgrade to Orrong Road and assess the impact any future design might have on the adjacent community. As part of the Orrong Road Upgrade Project, advocate for direct access to/from Welshpool Industrial Area through the installation of a signalised intersection at Orrong Road / Briggs Street or alternatively at Orrong Road / President Street. As part of the upgrade, the Town should also work with MRWA and the City of Belmont to ensure that high quality cycling infrastructure is provided as part of any future upgrades.		"Carlisle/ Welshpool / Lathlain"	Partnership/ Advocacy	**Moderate**	**High**	**Low**	**Low**	**Short term**	**$**
8	Conduct investigation in partnership with the State Government and other key stakeholders to identify actions for the Town in implementing the State Government's Electric Vehicle Charging Strategy.		Town Wide	Partnership/ Advocacy	**Moderate**	**Moderate**	**High**	**Low**	**Short term**	**$**
9	Continue advocating for improved and expanded public transport infrastructure, including the upgrade of Burswood Sation and development of a mid-tier public transit system servicing key activity centres within the town.	Actions for the Town include: • Work in partnership with the DoT and PTA to ensure that local traffic management is considered as part of the planning stage for any middle-tier transit system. • Work in partnership with the DoT and PTA to determine the most appropriate location for the mid-tier transit stops based on walking catchments and type of land use. • Advocate for the mid-tier transit system to operate along Albany Highway. • Work with DoT and PTA on the future planning of the mid-tier transit system connection to the Burswood Peninsula. • Investigate options for the provision of park 'n' ride facilities associated with the mid-tier transit system around Curtin University in partnership with stakeholders.	Town Wide	Partnership/ Advocacy	**High**	**High**	**High**	**Low**	**Short term**	**$**
10	Work in partnership with METRONET & PTA to deliver the Level Crossing Removal Program which will see the grade separation of the Mint/Archer Street, Oats Street and Welshpool Road level crossings and the upgrade and precinct planning of Carlisle and Oats Street Stations. This includes working with key stakeholders to implement the Place Plans for Carlisle and Oats Street Station.	"Relating to implementation of the Place Plans, the Town should work to ensure the broader active transport network provides connectivity beneath the viaduct being proposed as part of the level crossing removal program. For Carlisle Station this is along Dane/Lion Street (also noted as a Local Street in the LTCN and previously discussed as a potential future Safe Active Street) and ensuring adequate connections and wayfinding from the Mint / Archer Street Town Centre. For Oats Street Station this includes Cohn Street / Milford Street, Somerset / Mercury Street and Oats Street."	Various locations	Partnership/ Advocacy	**High**	**High**	**High**	**Low**	**Short term**	**$**
11	Work with the PTA to investigate the expansion of CAT bus services or alternative free bus service into the Town of Victoria Park.		Town Wide	Partnership/ Advocacy	**Moderate**	**High**	**High**	**Low**	**Short term**	**$**
12	Work with the PTA to review existing public transport routes into, through and around the Town, particularly options for improving east-west connectivity.		Town Wide	Partnership/ Advocacy	**Moderate**	**High**	**High**	**Low**	**Short term**	**$**
13	Support the introduction of a transit corridor between Curtin University and Canning Bridge Station with a high level of transit priority, considering the development of Bentley360 located in the City of Canning.		Curtin University/ Bentley	Partnership/ Advocacy	**Moderate**	**High**	**High**	**Low**	**Short term**	**$**
14	Work in partnership with PTA, DoT and MRWA to investigate improvements to public transport along Canning Highway, including potential bus lanes and potential mid-tier transit (connecting the Town to South Perth and Fremantle).		Canning Highway	Partnership/ Advocacy	**Moderate**	**High**	**High**	**Low**	**Short term**	**$**
15	Advocate to the PTA for Perth Stadium Station to transition to a commuter station to support the planned development and population growth on the Burswood Peninsula and introduce are a short-range public transport link between Burswood South and Optus Stadium.		Burswood Peninsula/ Burswood South	Partnership/ Advocacy	**Moderate**	**High**	**High**	**Low**	**Short term**	**$**
16	Advocate to the PTA and DoT for the introduction of digital trip and stop information signs and announcements to be provided on the Transperth bus fleet to assist those with visual and hearing impairments.		Town Wide	Partnership/ Advocacy	**Moderate**	**Moderate**	**High**	**Low**	**Short term**	**$**
17	Work alongside PTA to promote the Transperth app which provides real-time bus tracking information, and investigate installing real-time bus tracking and capacity information in key locations throughout the Town / bus stops with high level of boardings. In addition, the Town should work with PTA to identify bus stop upgrades to "bus stop nibs" to improve journey times, customer experience and pedestrian environment.	Potential locations could include: • Stops located at rail interchanges. • Various locations along Albany Highway (e.g. after Leonard Street and before Duncan Street). • Various locations along Great Eastern Highway (e.g. before Cornwall Street and after Bolton Street). • Shepperton Road (e.g. after Harper Street).	Town Wide	Planning and/or Investigation	**Moderate**	**Moderate**	**High**	**Low**	**Short term**	**$**
18	Work with the PTA DoT around the planning of future ferry stops on the Swan River. If deemed viable, work alongside the State Government in determining appropriate locations for ferry stops on the Peninsula.	As per the Burswood Peninsula Structure Plan options may include McCallum Park, adjacent to Optus Stadium, and east and west side of Belmont Park.	Burswood Peninsula	Partnership/ Advocacy	**Moderate**	**High**	**High**	**Low**	**Short term**	**$**
19	Support the Town's night-time economy through advocating to the PTA for expanded bus service hours to/through key destinations within the Town including Albany Highway and Curtin University.		Various location	Partnership/ Advocacy	**High**	**High**	**High**	**Low**	**Short term**	**$**
20	Advocate the PTA to introduce zero-emission bus fleet to help achieve the objectives outlined in the Town's Climate Change Emergency Plan and the States Renewable Hydrogen Strategy and Roadmap.		Town Wide	Partnership/ Advocacy	**High**	**Moderate**	**High**	**Low**	**Short term**	**$**

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21	Work with private partners and State Government departments to investigate innovative first and last-mile freight deliveries such as adaptive and responsive parking, kerbside restrictions, and the use of local freight hub collection points.		Town Wide	Partnership/ Advocacy	**Moderate**	**High**	**High**	**Low**	**Short term**	**$**
22	Work alongside State Government and the Inner-City Local Government Group to investigate the role of micromobility within the Town in providing attractive transport alternatives which are complementary to the existing network.		Town Wide	Partnership/ Advocacy	**High**	**High**	**High**	**Low**	**Short term**	**$**
23	Continue to advocate with the Inner-City Group for the Transport Portfolio's support for legislative change and policy support for the wider roll out of lower speed limits throughout the Town and neighbouring communities. The Town will support this initiative to reduce speeds in activity centres to 30km/h and residential areas to 40km/h.		Town Wide	Partnership/ Advocacy	**High**	**High**	**High**	**Low**	**Short term**	**$**
24	Work with MRWA to ensure the Causeway Pedestrian and Cyclist Bridge provides suitable connectivity to McCallum Park foreshore path network (both existing and future configurations).		Victoria Park	Partnership/ Advocacy	**High**	**High**	**High**	**Low**	**Short term**	**$**
25	Investigate and advocate for improvements to underpasses and overpasses within the Town. Improvements should consider becoming green 'breathing walls' improved lighting and sense of place enhancements.	Locations include: • Shepperton Road overpass (near Mint Street); • Great Eastern Highway overpass (near Streatley Road); • Windan Bridge Underpass; • Shepperton Road Underpass; • Riversdale Road Overpass; • Graham Farmer Freeway Overpass; • Great Eastern Highway / Canning Highway Underpass; and • Shepperton Road and Causeway Bridge underpass. • Eastern abutment of Causeway traffic bridge (BR 0932). • Rutland Avenue Overpass • Kitchener Avenue to Rutland Avenue Overpass • Maple to Newey Street Overpass	Various locations	Partnership/ Advocacy	**Moderate**	**High**	**Moderate**	**Low**	**Short term**	**$**
26	Work with Golden Group (Property Developer) and DPLH to ensure a high quality foreshore path network is provided as part of Belmont Racecourse redevelopment (from Windan Bridge to Balbuk Way).		Burswood Peninsula	Partnership/ Advocacy	**High**	**High**	**High**	**Low**	**Short term**	**$**
27	Work with the PTA to implement recommendations outlined in the Station Access Strategies for Burswood, Victoria Park, Carlisle and Oats Street Stations.		Station Precincts	Partnership/ Advocacy	**High**	**High**	**High**	**Low**	**Short term**	**$**
28	Advocate to MRWA to improve the pedestrian environment and priority at signalised intersections along key corridors.	• "Locations include: • Miller Street and Shepperton Road • Berwick Street and McMillan Street • Kent Street and Berwick Street "	Various locations	Partnership/ Advocacy	**High**	**Moderate**	**High**	**Low**	**Short term**	**$**
29	Conduct an investigation to identify how transit priority can be facilitated along key movement corridors within the Town without further impacting connectivity across the movement corridors. Locations to be considered align with PTA's Major Road Corridor Review (2018) and include Shepperton Road, Manning Road and Canning Highway.		Various locations	Partnership/ Advocacy	**High**	**High**	**High**	**Low**	**Short term**	**$**
30	Investigate opportunities for autonomous vehicle trials within the Town of Victoria Park, provided it will contribute to desirable outcomes.	A potential location for such a trial is Curtin University.	Town Wide	Planning and/or Investigation	**Moderate**	**Moderate**	**Moderate**	**Low**	**Short term**	**$**

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PARKING MANAGEMENT SUB-PROGRAM										
31	Explore innovative and appropriate kerbside management initiatives.	Initiatives could include: • Adoption of an on•street parking use hierarchy which supports provision of taxi / rideshare drop off areas in key locations. • Development of a kerbside prioritisation framework for key locations and activity centres. • Provide rideshare / taxi bays within off•street car parks along / near Albany Highway (such as King George Street) and promote availability using ITS. • Adaptive and responsive parking and kerbside restrictions and use of collection points for first and last mile freight delivery.	Town Wide	Planning and/or Investigation	**Moderate**	**Moderate**	**Moderate**	**Moderate**	**Medium term**	**$$**
32	Implement Actions from the Parking Management Plan.	Refer to Parking Management Plan	Town Wide	Planning and/or Investigation	**Moderate**	**Moderate**	**Moderate**	**Moderate**	**Medium term**	**$$**
TRANSPORT MODELLING & PERFORMANCE MEASUREMENT SUB-PROGRAM										
33	Commission the development of a Town wide mesoscopic traffic model to better assess and manage the likely traffic impacts of proposed developments.		Town Wide	Planning and/or Investigation	**Low**	**High**	**Moderate**	**Low**	**Medium term**	**$$**
34	Assess and effectively monitor freight and heavy vehicle access in and out of the Welshpool Industrial Area.		Welshpool	Planning and/or Investigation	**Moderate**	**Moderate**	**Moderate**	**Moderate**	**Medium term**	**$**
35	Undertake an audit of walking and cycling infrastructure in the vicinity of all schools within the town and assess current behavioural interventions in place to improve walking and bike access for school students.		Various locations	Planning and/or Investigation	**High**	**High**	**High**	**Moderate**	**Short term**	**$**
TRAVEL DEMAND MANAGEMENT SUB-PROGRAM										
41	Implement various Travel Demand Management initiatives into the Town.	Initiatives include: • Continue working with the local community to improve understanding of parking and transport issues. In addition to this, work with the DoT's YourMove department to deliver travel demand management schemes and initiatives as part of the YourMove Schools and Workplaces programs. • Allocating additional resources for cultural and behaviour change strategies aimed at getting more people in the Town utilising active modes of transport.	Town Wide	Delivery of other programs	**High**	**Moderate**	**High**	**High**	**Short term**	**$$**
42	Work to implement a range of Travel Plan initiatives within the Town.	Initiatives include: • Developing and implementing a Travel Plan for the Council Administration Centre and key council run facilities such as Leisure life, Aqua life and Victoria Park Library. When implemented, monitor the success of the Travel Plan. • Working with DoT to develop guidelines on the preparation of Travel Plans for developers. Until State-wide guidelines are developed the Town should examine the potential to provide incentives to encourage the development and implementation of voluntary travel plans.	Various locations	Delivery of other programs	**High**	**Moderate**	**High**	**High**	**Medium term**	**$$**

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ACTIVE TRANSPORT EDUCATION & PROMOTIONS SUB-PROGRAM										
38	Continue to plan for "car free" events and street festivals along Albany Highway.		Albany Highway	Planning and/or Investigation	**High**	**High**	**High**	**High**	**Short term**	$
39	Explore the merits of an e-bike salary sacrifice scheme for ToVP staff and other organisations within the town as well as promote the use of the Town's e-bikes.		Town Wide	Planning and/or Investigation	**High**	**High**	**Moderate**	**Moderate**	**Short term**	$
BIKE NETWORK SUB-PROGRAM										
40	Develop a design for protected cycling infrastructure along Berwick Street (between Armagh Street and Boundary Road). The Town should also advocate to the DoT for the LTCN Secondary Route to change from Gloucester Street (between Kent Street and Armagh Street) to Berwick Street.		Victoria Park	Partnership/ Advocacy	**High**	**High**	**High**	**Moderate**	**Medium term**	$$
41	Undertake various "quick win" for improvements to the cycling network.	Quick win" cycling initiatives could include new/improved cycle bypass paths through roundabouts and intersections, improved pavement markings and signage and other infrastructure modifications that aim to further enhance existing cycling routes with particular regard to safety, legibility and connectivity.	Various locations	Design and/or Construction	**Moderate**	**High**	**High**	**Moderate**	**Short term**	$
42	Install additional bicycle counting stations at key locations (such as Kent Street, Mint Street / Archer Street, or Hayman Road) to provide a better understanding of demand and inform future investment in cycling infrastructure.		Various locations	Design and/or Construction	**Moderate**	**High**	**Moderate**	**Low**	**Short term**	$$
43	Explore opportunities for innovative bicycle-related trial projects as identified in CoSP/ToVP joint bike plan.		Various locations	Planning and/or Investigation	**Moderate**	**High**	**High**	**Moderate**	**Medium term**	$$
44	Introduce pedestrian and cycle priority signals at key network locations including: 1. Kent Street / Berwick Street 2. Hillview Terrace / Berwick Street 3. Oats Street / Orrong Road 4. Mint Street / Shepperton Road		Various locations	Partnership/ Advocacy	**High**	**High**	**Moderate**	**Moderate**	**Medium term**	$$$
45	Extend the existing shared path parallel to Great Eastern Highway to link across Shepperton Road and Albany Highway into Armagh Street.		Victoria Park	Design and/or Construction	**High**	**High**	**Moderate**	**Moderate**	**Medium term**	$$
46	Improve cycling end-of-trip (EoT) facilities within the Town.	Initiatives include: • Undertake an audit/gap analysis of existing end of trip facilities to help gain a better understanding of bicycle parking supply and demand. • Develop and deliver an annual cycle parking implementation program, prioritising Activity Centres and key local destinations with insufficient provision. • Develop incentives for retro-fitting of EoT facilities and cycle parking within existing buildings / workplaces.	Various locations	Planning and/or Investigation	**High**	**High**	**Moderate**	**Moderate**	**Long term**	$$$
47	Town to advocate for the existing PSP that runs through the Burswood Park and Stadium Precinct to be developed as an Environmental and Active Park Street due to poor pedestrian experience on PSP.		Burswood Peninsula	Partnership/ Advocacy	**High**	**Moderate**	**Moderate**	**Moderate**	**Short term**	$

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48	Deliver a range of improvements to the Town's bicycle network to ensure cycling is an attractive mode of transport for all ages and abilities.	Initiatives include: • Prepare a design to improve bicycle infrastructure on Oats Street (LTCN Secondary Route). • Prepare a design which delivers a separated and safe cycling corridor along Kent Street between Curtin University and Albany Highway. • Prepare a design to improve the cycling environment on Hillview Terrace. • Advocate to stakeholders and/or provide secure bike parking to suit all bike types (including tricycles and electric bikes) at key destinations throughout the Town including Albany Highway, Perth Stadium, Curtin University and various train stations. • Include Star street as a local cycling route in the LTCN and investigate improvements to connect the Lathlain Town Centre to the Leach Hwy PSP. Specific cycling improvements should be considered at the Roberts/Star intersection.	Various locations	Design and/or Construction	**High**	**High**	**High**	**Moderate**	**Medium term**	$$$
49	Create a direct, convenient and attractive bicycle and pedestrian route through Technology Park to easily connect people from Curtin University to the East Victoria Park Town Centre. To do so, the Town should work with the State Government to utilise their land to connect to Westminster Street or Riverview Road and continue the route through the East Victoria Park Town Centre.		Curtin University / Bentley	Planning and/ or Investigation and Design and/or Construction	**High**	**High**	**High**	**Moderate**	**Short term**	$$
PEDESTRIAN INFRASTRUCTURE SUB-PROGRAM										
50	Improve wayfinding throughout the Town .	• "Initiatives include: 1. Develop a town-wide Wayfinding Strategy (excluding Burswood Peninsula and Curtin University/Bentley). 2. Develop a Wayfinding Plan for the Burswood Peninsula 3. Develop a joint local Wayfinding Strategy with CoSP to provide improved awareness and consistency of cycle routes to local destinations (particularly at key intersections)."	Town Wide/ Various Locations	Planning and/or Investigation	**High**	**High**	**High**	**Moderate**	**Short term**	$
51	Work to advocate for and deliver the pedestrian infrastructure improvement program. This program includes a range of pedestrian infrastructure improvements at various locations.	• "Initiatives include: • Partner with stakeholders to upgrade Victoria Park Drive between Roger Mackay Drive and Optus Stadium, including pedestrian infrastructure on the western side and improved canopy coverage. • Advocate to stakeholders to upgrade Roger Mackay Drive for an improved shading and safety for pedestrians. • Advocate for the creation of a pedestrian crossing at Taylor Street, Canning Highway and Gloucester Street. • Prepare an options analysis to enhance the Pedestrian Access Way connecting Jarrah Road and Allen Court. • Implement pedestrian infrastructure improvements through Technology Park, including Allen Court and Adie Court."	Various locations	Planning and/ or Investigation and Partnership/ Advocacy	**High**	**High**	**High**	**High**	**Medium term**	$$$
52	Develop Pallitt Street into a Pedestrian Priority Zone which should include footpath realignment, renewal and provision of improved street lighting and street furniture and/or street art.		Curtin University / Bentley	Planning and/or Investigation	**High**	**High**	**High**	**Moderate**	**Medium term**	$$

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STREETSCAPE IMPROVEMENT PLAN SUB-PROGRAM										
53	Implement upgrades identified in the Burswood Station East Planning Framework.	Initiatives include: • Prepare detailed design for the "Urban Avenue" portions of Goodwood Parade, Stiles Avenue and Griffiths Street in accordance with the concept plan in the Burswood Station East Planning Framework. • Prepare detailed design for the Live/Work Street portions of Goodwood Parade, Stiles Avenue and Riversdale Role. • Prepare a detailed design for Vivian Street and Clause Street."	Burswood Peninsula	Design and/or Construction	**High**	**High**	**High**	**Low**	**Medium term**	**$$$**
54	Deliver Streetscape Improvement Program to various locations within the Town.	Locations include: 1. Conduct an investigation and streetscape improvement Plan to portions of Albany Highway to provide greater opportunities to dwell and improve the place significance of these areas (including at key locations along Albany Highway such as the East Victoria Park Centre and Victoria Park Centre). 2. Burswood and Teddington Roads; 3. Prepare Archer Street and Mint Street Streetscape Improvement Detailed Designs; 4. Duncan Street Streetscape Improvement Plan; 5. Finalise Bishopsgate Streetscape improvements; 6. Prepare a Streetscape Improvement Plan for Hayman Road; and 7. Implement a Streetscape Improvement Plan to the East Victoria Park local centre along Etwell Street.	Various locations	Planning and/or Investigation	**High**	**High**	**High**	**Low**	**Short term**	**$$**
55	Develop a plan for for right of way upgrades and improvements. The plan should be based on factors including usage, ability to stimulate development and legal complexity.		Town Wide	Planning and/or investigation	**Moderate**	**High**	**High**	**Low**	**Short term**	**$**
56	Investigate and implement measures to Oats Street, Mint/Archer Street, Burswood Road and Griffiths Street to enable them to become Vibrant Streets which facilitate both high movement and high place.	Improvements should improve the balance of both the movement and place function of these roads. Measures could include protected cycling infrastructure, shared road space, dwelling street space, efficient movement of people via public transport and significant vegetation coverage.	Various locations	Planning and/or Investigation	**High**	**High**	**High**	**Moderate**	**Long term**	**$$$**
EXISTING PROGRAM: OLD SPACES NEW PLACES PROGRAM										
57	Deliver progressive upgrades of laneways in key locations under the Old Spaces, New Places program.	"Potential locations could include: – • ROW 51 • ROW 60 • Iceworks Lane • Nurse Lane • ROW 52"	Various locations	Planning and or Investigation, Design and/or Construction	**Moderate**	**Low**	**High**	**Moderate**	**Medium term**	**$$**
58	Continue to implement and expand the Old Spaces New Places Program. The next project to commence will be the Albany Highway West End (project no. 3).	• "Potential additional locations for OSNP may include: 1. Goodwood Parade precinct (gateway to Burswood Station and Crown Perth) 5. Kent / Street Manning Road precinct (gateway to Waterford Plaza) 4. Adie Court (interface between Curtin University and aged care precinct) 2. Oats Street between train station and Albany Highway (St James centre) 3. Other locations in the vicinity of Albany Highway identified to become 'Streets for People'"	Various locations	Planning and or Investigation, Design and/or Construction	**Moderate**	**Moderate**	**High**	**Moderate**	**Short term**	**$$**
EXISTING PROGRAM: VIC PARK PLANNING REFORM PROGRAM										
59	Prepare a Victoria Park Town Centre Precinct Plan, East Victoria Park Precinct Plan and a St James Town Centre Precinct Plan centred around Albany Highway.		Albany Highway	Planning and/or Investigation	**Moderate**	**Moderate**	**High**	**Moderate**	**Short term**	**$$**
60	Ensure that a comprehensive investigation into improving outcomes for cyclists on Albany Highway between Canning Highway and Welshpool Road is conducted within the Albany Highway Precinct Structure Plan and Public Realm Design project.		Albany Highway	Planning and/or Investigation	**High**	**High**	**High**	**Low**	**Short term**	**$**
EXISTING PROGRAM: URBAN FOREST STRATEGY PROGRAM										
61	Continue working to implement the Town's Urban Forrest Strategy to improve pedestrian environment and amenity.		Town wide	Delivery of other program	**High**	**Moderate**	**High**	**Moderate**	**Medium term**	**$$**
EXISTING PROGRAM: CLIMATE CHANGE MITIGATION AND ACTION PROGRAM										
62	Implement transport-related initiatives in the Climate Change Emergency Plan.		Town wide	Delivery of other program	**High**	**Moderate**	**High**	**Low**	**Short term**	**$**

2.1 Evaluating implementation

To measure the success of this Strategy in meeting the Town's vision and objectives, a future 2031 mode share target has been established. The future mode share target has been based on the journey to work data from the ABS 2016 census. The future mode share target aims for a reduction in journeys to work via car and an increase in journeys to work via train, bicycle, walking and car as passenger (including ride share) and other (which include micro-mobility modes). Future analysis of journey to work data, considering the developed target will enable evaluation of this Strategy and progress towards achieving the developed vision and objectives.

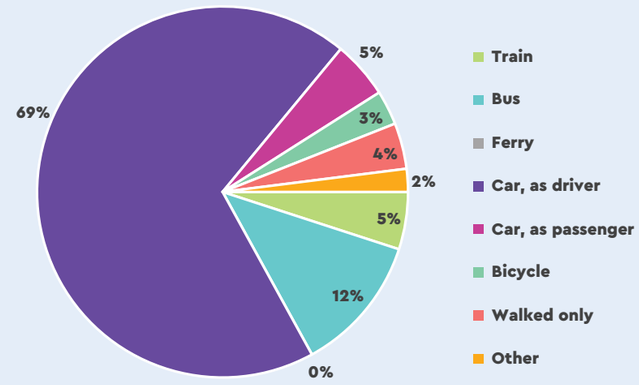


Figure 2.1 2016 Journey to Work mode share (ABS)

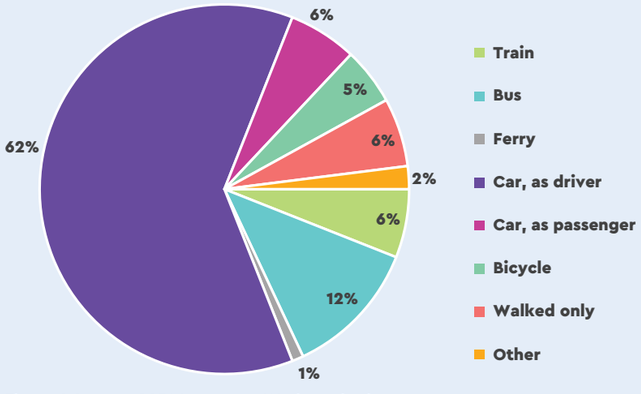


Figure 2.2 2031 Journey to Work mode share target

3 Introduction

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

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

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

The Strategy is structured as follows:

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

3.1 Role in the planning framework

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

3.1.1 State Planning Context

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

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

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

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

3.1.2 Local Planning Context

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

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

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

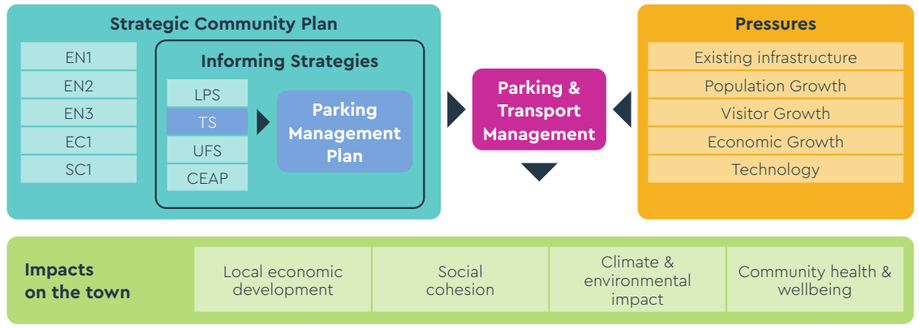


Figure 3.1: Relationship between this Transport Strategy and the Parking Management Plan

3.2 Roles and responsibilities

3.2.1 Town of Victoria Park

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

The Town is responsible for:

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

3.2.2 Western Australian State Government

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

Table 3.1: State Government Responsibilities

DEPARTMENT	RESPONSIBILITIES	RELEVANT STRATEGIES & PLANS
Department of Transport (DoT)	The DoT is the authority responsible for delivering various transport services including strategic transport planning and policy across an array of public and commercial transport systems that service Western Australia. In addition to this, the DoT coordinates and prioritises transport related infrastructure as well as educating the community and regulating the transport network to keep Western Australians safe.	• Perth Greater CBD Transport Plan; • Perth and Peel @ 3.5 Million; • Transport @ 3.5 Million; • Central Sub-regional Planning Framework; • Long-Term Cycling Network
Public Transport Authority (PTA)	The PTA is responsible for the provision, operation and maintenance of all public transport infrastructure throughout Western Australia. Key roles include the long-term planning and service operation of train and bus services throughout the city, disability standard compliance of public transport infrastructure and planning, and construction of major public transport projects throughout the Town. The PTA works collaboratively with Local Government authorities and other relevant agencies on the provision of transit supportive infrastructure, including bus priority measures such as on-road bus lanes or signal phasing.	• Perth Greater CBD Transport Plan; • Perth and Peel @ 3.5 Million; • Transport @ 3.5 Million; • Central Sub-regional Planning Framework; • Accessibility policy (2007); • Station Access Strategies; and • Additional internal strategic long-term public transport plans.
METRONET	METRONET is a State Government department comprised of land use and transport planning experts tasked to deliver the State's most significant public transport projects. One of METRONET's projects is the Level Crossing Removal Project which will see the Mint Street, Oats Street and Welshpool Road level crossings removed from within the Town.	• METRONET Station Precincts Design Guide. • Place Plans for Carlisle and Oats Street Stations;
Main Roads WA (MRWA)	MRWA is responsible for the planning, construction and management of a safe and efficient main road network throughout Western Australia. The roads within the Town under jurisdiction of MRWA include Shepperton Road, Great Eastern Highway, Graham Farmer Freeway, Canning Highway, Orrong Road and parts of Albany Highway. MRWA is also responsible for signalised intersections and bridges, as well as regulatory and advisory signage and line marking on all roads within the Town. MRWA are not responsible for parking signage and line marking on local roads within the Town.	• Central Area Transport Plan; • Perth and Peel @ 3.5 Million; • Transport @ 3.5 Million; • Central Sub-regional Planning Framework; and • Policy for Cycling Infrastructure (2000).
Department of Planning, Lands and Heritage (DPLH)	The DPLH is responsible for all State level land use and spatial planning, including policy development for land and infrastructure development. The DPLH works closely with the Transport Portfolio to ensure that land use and transport planning are integrated at a State level.	• State Planning Strategy 2050; • Perth and Peel @ 3.5 Million; and • Central Sub-regional Planning Framework.

3.2.3 Key Partners

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

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

3.3 Transport Strategy development

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

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

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

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

3.3.1 Community Engagement

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

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

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

3.3.2 Movement and Place Approach

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

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

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

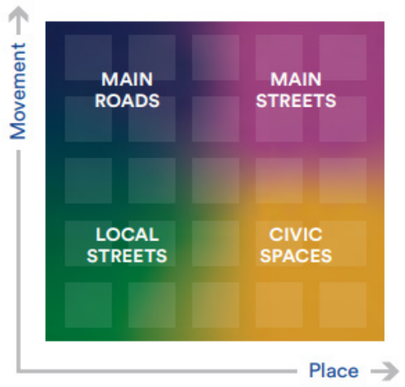


Figure 3.2: NSW Movement and Place Matrix



Figure 3.3: DoT Draft Preliminary Movement and Place Matrix

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

Table 3.2: Movement and Place Street Typologies

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



Figure 3.4: Movement and Place Example Street Typologies

3.3.2.1 *Movement and Place Assessment Methodology*

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

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

3.3.3 User Mindset Approach

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

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

4 About the Town of Victoria Park in 2021

4.1 The People

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

Of the working age residents (aged 15 years and above), 58% work full time and 29% work part time, which is comparable to the Greater Perth and national averages. This compares to 62% full time and 27% part time working residents in 2011 reflecting a trend to a more "casualised" workforce. A high proportion of the Town's residents are employed in arts and recreation services, accommodation and food services and education and training. This is likely attributable to the employment hubs of Optus Stadium, Crown Resorts, Albany Highway and Curtin University being located within the Town. Although there is no significant difference in proportion of the population attending an educational institution, there is a considerably higher percentage of the students enrolled in tertiary education compared to Greater Perth and the national averages. This is likely attributable to Curtin University, South Metropolitan TAFE and Swan TAFE Carlisle being located within the Town.

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

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

WALKING



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

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

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

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

CYCLING



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

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

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

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

BUS



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

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

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

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

TRAIN



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

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

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

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

CAR



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

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

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

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

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

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

*These statistics do not include people who stated they use two or more modes to travel to work.

ABS 2016 AND 2011 CENSUS DATA

4.2 The Places

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

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

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

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

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

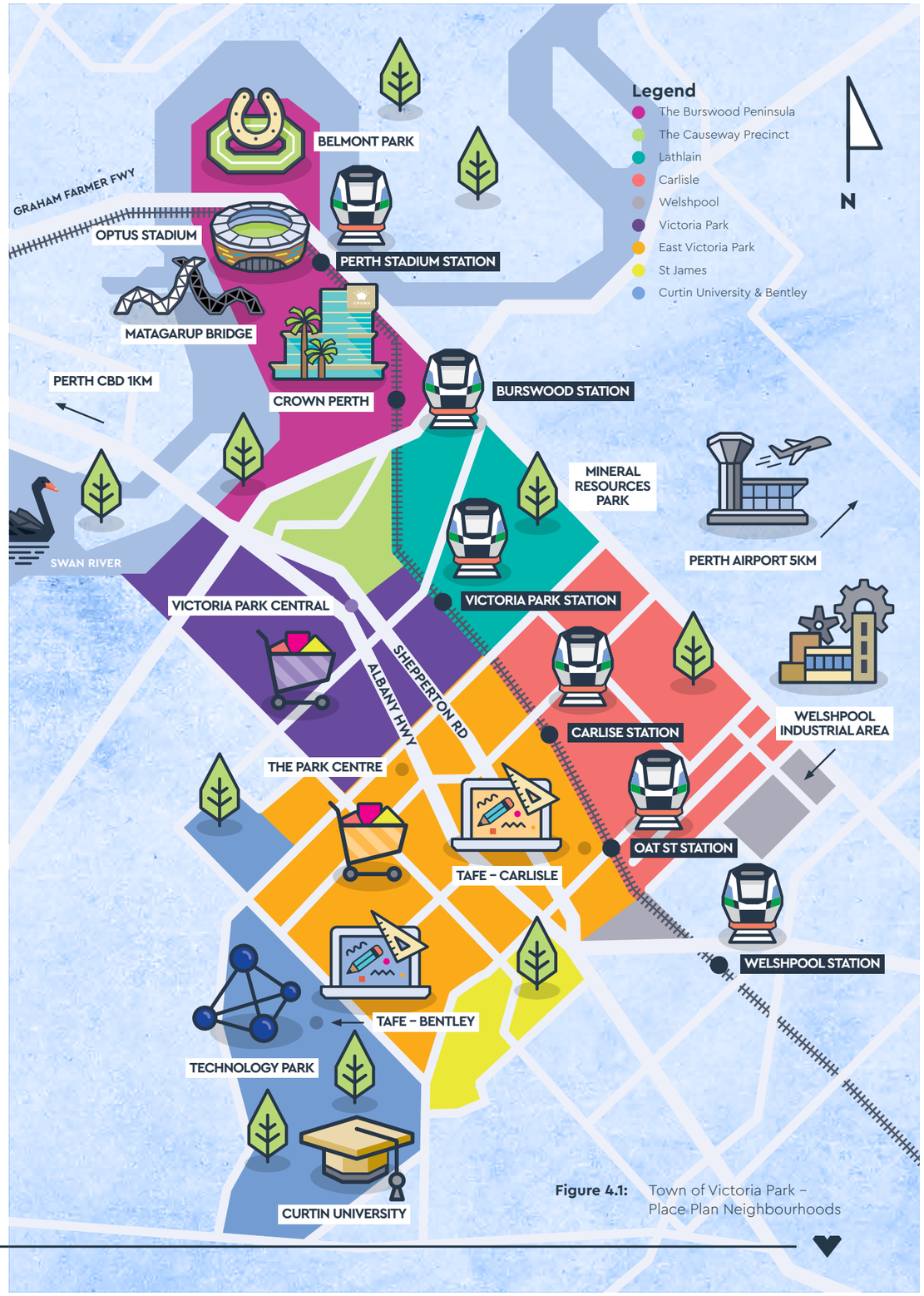


Figure 4.1: Town of Victoria Park – Place Plan Neighbourhoods

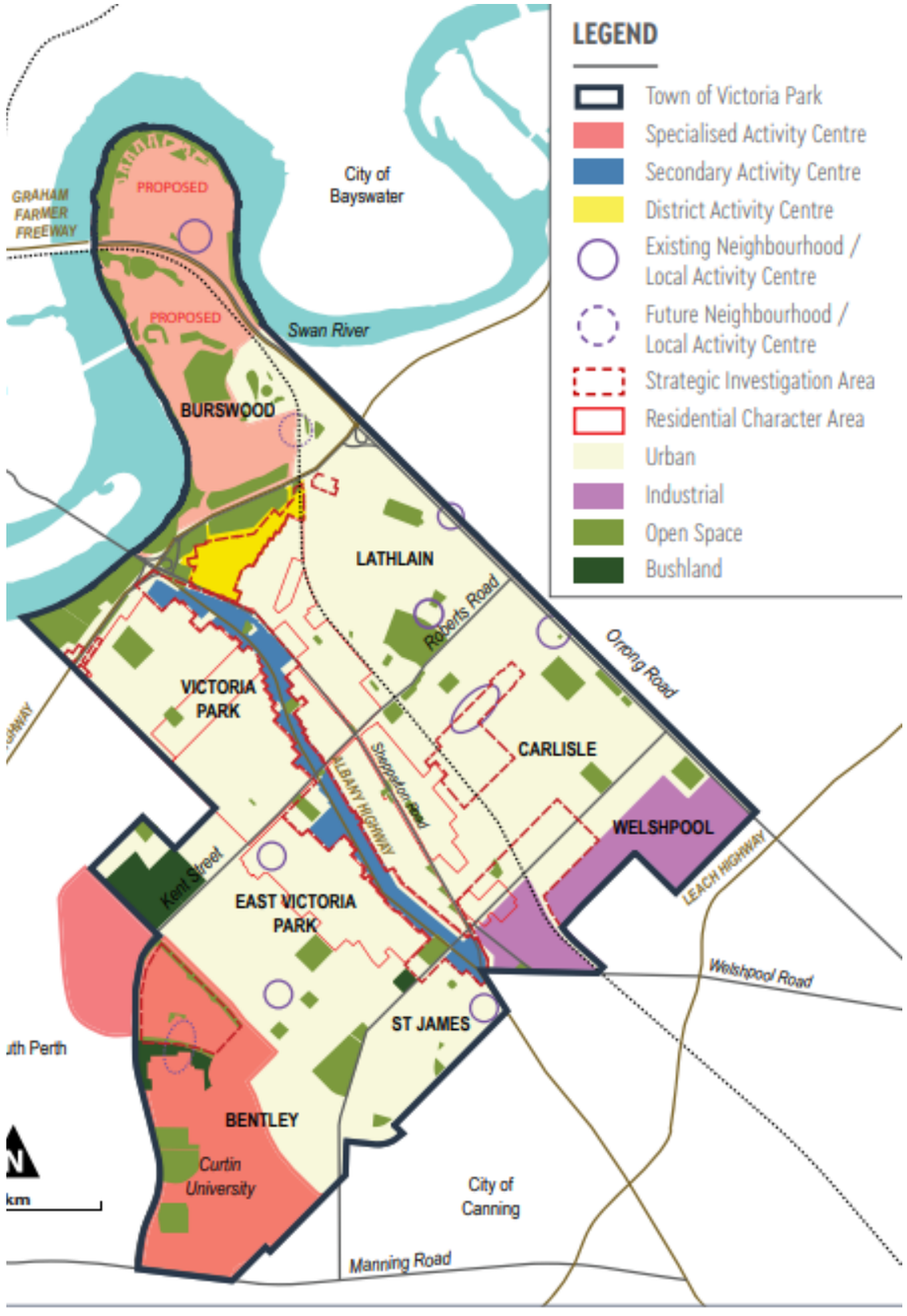


Figure 4.2: Draft Local Planning Strategy Activity Centres

4.3 The Existing Transport Network

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

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

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

4.3.1 Walking

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

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

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

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

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

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

4.3.2 Cycling

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

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

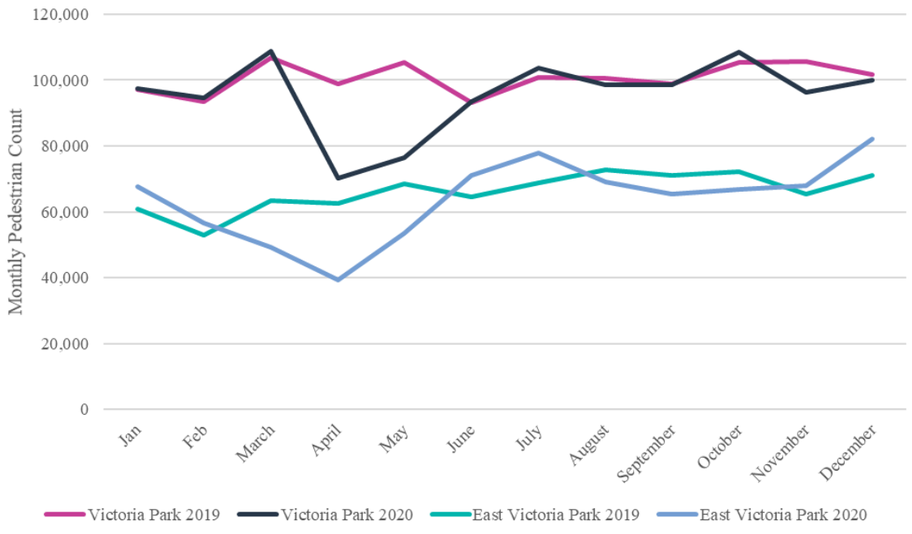


Figure 4.3: Albany Highway Pedestrian Counts

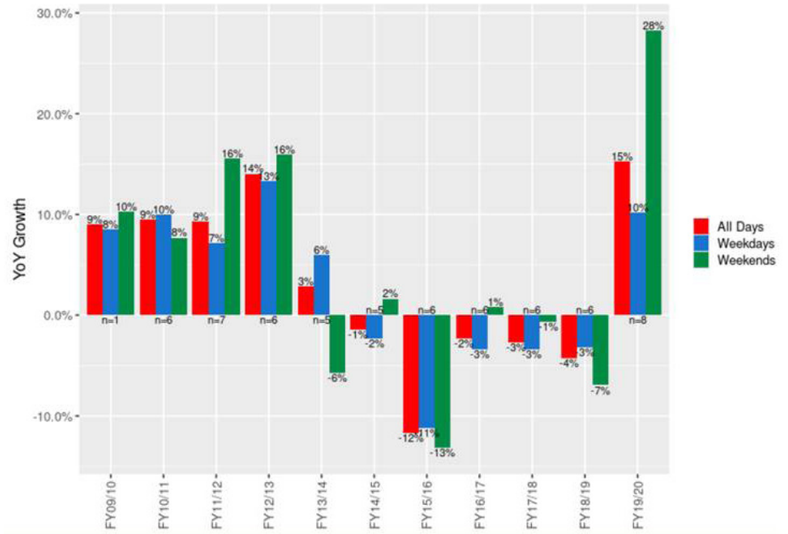


Figure 4.4: Perth CBD Bike Counter Trends (Source: Department of Transport)

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

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

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

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

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



Figure 4.5: Existing Cycling Network

4.3.3 Public Transport

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

Train

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

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

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

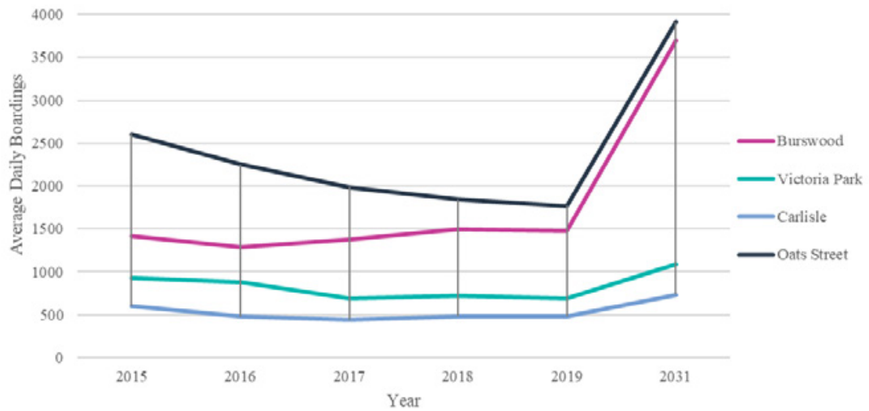


Figure 4.6: Historical and forecast train patronage for suburban Stations located within the Town (source: PTA)

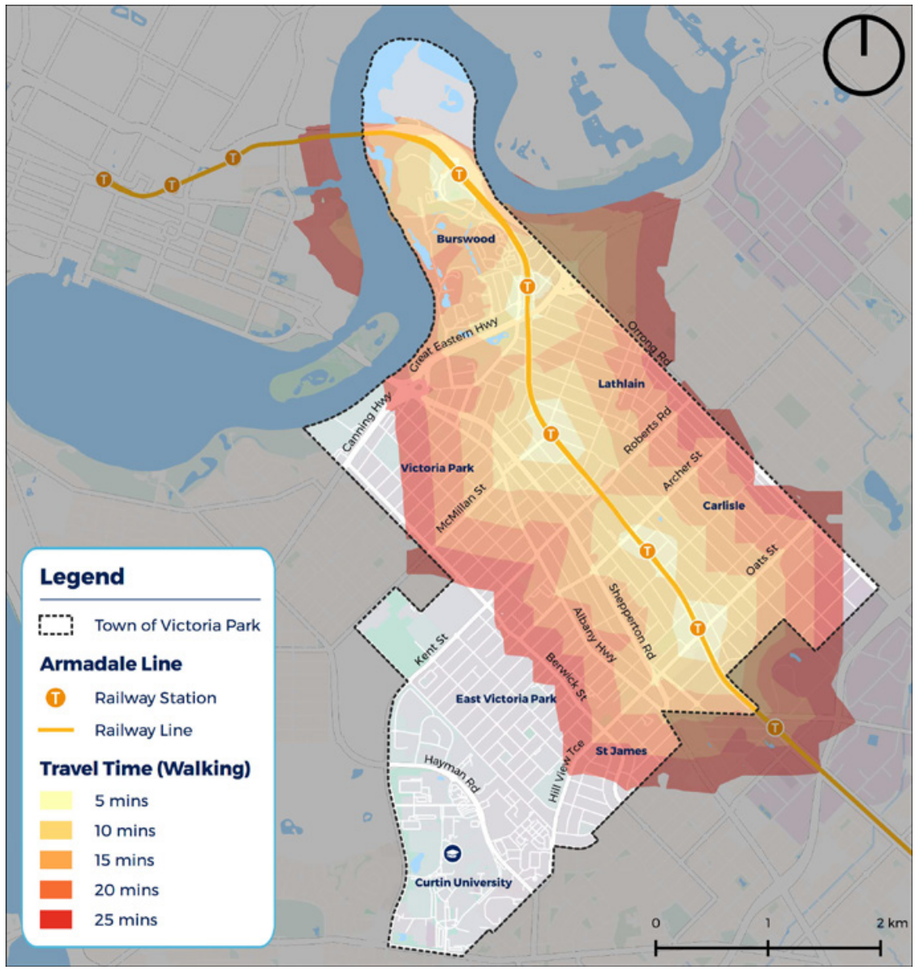


Figure 4.7: Station Walkability Catchment

Bus

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

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

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

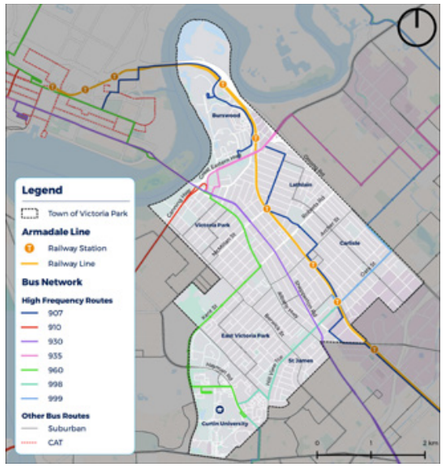


Figure 4.8: Bus Network

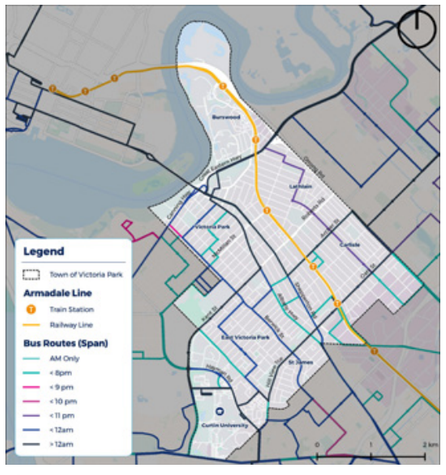


Figure 4.9: Bus Span

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

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

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

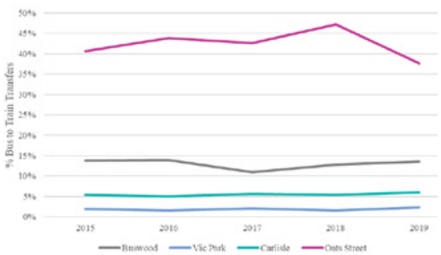


Figure 4.10: Bus to Train Boardings at Stations within the Town (source: PTA)

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

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

4.3.4 Road Safety

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

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

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

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

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

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

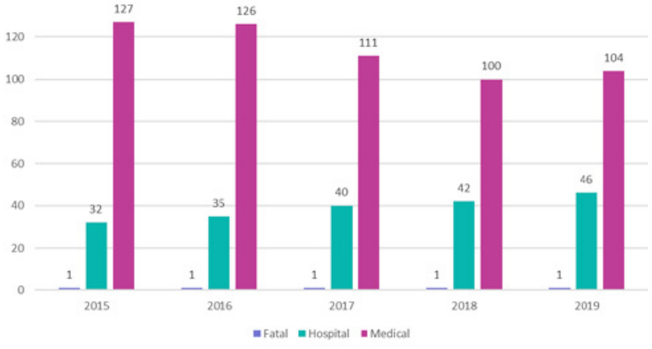


Figure 4.11: Number of Crashes within the Town between 2015–2019

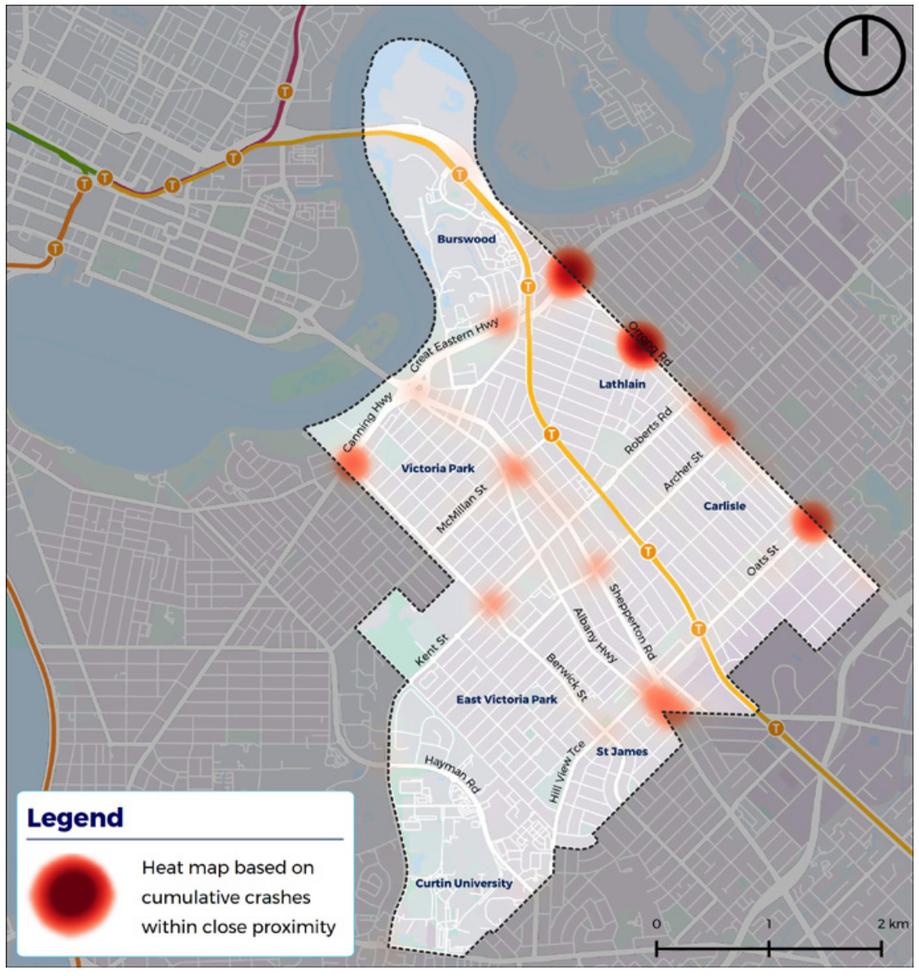


Figure 4.12: Heatmap of crashes within the Town of Victoria Park (between 2015–2019).

4.3.5 Private Vehicles

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

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

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

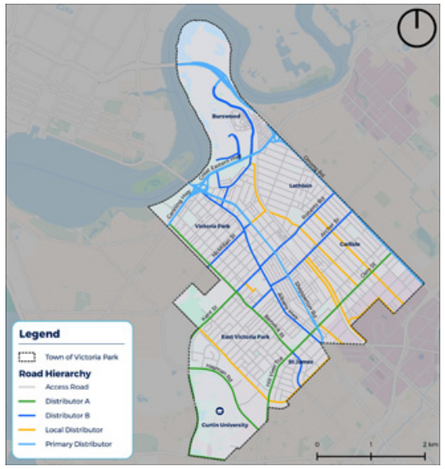


Figure 4.13: Road Hierarchy

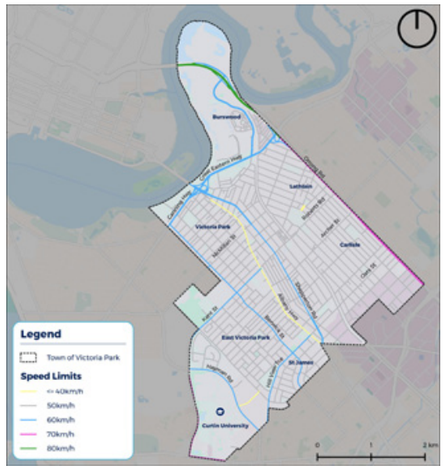


Figure 4.14: Speed Limits

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

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

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

4.3.6 Accessibility Based Analysis

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

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

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

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

4.3.6.1 *Walking*

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

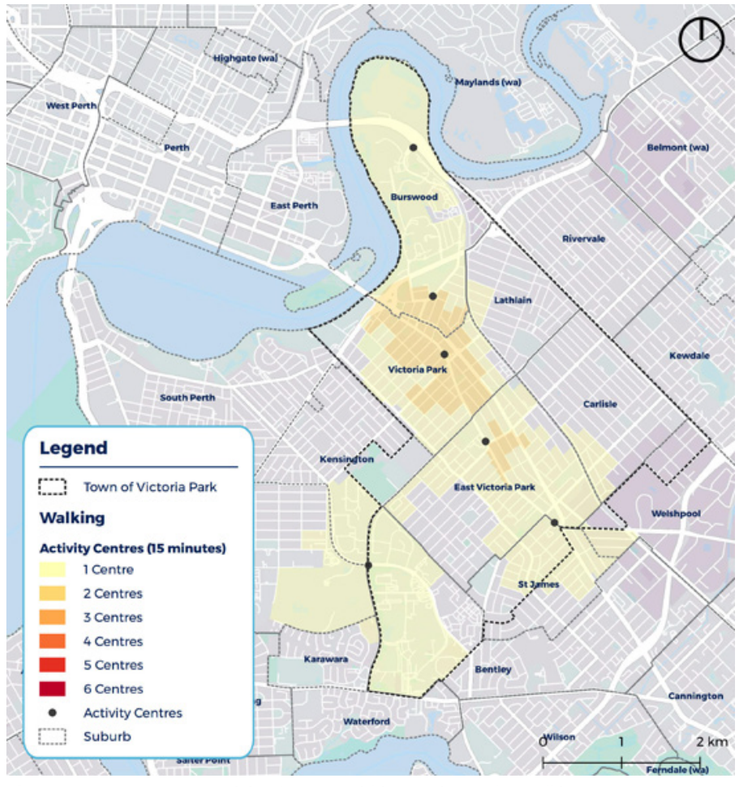


Figure 4.15: Access to Activity Centres within 15-minutes by walking

4.3.6.2 *Cycling*

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

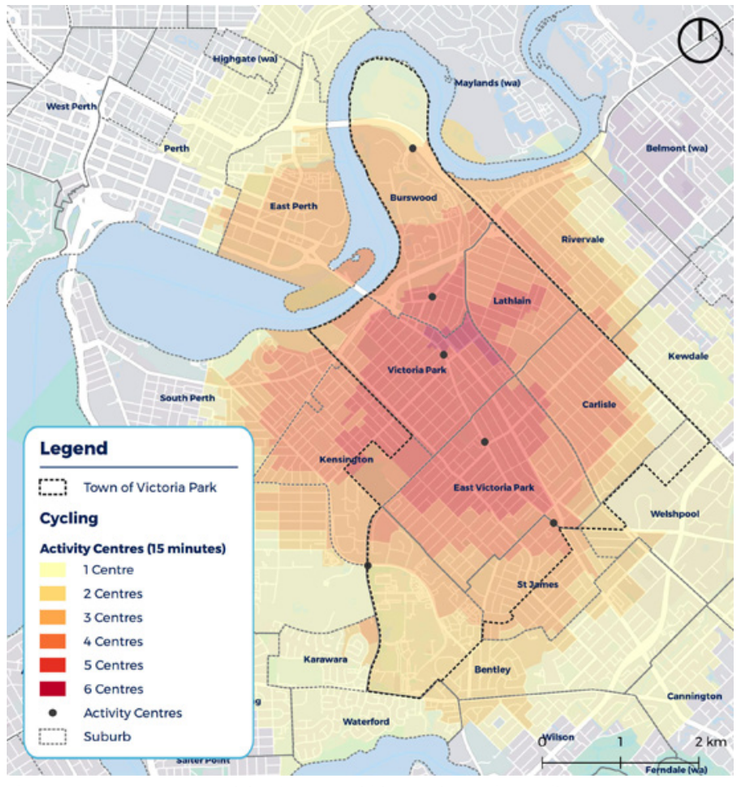


Figure 4.16: Access to Activity Centres within 15-minutes by cycling

4.3.6.3 *Public Transport*

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

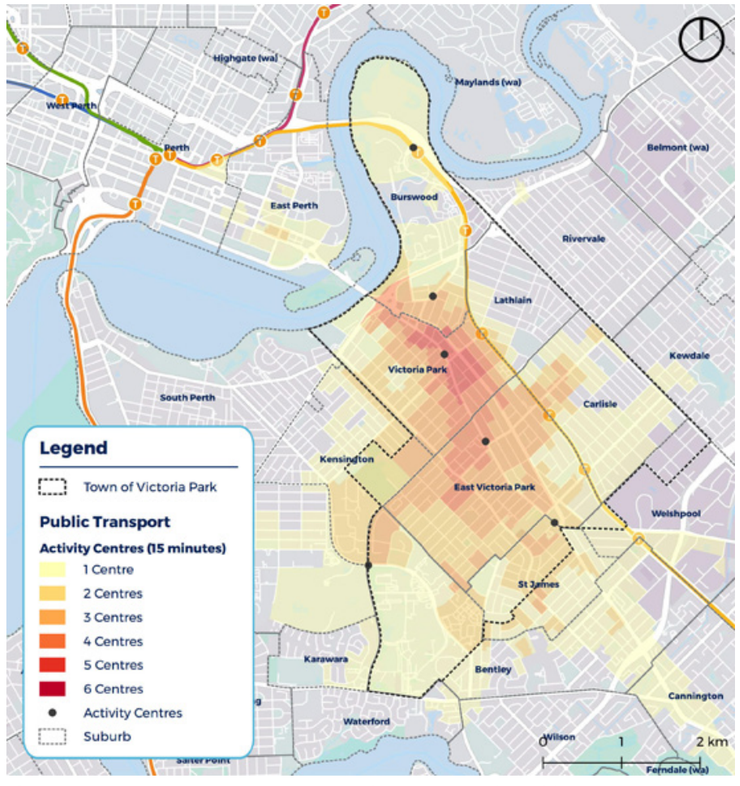


Figure 4.17: Access to Activity Centres within 15-minutes by Public Transport

4.4 Existing Movement & Place Assessment

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

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

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

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

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

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



Figure 4.18: Existing Movement and Place classifications

4.5 User Mindset Assessment

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

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

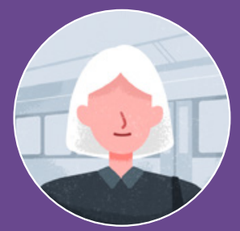
Based on the above, the following User Mindsets were adopted as a representative sample of the Town's community to test the Strategy development:

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

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

Table 4.2: User Mindsets

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

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

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

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

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



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



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



Lois – travels to Albany Highway Strip Bentley via bus

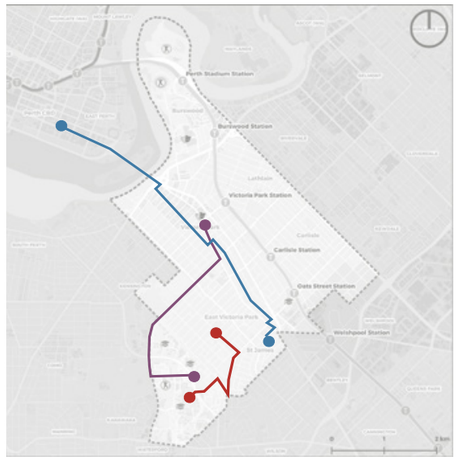


Figure 4.19: User Mindset Transport Journey Mapping



Oscar – walks to Curtin University for work from St James



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



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

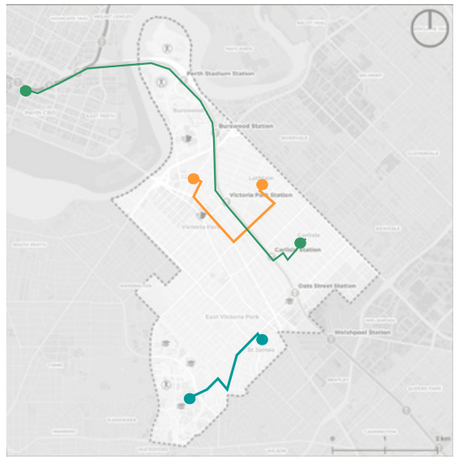


Figure 4.20: User Mindset Transport Journey Mapping

5 The Future of the Town of Victoria Park

5.1.1 Future Aspirations for the Town

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

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

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

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

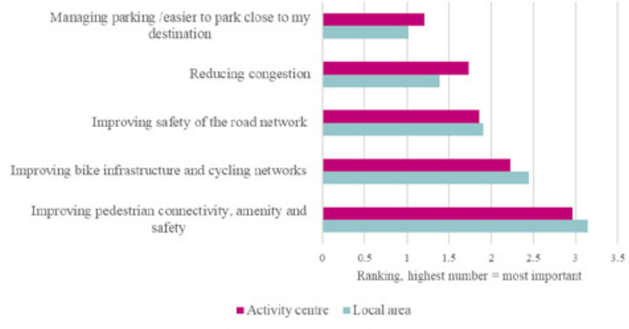


Figure 5.1: Community ranked transport improvements within their local area and the Town's activity centres

5.1.2 Future Growth

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

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

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

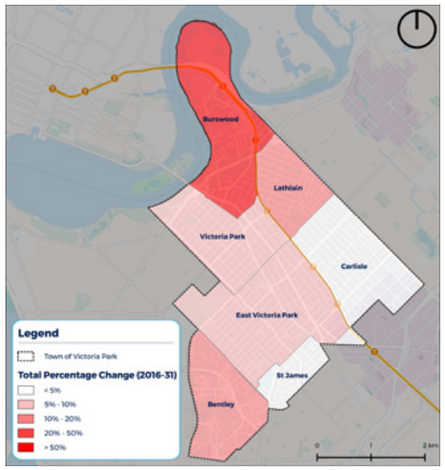


Figure 5.2: Estimated Growth in Dwellings (Forecast.ID)

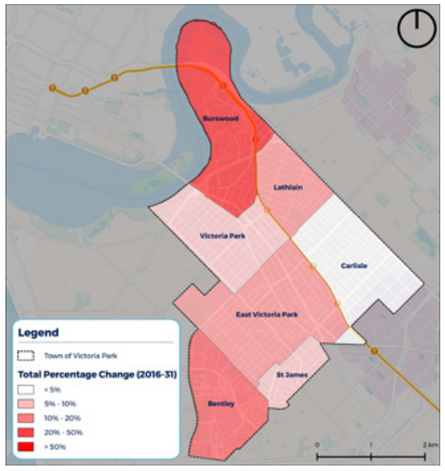


Figure 5.3: Estimated Growth in Population (Forecast.ID)

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

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

5.1.3.1 Projects

Victoria Park-Canning Level Crossing Removal Project

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

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

Causeway Pedestrian and Cyclist Bridge

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

Orrong Road Planning Study

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

Archer and Mint Street Upgrade Design Project

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

Trackless Tram Consortium

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

Burswood Station Upgrade

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

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

Speed Reduction in Activity Centres and Residential Streets

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

Perth Stadium Station function

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

Burswood Road Streetscape Improvement Plan

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

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

Albany Highway Precinct Structure Planning

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



Figure 5.4: Victoria Park-Canning level Crossing Removal Project Visualisation (Source: Metronet)



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



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

5.1.3.2 *Programs*

Old Spaces New Places Program

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

Vic Park Leafy Streets Program

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

Long Term Cycling Network

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

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

Figure 5.7: LTCN Function

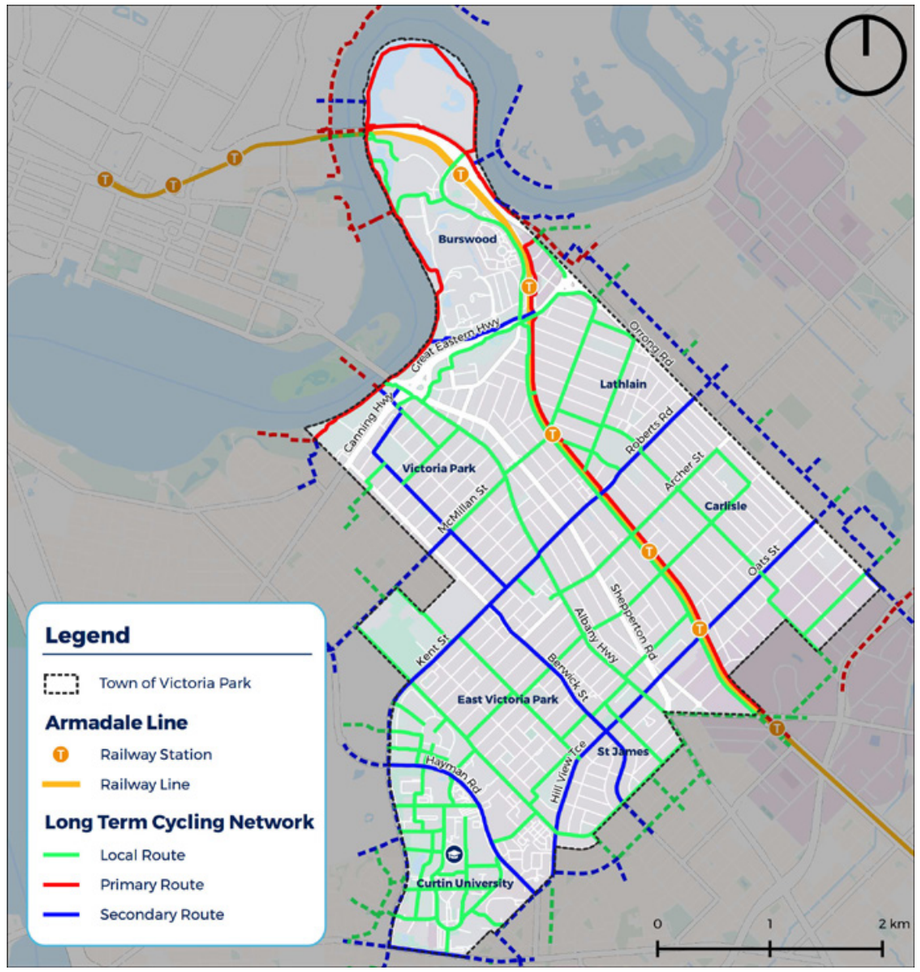


Figure 5.8: Long Term Cycling Network

5.2 Future Trends

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

5.2.1 Changing Demographics

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

5.2.2 Technological Advances

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

5.2.3 Climate Change

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

5.3 Future Movement & Place Assessment

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

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

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

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

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

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



Figure 5.9: Future Movement and Place Classification

5.3.1 Design Guidance

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

Table 5.1: Movement and Place Design Guidance

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

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

5.4 Challenges and Opportunities

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

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

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

Table 5.2: Overview of Transport Challenges and Opportunities

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

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

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

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Town of Victoria Park

Parking Management Plan

JUNE 2021



Acknowledgement of Country

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

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

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

Summary

Background and Context

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

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

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

Goals and Required Outcomes

The goals and required outcomes of the updated PMP include:

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

Key Findings

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

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

Technology and Enforcement

The Town uses 141 Pay and Display (PnD) parking ticket machines to manage on-street parking. Additionally, 211 parking bay sensors are installed along Albany Highway, as part of the Dynamic Parking Trial, which collect utilisation and compliance data.

The current technology system has the following drawbacks:

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

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

Recent Initiatives

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

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

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

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

Data Collection and Management

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

Increasing Parking Supply

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

Potentially suitable sites that have previously been identified include 1–5 Westminster Street, where a portion of the site has already been modified to accommodate additional parking with potential to further increase capacity. However, the provision of additional parking in this area is unlikely to be the best use of the land, especially on freehold land, given the Albany Highway Precinct Structure Planning currently being developed.

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

Community Engagement

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

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

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

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

Comparisons with Other Local Governments

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

Management Options

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

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

Parking controls encourage street parking turnover and encourage use of off-street parking facilities whilst providing sufficient time for visitors to access services and amenities. Paid parking increases equity of access by charging users (user pay) for their parking costs and by reducing the parking costs imposed on non-drivers who are generally rate-payers. Paying directly rather than indirectly benefits consumers because it reduces parking and traffic problems and allows individuals to decide how much parking to purchase, giving them an opportunity to save money. Non-drivers do not require parking and it would be inequitable to burden these visitors with the same level of costs as those drivers using the parking provided.

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

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

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

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

Best Practice

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

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

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

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

The Parking Management Plan

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

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

Travel Mode Shift

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

Evidence Based Decision Making and Data Collection

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

Management Techniques and Planning Mechanisms

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

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

Parking on Movement Corridors

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

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

Intervention Matrix

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

INTERVENTION TRIGGER	ACTION(S)
On-street parking occupancy above 85%	1. Introduce time restrictions 2. Modify maximum time restrictions 3. Introduce paid parking 4. Increase paid parking fees through use of dynamic parking model 5. Provide additional paid parking
On-street parking occupancy below 65% (only applies in areas with existing parking restrictions)	Modify time restrictions Reduce paid parking fees through use of dynamic parking model
Off-street parking occupancy above 85%	1. Introduce time restrictions 2. Modify time restrictions 3. Introduce paid parking 4. Increase paid parking fees
Off-street parking occupancy below 65% (only applies in areas with existing parking restrictions)	Decrease paid parking fees
Complaints regarding lack of compliance	1. Education by authorised officer monitoring 2. Issue warning/infringement notices 3. On reciept of 15 independent complaints for the same issue/ location within a twelve month period. initiate parking survey.
Request by private parking owner for Town management of parking	Review parking management by owner If required, regulate private parking
New developments in close proximity to one another	Encourage the creation of consolidated and shared parking
Resident parking permit request	Check location of application is within resident parking permit zone Review resident parking permit application and issue if approved
Business parking permit request	Check if other parking locations are available nearby Review business parking permit application and issue if approved
Request for loading zone, taxi zone, accessible parking, bus parking, motorcycle parking	Review request with consideration of the movement and place street typology function Implement if it benefits the community and suits the street function
Developers cannot provide required parking	Require payment of cash-in-lieu funds for each unsupplied parking bay
Complaints regarding school parking	Education by authorised officer monitoring Issue warning/infringement notice
Increase in private vehicle use	Educate the community on sustainable transport options
Parking safety issue	1. Review safety issue 2. Remove, add or amend signs and line marking to resolve parking safety issue 3. Remove parking bays to resolve parking safety issue

Prioritised Action Timelines

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

Place Parking Plans

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

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

Performance Measurement

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

Another performance measurement is to listen to the community through community consultation or community response provided to the parking officers. This qualitative feedback will provide information to help with decision making for future parking management changes or improvements.

The alignment with the vision of the Parking Management Plan and the Transport Strategy are an overall performance measure to ensure strategy goals and vision are being achieved through parking management changes. All parking management decisions will be linked to the goals and objectives of the Town.

Advocacy and Education

Advocacy and Education are important methods of improving the available travel options and encouraging people to travel sustainably throughout the Town.

The State Government manages all public transport infrastructure and services within the Town of Victoria Park and, will often make changes to State owned public transport infrastructure within the Town. These changes impact the local parking environment and provide opportunity for the Town to request assistance.

Public Transport service needs change over time. Often the local government is best placed to advise on required changes to frequency and route planning of services due to their close contact with the community.

In terms of education, the community need to understand that:

- Drivers cannot expect unlimited parking close to their destination.
- Unlimited supply has environmental, social, and economic drawbacks.
- Parking needs to be sustainable.
- There is a cost for the provision of parking.
- Parking users need to contribute to the cost of parking infrastructure equitably.
- Net surplus from parking services is to be reinvested into improving access and transport infrastructure.

Integrated Technology

Key to the successful application of the Parking Management Plan will be the incorporation of integrated smart parking technology throughout the Town.

Integrated smart parking technology will greatly improve the customer experience by making it easier to find car parking sites and available spaces and, provide flexible options for payment. These technologies will also improve the efficiency and effectiveness of parking enforcement and management as well as future planning with more frequent, current, and accurate data.

Conclusion

Changing demographics and lifestyles are changing traditional patterns of mobility. Places are growing with increasing demands on land, roads, and kerbside space while new technologies and policies are enabling a more responsive and integrated approach to parking.

This Parking Management Plan ensures that parking is available in the right place, at the right time and at the right price. Providing local access and mobility, safe and engaging streets, and attractive places.

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APPENDICIES

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1 Context and Strategic Alignment

The Town of Victoria Park (the Town) is a progressive and diverse local government located south-east of the Perth Central Business District. Residents enjoy an enviable quality of life. Protecting and enhancing that quality of life is a high priority. With an increasing population, the Town is looking for ways to deliver services more efficiently and improve the lifestyle of residents. The effective management of parking will play a significant role in achieving this goal. It is important to understand the context, strategic alignment, and vision for parking within the Town.

Context

In February 2021, the Town's Council resolved to update the existing Parking Management Plan (PMP) which was developed in November 2012. The existing PMP is out of date due to developments within the Town creating different priorities within activity centres. The travel choices of residents and visitors have also evolved. The updated PMP is a guiding document for the management of existing and future parking within the Town.

Strategic Alignment

In 2020, the Town resolved to update the existing Integrated Movement and Network Strategy. The updated version of this key strategic document has been renamed the Transport Strategy (the Strategy). It will be used to inform many aspects of the PMP to ensure the Town's parking and movement networks are strategically aligned with the Town's Place Plans and Corporate Business Plan.

The PMP is guided by a range of strategic documents to assist in delivering the vision for the Town including:

- Draft Local Planning Strategy (2021) which details parking requirements of developments throughout the Town for the next 10–15 years.
- Strategic Community Plan (2017) is a plan that defines the Town's community priorities across the next 20 years.
- Public Open Space Strategy (2019)
- Urban Forrest Strategy (2018)
- Land Asset Optimisation Strategy (2013)

The PMP reflects the Strategy's goal of supporting the State Government's activity centres as detailed in the draft State Planning Policy (SPP) 4.2 – Activity Centre for Perth and Peel.

In terms of transport, the Town is responsible for the following:

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

Vision

This PMP aims to connect with the Strategy by supporting the Town in achieving the overarching vision of A dynamic place for everyone.

The vision of the PMP is to "Provide clear guidance and consistent initiatives and actions for the management of parking across the Town of Victoria Park".

To achieve this vision, the following objectives have been identified:

- Better manage parking across the Town through efficient use of parking supply
- Support the economic activity of centres within the Town by providing a reasonable supply of short and medium-stay car parking spaces for the existing and future individual parking needs of residents and visitors.
- Recognise the interaction of public and private car parking capacity, to manage changes in car parking demands over time.
- Provide car parking spaces in conveniently located and easily accessible areas relative to key destinations.
- Provide Town wide guidance on the approach to parking with local Parking Plans, providing more detailed, localised guidance.
- Manage parking demand through balancing parking supply and encouraging alternate travel modes
- Provide the appropriate supply of parking, not oversupplying parking.
- Ensure that approaches to the provision, management and pricing of parking are undertaken in a fiscally responsible manner.
- Support the parking requirements of the Town to ensure movement and place outcomes are achieved.

Community Engagement

The Town is actively listening to the community's concerns about local parking. The community was engaged as part of the development of the PMP, via the Town's online engagement platform. The survey undertaken in March 2021 included an interactive map. The survey received 66 responses which were used to inform the actions detailed in the parking plans for the Town.

Key learnings from the survey responses that helped to inform the PMP include:

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

2 The Reason for a Plan

The Town offers over 5,100 parking bays including both on-street and off-street parking. There is a mix of paid parking, time-restricted parking, and unrestricted bays. At present, there is no guiding document to provide the Town with advice on how and when to make changes to the management of parking.

Intent

The provision of a well-managed car parking regime can bring real benefits to the Town's community, businesses, and visitors. However, successful parking management depends on many factors and if parking is not actively managed, there can be a range of unintended consequences.

The PMP will help the Town better manage car parking and deliver the following improvements:

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

Parking requirements vary across the Town, shaped by each location's unique functions, topography, environment and built form. Different people will also have different priorities when looking for a parking space at the same location.

Car parking needs to be managed in a way that matches the unique demands and pressures of each location in addition to the needs of the individual. The PMP provides for a balanced approach to parking management that better matches the range and location of parking options to emerging needs. The PMP supports and is strongly linked with future improvements to public transport service provision and the necessary shift in travel behaviour change required to ensure the long-term sustainability of the Town.

In general, people are conscious of proximity and prefer not to walk a long distance for short-stay parking compared to what may be acceptable for long-stay parking. This will generally mean providing short-stay parking close to the destination and long-stay parking further away. This approach encourages more frequent turnover in the more convenient spaces at the core of a centre and therefore maximises use and availability to a larger number of people.

Managing parking demand is key to the Town's operation and regulation of parking. The approach in order of priority is to:

1. Reduce the demand for parking through provision of sustainable alternative travel choices and education.
2. Improve the operation of existing parking assets through the effective use of an intervention matrix.
3. Measure the performance of planning mechanisms used to manage parking to ensure they are optimised.
4. Provide additional parking supply in a cost-effective manner, utilising funds from paid parking.

The Role of the PMP

The PMP will aid in achieving the vision of the Town, support local businesses, create a more sustainable community, and improve the quality of life for residents. The PMP identifies the parking issues and challenges, providing guidance on appropriate interventions and the proposed parking management approach to be applied across the Town.

The PMP identifies the Town's role in managing and influencing the various types of parking areas and the ratio of available private and public parking. The Town can influence parking outcomes by:

- Using technology to improve how parking is experienced and managed.
- Promoting travel behaviour change programs and encouraging adoption of emerging technologies.
- Supplying and maintaining public on and off-street parking facilities.
- Regulating the use of public parking through time limits and pricing.
- Enforcing parking regulations.

Movement and Place Approach

The PMP was developed in response to the Transport Strategy and uses its assessment of the Town through the Movement and Place approach. This approach recognises that streets are not just for the movement of people and goods but are also places. The Strategy provides a Movement and Place street typology function for all streets within the Town. These typologies were used in the development of the initiatives and actions of the PMP and are presented in Table 21.

Table 2.5: Transport Strategy Street Typologies, Goals and Street Functions

STREET TYPOLOGY	FUNCTION	TYPICAL PARKING RESPONSE
Movement corridors	Movement Corridors provide safe, reliable, and efficient movement of people and goods between regions and mitigate impact on adjacent communities	Limited or no on-street parking
Vibrant Streets	Vibrant Streets are significant complex places that attract both large numbers of people and move large numbers of people by various modes from all over the region. Vibrant streets aim to ensure a high-quality public realm with a strong focus on supporting businesses, traders, and neighbourhood life.	Formal and restricted on-street parking
Local Streets	Local Streets provide quiet, safe, and desirable residential access for all ages and abilities. Local streets aim to foster community spirit through facilitating local access.	Informal and unrestricted on-street parking only
Streets for People	Streets for People are significant places which attract large volumes of people and facilitate pedestrian access and activity.	Accessible parking only (where possible)

3 Parking Management Approach

The purpose of this section is to detail the approach the Town will take in managing parking. It begins with general parking management guidelines and information then, details planning mechanisms with related actions that will be applied in different parking situations. The intervention matrix provides planning mechanisms in response to intervention levels identified by evidence-based parking data. A prioritised timeline for the actions is provided to assist in allocation of time and resources to parking projects. The success or otherwise of the parking planning mechanisms can be measured using the actions in the performance measurement section. Education on parking for residents and community is detailed in the next section along with the times when advocating to the State Government is required.

3.1 Intervention Matrix

The intervention matrix as presented in Table 31 should be used to guide all decision making before intervening in the parking network. The matrix will use evidence-based decision data derived from inground parking sensors or parking surveys.



Table 3.1: Parking Intervention Matrix

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

3.1 Prioritised Action Timelines

Table 3.2 presents the summary of the required actions for each of the parking planning mechanisms as well as a timeline for their implementation.

Table 3.2: Prioritised Action Timelines

PLANNING MECHANISM	REQUIRED ACTIONS	SHORT TERM 1–3 YRS	MEDIUM TERM 3–5 YRS	LONG TERM 5–10 YRS
Travel Mode Shift	Develop and implement travel demand initiatives	✓		
	Advocate to the State Government for improved public transport infrastructure and services	✓		
	Provide and improve active transport infrastructure to motivate travel mode shift	✓		
	Educate on travel mode choices to reduce reliance on the private vehicle and parking demand	✓		
	Communicate the benefits of travel mode shift away from the private vehicle, even if only for some travel within the Town	✓		
Monitoring Parking	Install parking sensors in rapidly changing parking places within the Town to monitor parking occupancy and inform decision making using the intervention matrix	✓		
	Undertake parking surveys in areas where the parking management is perceived to require further changes.		✓	
	Monitor the success of parking management improvements and planning mechanisms through the monitoring of before and after occupancy and turnover data	✓		
	Celebrate parking management success through communicating positive impacts of planning mechanisms to the community	✓		
Dynamic Parking Model	Implement the dynamic parking model in areas of existing paid parking where the occupancy and turnover of bays is not within the target limit of 65–85% as detailed in the intervention matrix.	✓		
	Decrease the parking fees by 50% for the times where the parking occupancy is less than 65%.	✓		
	Increase the parking fees by 50% for the times where the parking occupancy is more than 85%.	✓		
	Provide an increased free time period at the start of the paid parking period if needed to increase the occupancy of the bays during particular times.	✓		
	Set parking fees using 10c increments for ease of payment and acceptance	✓		
Parking Benefits Districts	Develop a Parking Benefits District policy to ensure revenue produced in an activity centre is utilised to benefit that centre through improvements to the amenity and sustainable travel alternatives.		✓	
Enforcement	Continue to implement the Education and Compliance focussed method of enforcement allowing residents and visitors opportunity to learn and change behaviours before compliance is enforced	✓		
Regulation of Private Parking	Regulation of private parking is to be dealt with on a case-by-case basis	✓		
	The Town will only regulate private parking where there is a demonstrated benefit, and will not have a significant negative impact on public parking assets and facilities		✓	
Consolidated and Shared Parking	Encourage developers to cooperate to create consolidated and shared parking in a single location		✓	
	Consider permitting a small reduction in the number of parking bays to be provided in consolidated facilities on a case-by-case basis		✓	
Parking Permits	Issuing of business parking permits to be in line with existing adopted policy	✓		
	Issuing of residential parking permits to be in line with the existing adopted policy.	✓		
	Residential parking permits are not to be extended to new or improved activity centres.	✓		
	Regularly review all the permit types and their applications in line with future place planning.		✓	
Use Restrictions	Provide Loading Zones in convenient locations to serve local business, commercial and retail activities only when off-street loading is not available	✓		
	Provide safe and easy to use Accessible Parking in commercial and mixed-use areas	✓		
	Consider Taxi Parking in locations where there is a demonstrated high public demand for taxis	✓		
	Consider Night-time taxi stands in areas where there is high night-time activity and include the use of loading zones or bus stops		✓	
	Provide Bus Parking along designated scheduled bus routes in consultation with the State Government as detailed in the Transport Strategy		✓	
	Provide Motorcycle Parking subject to demonstrated demand in areas that are not suitable for regular car parking		✓	

PLANNING MECHANISM	REQUIRED ACTIONS	SHORT TERM 1–3 YRS	MEDIUM TERM 3–5 YRS	LONG TERM 5–10 YRS
Parking on Movement Corridors	Existing on-street parking located along 'Movement Corridors' will be considered for removal or change of use if there is a justified need		✓	
	Consider the removal of on-street parking on a case-by-case basis, based on a detailed consideration of the place plans for the activity centre and the movement and place street typology		✓	
Off-Street Public Parking Investment	Implement new off-street parking supply once level of service is not met despite the use of exhaustive parking planning mechanisms			✓
	Adopt a strategic and commercial approach to the location and size of new off-street parking facilities to ensure the investment is a benefit to the economy of the Town			✓
	Commit Parking Benefits District revenue to fund new off-street parking facilities		✓	
	Ensure location and operation of any new off-street parking facility continues to encourage sustainable travel choices above the use of the private vehicle			✓
Parking Ratios	Provide maximum parking ratios for developments to ensure an oversupply of parking is not provided in the activity centres.		✓	
Cash-in-lieu	Provide a cash-in-lieu formula to determine the appropriate fee to be paid by developers when they cannot meet the minimum parking requirements for their development. The fee will cover all costs in providing other available parking		✓	
Smart Parking Technology	Implement appropriate technology to benefit drivers and to provide responsive and informed parking management	✓		
	Integrate technologies for the management of parking operations, enforcement, and communication		✓	
	Improve the collation and analysis of parking related information	✓		
	Continually monitor global transport technology changes	✓		
Electric Vehicles	Collaborate with RAC and the State Government to facilitate appropriately located electric vehicle charging stations in strategically located parking bays within the Town			✓
	Support and encouragement developers to include electric vehicle charging stations within their off-street car parks		✓	

PLANNING MECHANISM	REQUIRED ACTIONS	SHORT TERM 1–3 YRS	MEDIUM TERM 3–5 YRS	LONG TERM 5–10 YRS
School Parking	Advocate for the State and privately-owned schools to provide their own parking supply off-street for staff and visitors.	✓		
	Work with schools to optimise vehicle circulation through drop-off and pick-up areas.	✓		
	Require all new schools to provide their own off-street staff and visitor parking and drop-off and pick-up areas.		✓	
Event Parking	Encourage event organisers to use and promote alternative travel modes to the private vehicle	✓		
Performance Measurement	Determine performance measurements of parking changes through monitoring of parking occupancy and turnover before and after the parking changes are made and checking if occupancy goals have been met.	✓		
	Gain qualitative performance measurement information through community feedback to the parking officers.	✓		
	Compare the results of the parking management planning mechanism to the goals and objectives of the Town in the PMP and the Strategy		✓	
Advocacy	Request the State Government extends their project to include beneficial parking projects within the vicinity of their project that will enhance the whole area for all users	✓		
	Request the State Government assists the Town in funding parking projects adjacent to their projects.	✓		
	Advocate on behalf of the travelling public for more frequent public transport services and any route changes for bus services.		✓	
	Advocate for any proposed new bus routes to assist in transport mode shift.		✓	
Education	Continue to provide communication on the website of the unsustainability of current parking practices within the Town and the benefits to the residents of the parking management	✓		
	Undertake communication and engagement with the community, and visitors to the Town of Victoria Park by the parking officers to inform of the options for parking and other sustainable travel options	✓		
	Advise the Business Advisory Group of the effectiveness of parking management through evidence-based data to show that the parking management is successful.	✓		
	Place Parking Plan Actions			

Place Parking Plan Actions

PLANNING MECHANISM	REQUIRED ACTIONS	SHORT TERM 1–3 YRS	MEDIUM TERM 3–5 YRS	LONG TERM 5–10 YRS
Oats St PPP	Advocate for the State Government to either construct pedestrian connections from the Oats Street Station across Bank Street as part of the Oats Street level crossing removal project or, provide funding for the Town to construct the pedestrian connections.	✓		
	Encourage the Aqualife Centre to install boom gates to manage their parking and prevent all day parkers for the TAFE or commuters from using the short-stay off-street bays.		✓	
	Reduce the off-street parking fee within the Somerset Street Carpark to encourage drivers to park in the car park rather than cruise the streets searching for a vacant on-street bay.	✓		
	After the Somerset Street Carpark fees have been reduced, review the parking occupancy and turnover of the vehicles off-street and on-street in the area. Use this information in conjunction with the intervention matrix to make changes to the time restrictions both on-street and off-street in the area to best manage the parking.	✓		
East Victoria Park PPP	Reduce the parking time restrictions along Albany Highway between Basinghall Street and Dane Street to 2P paid parking to allow for more turnover of vehicles in this high demand parking area.	✓		
	Monitor the parking along the Albany Highway between Basinghall Street and Dane Street and the section of Basinghall Street adjacent to the Albany Highway to determine if the target occupancy levels are being met. Use the intervention matrix to determine any changes required to the parking fees in the area using the dynamic parking model.	✓		
	Remove parking bays as required to provide pedestrian connectivity opportunities along the Albany Highway to plan for the 'Streets for People' function.	✓		
Victoria Park PPP	Reduce the parking time restrictions along the Albany Highway between Teddington Road and Harvey Street to 2P paid parking to allow for more turnover of vehicles in this high demand parking area.	✓		
	Monitor the parking along the Albany Highway between Teddington Road and Harvey Street to determine if the target occupancy levels are being met. Use the intervention matrix to determine any changes required to the parking fees in the area using the dynamic parking model.		✓	
	Remove parking bays as required to provide pedestrian connectivity opportunities along the Albany Highway near the Rushton Street/Mackie Street intersection to plan for the 'Streets for People' function.	✓		
	Review the parking fees in the off-street car parks to provide consistent hourly and daily parking rates for the off-street paid parking.	✓		

Place Parking Plan Actions

PLANNING MECHANISM	REQUIRED ACTIONS	SHORT TERM 1–3 YRS	MEDIUM TERM 3–5 YRS	LONG TERM 5–10 YRS
Burswood South PPP	Investigate the areas that are most underutilised, 2P or P ticket through investigation of parking occupancy data to determine what demand there is for parking on-street in the area. Apply this information to the intervention matrix to determine any parking changes.	✓		
	Ensure off-street paid parking is a cheaper rate to provide an incentive for drivers to park in the off-street parking areas, leaving the more desirable on-street bays for the short to medium-stay parkers.		✓	
	Review the parking utilisation on the weekends to determine if the parking restrictions and paid parking should be implemented across the weekends. A cheaper rate could be applied for the weekends if the demand is less than on weekdays.		✓	
	Encourage businesses to use the laneway parking for staff. Provide improvements to the laneways to increase the desire to park due to increased safety through design.		✓	
Raphael Park PPP	Review the occupancy of the parking across the paid and time restricted parking areas to identify times of underutilisation and turnover rates. This will provide information needed to make parking management decisions to increase the utilisation and turnover of parking in the activity centre.	✓		
	Review the lighting in the areas of parking near the underpass with a view to providing adequate lighting for the pedestrians parking in these streets to access McCallum Park.		✓	
	As McCallum Park is developed, parking occupancy and turnover in the activity centre will need to be reviewed to allow for parking changes to be made that are appropriate for the changes in the demands of the area.			✓
Victoria Park Station PPP	Undertake regular reviews of parking occupancy and turnover of the activity centre which, will determine the parking demands and identify areas where long-stay parking is infiltrating residential streets. This information can be used to better manage the parking in and around Victoria Park Station.	✓		
	Review the current short-stay on-street parking restrictions with a view to consolidating to one short-stay time restriction in areas of high demand for short-stay parking where no other off-street parking is available.	✓		
	Advocate the State Government to provide more off-street commuter parking along Kitchener Avenue to reduce the overflow of commuter parking into the residential area.			✓

Place Parking Plan Actions

PLANNING MECHANISM	REQUIRED ACTIONS	SHORT TERM 1–3 YRS	MEDIUM TERM 3–5 YRS	LONG TERM 5–10 YRS
Technology Park PPP	Encourage Technology Park businesses to ensure all on-site parking is available for use by staff to remove some of the high demand for on-street parking and increase staff satisfaction.	✓		
	Improve the safety of shift workers walking to their vehicles by upgrading lighting in highly pedestrianised streets within the Technology Park.		✓	
	Encourage businesses to promote a car share arrangement for workers within the Technology Park who work similar shifts times. These workers could be guaranteed off-street bays as an incentive.		✓	
	Advocate to the State Government for more frequent bus services to and from Curtin University to remove the demand for student parking within the Technology Park.	✓		
Burswood Station East PPP	Implement short-stay parking restrictions across on-street parking in the area.	✓		
	Implement on-street drop off and pick up areas near the station to encourage commuters to be dropped off rather than driving to the station and requiring a parking bay all day.			✓
	Provide off-street cycle parking throughout the activity centre to encourage cycling to the area rather than driving.	✓		
	Regularly review the occupancy and turnover of parking in the area to determine changes in parking demands. This will help guide parking management decisions.	✓		
	Investigate the parking demands with a view to implementing paid parking when the occupancy of the time-restricted bays reaches 85%.	✓		
Lathlain PPP	Review the parking demands on event days to gather information to allow more efficient parking management for future events.	✓		
	Use the parking information gathered to provide education to visitors of the available and preferred parking locations.		✓	
	Encourage the West Coast Eagles management to provide incentives for catching the train to Victoria Park Station to attend Lathlain Park events such as including public transport travel costs in the ticket price.	✓		
	Improve the streetscape from Victoria Park Station to Lathlain Park to encourage the use of other forms of transport which removes the need for more parking in the area.	✓		

Place Parking Plan Actions

PLANNING MECHANISM	REQUIRED ACTIONS	SHORT TERM 1–3 YRS	MEDIUM TERM 3–5 YRS	LONG TERM 5–10 YRS
Carlisle Town Centre PPP	Advocate for the State Government to either construct pedestrian connections from the Carlisle Station to Archer Street or request funding to construct the pedestrian connections.	✓		
	Consider removing on-street parking in strategic locations within Archer Street where other uses may be more valuable to help to create a more attractive and functioning 'Vibrant Street'.	✓		



3.2 General Parking Management

The Town currently provides various on-street and off-street public parking including:

- Marked and unmarked on-street parking.
- Off-street parking at most parks, sports facilities and community facilities.

Balancing parking supply and demand is central to the Town's management of parking. The Town's approach is to:

- Reduce the demand for parking through provision of sustainable alternative travel choices and education.
- Improve the operation of existing parking assets through the effective use of an intervention matrix.
- Measure the performance of planning mechanisms that are used to manage parking to ensure they are optimal.
- Provide additional parking supply in a cost-effective manner, utilising funds from paid parking.

The parking management techniques applied by the Town step through an action process as utilisation increases. The Town should:

1. Regulate through line marking and signs.
2. Apply, monitor, and modify time restrictions.
3. As appropriate
    a. Provide additional unpaid parking, or
    b. Apply paid parking to existing parking, or
    c. Provide additional parking and apply paid parking.

Intervention levels for each of these management options are included in the intervention matrix.

On-street Public Parking

The Town is responsible for the management of all on-street parking in the Town. It is a community asset and as such must provide a Town wide community benefit. However, growth, land use change, the implementation of the movement and place framework, and other pressures require ongoing review of parking policy.

On-street parking provides for:

- Convenient access to street fronting small businesses.
- Activities with a regular turnover of parking.
- Temporary peaks in demand generated by surrounding development.
- General social and recreational activities in an area.

Off-street Public Parking

The Town also manages a variety of existing off-street public parking sites and will continue to play a role in the provision and management of new off-street parking sites in the future. Additional parking supply will usually be provided as off-street parking.

Off-street public parking facilities are an important element of the overall parking supply and restrictions in these areas should seek to complement on-street restrictions, to achieve balanced outcomes for an area.

While the overall aim is consistency across the Town, there may be specific local issues that require different management strategies to be applied. In these cases, it is important that evidence-based decisions are used in relation to management of these sites.

The following off-street car parks are managed by the Town:

- Hubert Street Off-street Car Park (free)
- King George Street Off-street Car Park (paid)
- GO Edwards Park Off-street Car Park (paid)
- Planet Street Off-street Car Park (free – 4-hour limit)
- Somerset Street Off-street Car Park (paid)

Types of Parking Restrictions

The allocation of parking bays will incorporate an appropriate mix of parking types and controls to accommodate the parking needs of an area and to support the goal of maximising the place function of a street.

Types of parking restrictions applied in the management of parking include:

- Unrestricted parking.
- Use restricted parking.
- Time restricted parking.
- Paid parking.
- No parking.

The type of parking restriction used is determined using the intervention levels related to the parking levels of service. Figure 31 presents the evolution of different types of parking.

Figure 3.1: Flow Chart Depicting the Evolution of Parking Types



Parking Levels of Service

Parking areas can be managed through the application of a variety of controls and demand management techniques that seek to provide an appropriate level of service to the community.

The challenge is to firstly determine the required level of service for different users, trip types and areas, and secondly, how to provide that level of service in a timely and effective way.

The Town recognises that individuals have different needs for different types of trips at different times. These requirements include:

- Proximity which considers how close parking needs to be to a particular destination and how sensitive the individual is to this distance.
- Duration which refers to how long a parking bay is needed. The length of time required reflects the purpose of the trip.

The Town attracts a high number of short-stay, medium-stay and long-stay visitors who provide an important contribution to the Town's economy.

People also need sufficient car parking to undertake a range of day-to-day activities. Shopping, personal business or a social activity which, typically require car parking for a short-stay and within proximity to a destination.

To provide an optimum use of public parking, it is generally desirable that an overall occupancy of between 65% – 85% be targeted within an acceptable and convenient distance from destinations. This provides a choice for drivers to match their planned activity to where they park and ensures availability of a bay.

Beyond 85% occupancy, there is a greater circulation by drivers looking for vacant bays. This causes inconvenience through delay and uncertainty, adding to traffic volume and potential congestion. This results in a likely perception that there is not enough parking. Occupancy of under 65% means the kerbside parking is underutilised which is a waste of resources.

When 65 – 85% occupancy is achieved and maintained, parking resources provide accessible and convenient parking to destinations while ensuring parking bays are available for newly arrived vehicles.

It may not be possible to easily achieve this desired level of service for all time periods of the day. This is where dynamic parking is an effective tool. The dynamic parking model allows for adjustments in the parking management to achieve between 65–85% occupancy at most times of day.

The availability of car parking and time limits needs to suit the purpose of the trip and the activities at the location. Levels of service for different trip purposes will therefore be considered relative to the intended duration of stay.

Short-stay parking (2P) will exist close to the intended destination, medium-stay parking (3P-4P) further from the destination and long-stay parking (greater than 4P) being accommodated further from the intended destination. For long-stay parking, a walk of five or more minutes is generally considered acceptable for stays over four hours. These catchments need to consider the scale, topography, movement and place street typologies and characteristics of the activity centre.

Actions

- Achieve target level of service for on-street public parking of 65–85% occupancy and for off-street public parking of 90% occupancy.
- Utilise the intervention matrix and corresponding planning mechanism to achieve level of service when it has exceeded the target level.
- Utilise the intervention matrix and corresponding planning mechanism to achieve level of service when it has dropped below the target level of service
- Regularly review levels of service for constantly changing places through the use of parking occupancy data from inground parking sensors or parking surveys to ensure the target goal of 65%-85% is met.

Parking management is only effective with the implementation of various planning mechanisms. Details of planning mechanisms available to the Town are provided in Section 3.4 together with suggested actions and intervention levels.



3.3 Planning Mechanisms

There are various planning mechanisms that can be used to plan future parking, manage existing parking, encourage travel mode shift, and create revenue for improving sustainable travel initiatives. The planning mechanisms are detailed with appropriate actions herein. The intervention levels at which to implement these mechanisms are provided in the intervention matrix in Section 3.1.

The planning mechanisms include:

- Travel Mode Shift.
- Monitoring Parking.
- Dynamic Parking Model.
- Parking Benefits Districts.
- Enforcement.
- Regulation of private parking.
- Consolidated and shared parking.
- Parking Permits.
- User Restrictions.
- Parking on Movement Corridors.
- Off-street public parking investment.
- Parking ratios.
- Cash-in-lieu.
- Smart Parking Technology.
- Electric Vehicles.

Travel Mode Shift

As outlined in the Transport Strategy, the Town will continue to support travel mode shift initiatives that reduce the dependence on private vehicles. A location that is well serviced by public and active transport means more attractive alternative travel options exist for people and a reduced need for parking can result.

Reduced reliance on private vehicles requires a significant improvement of the public transport network. The Town requires a coordinated approach with the State to link public transport improvement with parking demand management.

Successful travel mode shift initiatives deliver reduced parking demand through change to travel choice and are supported by appropriate infrastructure and services. Parking availability will be an increasing consideration in travel choice decisions. These initiatives would see a reduced reliance on private vehicles and reduced parking demand through an increased use of car sharing, ride sharing, carpooling, public transport, park and ride, walking and cycling.

Actions

- Develop, implement, support, and inform travel demand initiatives with the aim of effectively reducing reliance on private vehicle trips to achieve a reduction in parking demand.
- Advocate to the State Government for continued improvement to public transport infrastructure and services.
- Provide and improve active transport infrastructure to motivate travel mode shift.
- Educate on travel mode choices to reduce reliance on the private vehicle and parking demand.
- Communicate the benefits of travel mode shift away from the private vehicle, even if only for short or local trips within the Town.

Monitoring Parking

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

Parking Sensors

Some areas within the Town are expected to change rapidly which will be reflected within the parking behaviours. These changes need to be monitored to allow for parking changes to be applied when intervention levels are met. Parking sensors allow for ongoing parking monitoring of occupancy and turnover which can be used to manage the ever-changing parking demands in the area.

Parking Surveys

For areas within the Town that experience a less rapid change in parking behaviours, a more infrequent method of parking monitoring can be undertaken. Parking surveys will provide occupancy and other information for a typical weekday and weekend day if required. This can be undertaken whenever the need for a survey is perceived to be useful for parking management in an area.

Actions

- Install parking sensors in rapidly changing parking places within the Town to monitor parking occupancy and inform decision making using the intervention matrix.
- Undertake parking surveys in areas where the parking management is perceived to require further changes.
- Monitor the success of parking management improvements and planning mechanisms through the monitoring of before and after occupancy and turnover data.
- Celebrate parking management success through communicating the positive impacts of planning mechanisms to the community.

Dynamic Parking Model

Fixed parking rates and times do not always result in the occupancy and turnover desired by the Town. A Dynamic Parking Model is a method of adjusting paid parking rates and times to maintain occupancy within ideal limits of 65–85% and frequent turnover of bays. This model will require the Town to obtain parking occupancy and turnover data to determine the intervention levels required for the implementation of dynamic parking within an activity centre.

Actions

- Implement the dynamic parking model in areas of existing paid parking where occupancy and turnover of bays is not within the target limit of 65–85% as detailed in the intervention matrix.
- Decrease the parking fees by 50% for the times where the parking occupancy is less than 65%.
- Increase the parking fees by 50% for the times where the parking occupancy is more than 85%.
- Provide an increased free time period if needed to increase the occupancy of the bays during particular times.
- Set parking fees using 10c increments for ease of payment and acceptance.

Parking Benefits Districts

Revenue from paid parking should be used to improve the places that produce the revenue. This concept is termed parking benefits districts, where the revenue derived from paid parking is allocated to improving sustainable travel alternatives, public realm, amenity and general liveability. This system will allow the Town to demonstrate tangible benefits of well-managed parking and promote the economic development, amenity and liveability of precincts where parking revenue is generated.

As demonstrated in this document, the cost of private vehicle parking is high. A user-pays system in strategic locations ensures that parking costs are distributed equitably while parking benefits districts ensure that any revenue is spent equitably.

Potential locations for Parking Benefits Districts may include Victoria Park, East Victoria Park, St James, Burswood South and Burswood Station East. Where paid parking is implemented in other precincts, a Parking Benefit District should be established.

Actions

- Council adopt and endorse a financial policy based on the following criteria;
  - Where parking income is generated, revenue should be reinvested in place, public realm, transport or parking improvements within that precinct.
  - Parking revenue spent on transport improvements should be used to promote and facilitate sustainable transport modes or directed to other initiatives identified within the Transport Strategy that will directly benefit that precinct.
  - Parking revenue allocated to improving the parking network should be aligned to place parking plans or be determined using the intervention matrix provided in this document.
  - Parking revenue spent on public realm and place improvements should improve walkability, vibrancy and economic development within the precinct it was generated.

Enforcement

Enforcement can be used to ensure turnover of parking bays, allowing equitable parking opportunity for all users. Increased enforcement is required when:

- Occupancy extends beyond signed restrictions.
- Changes to parking restrictions occur in an activity centre.
- Parking behaviour is inappropriate.

There are three methods of enforcement which include:

- Compliance.
- Education and compliance.
- Education.

Compliance focussed enforcement is where the main goal is to ensure residents and visitors are not overstaying to allow equal opportunity for all users.

Education and compliance focussed enforcement is where the main goal is to educate drivers regarding the parking restrictions and issue parking infringements as required. The parking officers walk the streets primarily to provide advice and information to drivers and secondarily to issue infringements as a last resort. This method provides drivers with the opportunity to learn about parking and to be better informed when travelling to the Town to park their vehicle. It also ensures that overstay parking is not encouraged through the issue of infringements when necessary.

Education focussed enforcement is where the parking officers walk the streets to inform drivers of the parking restrictions and help them to make good parking choices. No parking compliance is undertaken as the community are expected to respond well to the education surrounding the parking restrictions in place.

Actions

- Continue to implement the Education and Compliance focussed methods of enforcement allowing residents and visitors opportunity to learn and change behaviours before compliance is enforced.

Regulation of Private Parking

Management of private property parking is the responsibility of the land owner but needs to be consistent with parking outcomes required to meet the needs of the activity centre. There are situations where owners of larger scale private parking may find it beneficial to have the Town regulate and enforce parking on the site.

Any request for the Town to undertake the regulation of parking on private property will be determined on a case-by-case basis following consideration of how the Town's involvement may help deliver the overall goals for parking management in the activity centre. Consideration will also be given to the measures taken to date by the owners to manage their parking. Any regulation will require a formal agreement and would be undertaken on a commercial basis.

Actions

- Regulation of private parking is to be dealt with on a case-by-case basis.
- The Town will only regulate private parking where there is a demonstrated benefit and will not have a significant negative impact on public parking assets and facilities.

Consolidated and Shared Parking

Shared parking between several sites results in an overall reduced peak demand across the day rather than catering for individual land use peaks. The Town encourages developers to cooperate collectively or with the Town to develop alternative parking solutions. Consolidated parking leads to shared parking which creates a benefit by:

- Giving people a single point of parking supply with greater opportunity of finding a car park
- Providing developers with the potential to reduce the cost of their on-site parking.

The intended outcome is a developer provided and maintained area open to all people 24 hours a day, seven days a week. In response to the beneficial outcomes, the Town is to consider permitting a small reduction in the number of displaced consolidated parking bays on a case-by-case basis. Innovative solutions to creating consolidated parking outcomes will be considered.

Actions

- Encourage developers to cooperate to create consolidated and shared parking in a single location.
- Consider permitting a small reduction in the number of parking bays to be provided in consolidated facilities on a case-by-case basis.

Parking Permits

The Town will periodically review the use and issuing of all permits. The Town has previously issued business parking permits and residential parking permits based on strict criteria. Residential parking permit schemes are used by the Town where a residential property, does not comply with the on-site parking requirements of the State Planning Policy 7.3 Residential Design Codes (R Codes). Properties are ineligible for a Residential Permit if:

- They comply with the on-site parking requirements of the State Planning Policy 7.3 Residential Design Codes (R Codes); or
- The development approval concedes less than the required number of on-site parking bays under the R Codes

A permit does not guarantee that a vacant parking space will be available. The existing residential parking permit scheme will not be extended to new or improved activity centres with a goal of encouraging sustainable transport modes.

Actions

- Issuing of business parking permits to be in line with existing adopted policy.
- Issuing of residential parking permits to be in line with the existing adopted policy.
- Residential parking permits are not to be extended to new or improved activity centres.
- Regularly review all permit types and their applications in line with future place planning.

Use Restrictions

The Town is responsible for allocating public parking spaces to a specific use. Typically, between 5% and 10% of the spaces may be allocated to specific use types. These use restrictions relate to the designation of parking spaces for specific use and vehicle types and are impacted by the movement and place street typology.

The typical categories applied include:

- Loading zones
- Accessible parking
- Taxi parking
- Bus parking
- Motorcycle parking
- Other.

Actions

- Provide Loading Zones in convenient locations to serve local business, commercial and retail activities only when off-street loading is not available.
- Provide safe and easy to use Accessible Parking in commercial and mixed-use areas.
- Consider Taxi Parking in locations where there is a demonstrated high public demand for taxis.
- Consider Night-time taxi stands in areas where there is high night-time activity and include the use of loading zones or bus stops.
- Provide Bus Parking along designated scheduled bus routes in consultation with the State Government as detailed in the Strategy.
- Provide Motorcycle Parking subject to demonstrated demand in areas that are not suitable for regular car parking.

Parking on Movement Corridors

The Transport Strategy identifies the movement and place street typology of roads within the Town. The key transport corridors in the Town are called 'movement corridors' which provide safe, reliable, and efficient movement of people and goods between regions and strategic centres while mitigating the impact on adjacent communities. These roads will continue to provide a high movement function within the Town and there may be a need to consider removal of some kerbside parking to accommodate future transport growth along some roads. Other 'Movement Corridors' may see a change in street typology, and in response, parking may be converted to other uses including bus stops, loading zones, car share bays and streetscape improvements.

Actions

- Existing on-street parking located along 'Movement Corridors' will be considered for removal or change of use if there is a justified need.
- Consider the removal of on-street parking on a case-by-case basis, based on a detailed consideration of the place plans for the activity centre and the movement and place street typology.



Off-Street Public Parking Investment

The investment in additional off-street parking facilities will only be considered when the levels of service for parking are not being met, despite implementation of a range of parking planning mechanisms.

The integration of parking requirements with the planning for other transport modes needs to maximise the potential of the Town's investment. Provision of additional parking supply as either an at-grade site or changing an at-grade site to a multi-storey facility is a costly exercise. Revenue from paid parking with each activity centre will be used to fund the additional supply through the concept of Parking Benefits Districts which is detailed in this plan. The Town needs to control the pricing and regulation of any new off-street public parking to manage and influence parking outcomes and operation of an activity centre and across the Town to best protect community interest.

The construction of additional supply will be deemed as a last resort after all other parking measures have been exhausted and proved unsuccessful in restraining parking demand and encouraging transport mode shift. The guiding principle is to manage the existing parking infrastructure more efficiently in response to increasing demand. Increasing supply for long-stay parkers should only be considered remote from the activity centres.

Actions

- Implement new off-street parking supply once level of service is not met despite the use of exhaustive parking planning mechanisms.
- Adopt a strategic and commercial approach to the location and size of new off-street parking facilities to ensure the investment is a benefit to the economy of the Town.
- Commit Parking Benefits District revenue to fund new off-street parking facilities.
- Ensure location and operation of any new off-street parking facility continues to encourage sustainable travel choices above the use of the private vehicle.

Parking Ratios

Parking management aims to provide an appropriate mix of public and private off-street parking supply. Private parking and its provision are important elements for holistic Town-wide parking outcomes.

It is expected that development:

- Provides private on-site parking for its staff and customers in accordance with the Town of Victoria Park Planning Scheme
- Encourages staff to use sustainable transport options such that public parking demand is not impacted through the provision of end of trip facilities.

Historically, minimum parking ratios have been used to provide adequate on-site parking for new developments. With the goal of reducing private car usage, maximum parking ratios have been introduced to provide a limit on the supply of parking in Town centres. The provision of alternative transport choice end of trip facilities is required to be provided as an encouragement for staff to move from using their private vehicle to an alternative travel mode.

Actions

- Provide maximum parking ratios for developments to ensure an oversupply of parking is not provided in the activity centres.

Cash-In-Lieu

Cash-in-lieu is a one-off fee paid to the Town by developers when they cannot meet the minimum parking ratios for their development. This fee is based on the cost to provide a parking space using current land costs in the development and the construction costs to build the required parking. These funds will be used to develop future parking infrastructure.

Actions

- Provide a cash-in-lieu formula to determine the appropriate fee to be paid by developers when they cannot meet the minimum parking requirements for their development. The fee will cover all costs in providing other available parking.

Smart Parking Technology

One key to the successful application of the Parking Management Plan will be the incorporation of integrated smart parking technology throughout the Town.

Integrated smart parking technology will greatly improve the customer experience by making it easier to find car parking sites and available spaces and, provide flexible options for payment. These technologies will also improve the efficiency and effectiveness of parking enforcement and management as well as future planning with more frequent, current, and accurate data.

Integrated parking technologies benefit both the Town and users and, have enabled a re-think of the policies that determine how parking is bought, managed, priced, and charged.

Some benefits of improved technology and information availability include:

- Smart phone Apps allowing people to source information to make parking an easier experience (e.g., advice on parking restrictions, payment, reminders of expiry time, reducing vehicle circulation time)
- Real-time information for users including parking availability prior to travel or when arriving at the destination.
- Responsive directional signage and guidance systems that lead drivers to nearby areas with available parking
- New and easy payment methods where paid parking applies (e.g., ticketless 'tap and go', cash, card, QR code and phone pay/top up options)
- SMS service to mobiles to avoid overstaying
- Less traffic congestion and carbon emissions
- Improved, more efficient and more accurate management of enforcement staff through real-time transmission of non-payment or overstay offences rather than seeking them out.
- Better data collection and analysis on a bay-by-bay basis to improve management and planning (e.g., recording occupancy and duration of parking)
- Opportunities for multifunctional on-street parking sentinels that can sell public transport tickets, book taxis, or provide tourist information.

Care should be taken when introducing parking related smart technology given the initial and ongoing costs and the short life cycle of technology which leads to potential redundancy.

There is rapid change occurring in other transport technologies globally that will also impact upon future vehicle use and parking needs. These include:

- Driverless vehicles
- Electric vehicles with in built smart technology.
- Car share schemes
- Real time public transport information systems linked to mobile apps.

These technologies are emerging and will mature over time. The Town should adopt appropriate technologies and devise its approach to parking accordingly.

The Town is committed to the implementation of smart technology and will trial some of these prototype systems.

Actions

- Implement appropriate technology to benefit drivers and to provide responsive and informed parking management.
- Integrate technologies for the management of parking operations, enforcement, and communication.
- Improve the collation and analysis of parking related information.
- Constantly monitor global transport technology changes

Electric Vehicles

Electric vehicles are fast becoming a popular choice of vehicle for Australians including those in the Town. These vehicles require charging stations and as more vehicles are in circulation throughout the Town more vehicle charging stations will be required.

Actions

- Collaborate with RAC and the State Government to facilitate appropriately located electric vehicle charging stations in strategically located parking bays within the Town.
- Support and encouragement developers to include electric vehicle charging stations within their off-street car parks.

School Parking

A short period of congestion is often experienced on-street around schools during drop-off and pick-up times. Most parents or caregivers only require a very short time to drop-off or pick-up resulting in high turnover of vehicles. To achieve efficient circulation of traffic, well designed facilities are required.

Parking for school staff and visitors should be provided by the educational institute in off-street parking on site.

Actions

- Advocate for State and privately-owned schools to provide their own parking supply off-street for staff and visitors.
- Work with schools to optimise vehicle circulation through drop-off and pick-up areas.
- Require all new schools to provide their own off-street staff and visitor parking and drop-off and pick-up areas.

Event Parking

Short-stay parking demands can exceed supply during events. Parking for these short-stay events cannot be provided for but must be well managed. Temporary parking arrangements should be implemented, and alternative travel modes should be encouraged.

Actions

- Encourage event organisers to use and promote alternative travel modes to the private vehicle.

3.4 Performance measurement

The effectiveness of parking management is essential when making changes or improvements to parking.

When parking controls are changed, the benefits can be determined using the methods of monitoring contained within the intervention matrix. The data of occupancy and turnover is gathered using a combination of parking sensors and parking surveys. This data needs to be recorded and analysed before the changes are made to the parking and then further data is to be recorded and analysed after the changes have been made. The success or otherwise of the parking management intervention will then be used to inform future decision making. Ongoing performance measurement will be required in certain areas to identify if the effectiveness of the change where a new or improved change needs to be made.

Another performance measurement is to listen to the community through community consultation or community response provided to the parking officers. This qualitative feedback can provide information to help with decision making for future parking management changes or improvements.

The alignment with the vision of the PMP and the Strategy are an overall performance measure to ensure strategy goals and vision are being achieved through parking management changes. All parking management decisions should be linked to the goals and objectives of the Town.

Actions

- Determine performance measurements of parking changes through monitoring of parking occupancy and turnover. Analyse data from before and after the parking changes were made to check if occupancy goals have been met.
- Gain qualitative performance measurement information regarding parking changes through community feedback via parking officers or direct communication to the Town.
- Compare the results of the parking management planning mechanism to the goals and objectives of the Town in the PMP and the Strategy

3.5 Advocacy and Education

Advocacy

Advocacy and Education are important methods of improving the available travel options and encouraging people to travel sustainably throughout the Town.

The State Government manages all public transport infrastructure and services within the Town of Victoria Park. They will often make changes to State owned public transport infrastructure within the Town. These changes impact the local parking environment and provide opportunity for the Town to request assistance.

Public Transport service needs change over time. Often the local government is best placed to advise on required changes to frequency and route planning of services due to their close contact with the community. These changes impact the location of parking provisions on-street and encourage the reduction in parking bays due to the increased uptake in public transport.

Actions

- Request the State Government extends their project to include beneficial parking projects within the vicinity of their project that will enhance the whole area for all users.
- Request the State Government assists the Town in funding parking projects adjacent to their project.
- Advocate on behalf of the travelling public for more frequent public transport services and any route changes for bus services.
- Advocate for any proposed new bus routes to assist in transport mode shift.

Education

Despite every driver being a parker, the broader environmental, economic, and social impacts of parking are rarely understood or appreciated by users, unlike their understanding of the effects of vehicle use. The Town has provided some easy-to-understand videos on the website explaining the how and why of parking.

The community need to understand that:

- Drivers cannot expect unlimited parking close to their destination.
- Unlimited supply has environmental, social, and economic drawbacks.
- Parking needs to be sustainable.
- There is a cost for the provision of parking.
- Parking users need to contribute to the cost of parking infrastructure equitably.
- Net surplus from parking services is to be reinvested into improving access and transport infrastructure.

The Town has a Business Advisory Group that is consulted on parking matters. The businesses need to know that the Town is working with them to encourage turnover of bays which provides more customers for their businesses.

Actions

- Continue to provide communication surrounding the unsustainability of current parking practices within the Town and the benefits to the residents of the parking management.
- Require parking officers to inform visitors and residents of the most suitable parking opportunities for their needs and encourage the use of sustainable transport options.
- Advise the Business Advisory Group of the effectiveness of parking management through evidence-based data to show that the parking management is successful.



4 PLACE BASED INITIATIVES

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



4.1 Oats Street Parking Plan

The Oats Street activity centre covers parts of Oats Street, Somerset Street, Bank Street, Read Street, Withnell Street, Tuckett Street, Beatty Avenue, Carnarvon Street and Rutland Avenue. The major land use in this activity centre is residential with light industrial, commercial, and retail on the fringes. Within this activity centre is Oats Street Station with the South Metropolitan TAFE Carlisle Campus to the south of the station on Bank Street. The Aqualife Centre is located to the southwest of the TAFE.

Oats Street is currently a 'Movement Corridor' within the Town. The Town has identified the future movement and place street typology of Oats Street to be a 'Vibrant Street'. This will create a more liveable environment in and around the Oats Street Station, while still facilitating a high movement function. Additionally, the Inner Armadale Level Crossing Removal Project will see the grade separation of the existing Oats Street level crossing and the transformation of the land under the rail viaduct adjacent to a portion of Rutland Avenue as a 'street for people'.



Oat Street

Observations

Oats Street has competing parking demands from commuters, TAFE students and staff, residents, and businesses. The bus transfer station location has competing traffic demands with drivers looking for parking bays. The plans to relocate the bus transfer station to the other side of the station will enable ease of access for buses as the interactions with private vehicles searching for parking will be reduced. There are numerous pedestrians in the area and there needs to be a focus on improving pedestrian connectivity. The METRONET project to remove the level crossing at Oats Street will ease the traffic congestion, improve circulating to find parking and provide more accessible and safe pedestrian facilities in the area.

Actions

- Advocate for the State Government to either construct pedestrian connections from the Oats Street Station across Bank Street, as part of their Oats Street level crossing removal project or, provide funding for the Town to construct the pedestrian connections.
- Encourage the Aqualife Centre to install boom gates to manage their parking and prevent all day parkers for the TAFE or commuters from using the short-stay off-street bays.
- Reduce the off-street parking fee within the Somerset Street Carpark to encourage drivers to park in the car park rather than cruise the streets searching for a vacant on-street bay.
- After the Somerset Street Carpark fees have been reduced, review the parking occupancy and turnover of the vehicles off-street and on-street in the area. Use this information in conjunction with the intervention matrix to make changes to the time restrictions both on-street and off-street in the area to best manage the parking.



4.2 East Victoria Park Parking Plan

East Victoria Park is a vibrant and diverse place covering the central spine of Albany Highway and adjoining side streets from Shepperton Road to Kent Street which are primarily residential areas. The Albany Highway strip attracts people from across the town and beyond and the largest shopping centre in the Town is in East Victoria Park on Albany Highway.

Under the movement and place framework, Shepperton Road is currently a 'Movement Corridor' within East Victoria Park. Additionally, Albany Highway and sections of Basinghall Street and Sussex Street have the function of 'Vibrant Streets'. The Strategy has identified the future movement and place street typology to 'Streets for People' function for Albany Highway between Basinghall Street and Dane Street, Basinghall Street adjacent to Albany Highway and Etwell Street. This change will make East Victoria Park a more attractive place to visit.



East Victoria Park

Observations

The area is a high demand parking area with high turnover due to the presence of the cafes and restaurants. The car free day event that was held last year on Albany Highway within East Victoria Park was hugely successful. The collaboration of the Town with the Vic Park Collective to facilitate this event has shown the community that the Albany Highway precinct in East Victoria Park can be converted to a 'Street for People' that can be enjoyed by residents and visitors.

Actions

- Reduce the parking time restrictions along the Albany Highway between Basinghall Street and Dane Street to 2P paid parking to allow for more turnover of vehicles in this high demand parking area.
- Monitor the parking along the Albany Highway between Basinghall Street and Dane Street and the section of Basinghall Street adjacent to the Albany Highway to determine if the target occupancy levels are being met. Use the intervention matrix to determine any changes required to the parking fees in the area using the dynamic parking model.
- Remove parking bays as required to provide pedestrian connectivity opportunities along the Albany Highway to plan for the 'Streets for People' function.



4.3 Victoria Park Parking Plan

Victoria Park is the heritage heart of the Town and extends along the central spine of Albany Highway covering side streets north and south of Albany Highway. Within the activity centre there are cafes, restaurants, shopping centres and other retail.

The street typology of Shepperton Road is a 'Movement Corridor', and Albany Highway is a 'Vibrant Street'. The Strategy has identified the movement and place street typology of Albany Highway between Teddington Road and Harvey Street to be a 'Streets for People' in the future. Like the East Victoria Park changes, this will help to create a more welcoming environment for residents and visitors to Victoria Park.



Victoria Park

Observations

The area is highly popular due to its cafes, restaurants and retail. Short-stay parking within the area is in high demand. Plans for the Albany Highway, Rushton Street and Mackie Street intersection will involve the removal of some parking bays to create a more pedestrian friendly place. This project will be undertaken under the Old Spaces, New Places initiative which will assist in revitalising the Heart of the Town Centre.

Actions

- Reduce the parking time restrictions along the Albany Highway between Teddington Road and Harvey Street to 2P paid parking to allow for more turnover of vehicles in this high demand parking area.
- Monitor the parking along the Albany Highway between Teddington Road and Harvey Street to determine if the target occupancy levels are being met. Use the intervention matrix to determine any changes required to the parking fees in the area using the dynamic parking model.
- Remove parking bays as required to provide pedestrian connectivity opportunities along the Albany Highway near the Rushton Street/Mackie Street intersection to plan for the 'Streets for People' function.
- Review the parking fees in the off-street car parks to provide consistent hourly and daily parking rates for the off-street paid parking.



4.4 Burswood South Parking Plan

The Burswood South activity centre is situated between the Great Eastern Highway and Shepperton Road along Burswood Road. Burswood South is home to numerous businesses and residents with GO Edwards Park to the north. The Strategy has identified that the Burswood South 'Movement Corridor' of Burswood Road will change its movement and place street typology to a future 'Vibrant Street'.



Burswood South

Observations

An Old Spaces New Places project is occurring in Burswood South with the aim of revitalising the area. This includes streetscape improvements to create an attractive and safe environment for users. There is limited to no parking required currently at night due to the lack of land use activities at night.

Actions

- Investigate the areas that are most underutilised, 2P or P ticket through investigation of parking occupancy data to determine what demand there is for parking on-street in the area. Apply this information to the intervention matrix to determine any parking changes.
- Ensure off-street paid parking is a cheaper rate to provide an incentive for drivers to park in the off-street parking areas, leaving the more desirable on-street bays for the short to medium-stay parkers.
- Review the parking utilisation on the weekends to determine if the parking restrictions and paid parking should be implemented across the weekends. A cheaper rate could be applied for the weekends if the demand is less than on weekdays.
- Encourage businesses to use the laneway parking for staff. Provide improvements to the laneways to increase the desire to park due to increased safety through design.



4.5 Raphael Park Parking Plan

The Raphael Park activity centre is bound by Albany Highway, Canning Highway and Washington Street. The area includes businesses, high density residential, medium residential and three local schools. Raphael Park activity centre is across Canning Highway from McCallum Park which is a highly popular park with various recreational opportunities.



Raphael Park

Observations

Traffic and parking is an issue around school pick-up and drop-off times due to the large number of schools in the area. Parking officers monitor the area 2–4 times per week using an educational approach to encouraging compliance.

Actions

- Review the occupancy of the parking across the paid and time restricted parking areas to identify times of underutilisation and turnover rates. This will provide information needed to make parking management decisions to increase the utilisation and turnover of parking in the activity centre.
- Review the lighting in the areas of parking near the underpass with a view to providing adequate lighting for the pedestrians parking in these streets to access McCallum Park.
- As McCallum Park is developed, parking occupancy and turnover in the activity centre will need to be reviewed to allow for parking changes to be made that are appropriate for the changes in the demands of the area.



4.6 Victoria Park Station Parking Plan

The activity centre of Victoria Park Station covers Duncan Street from Albany Highway to Kitchener Avenue and adjoining side streets. Victoria Park Station is located near the intersection of Duncan Street and Kitchener Avenue. The area includes one school, residential housing, and some businesses.



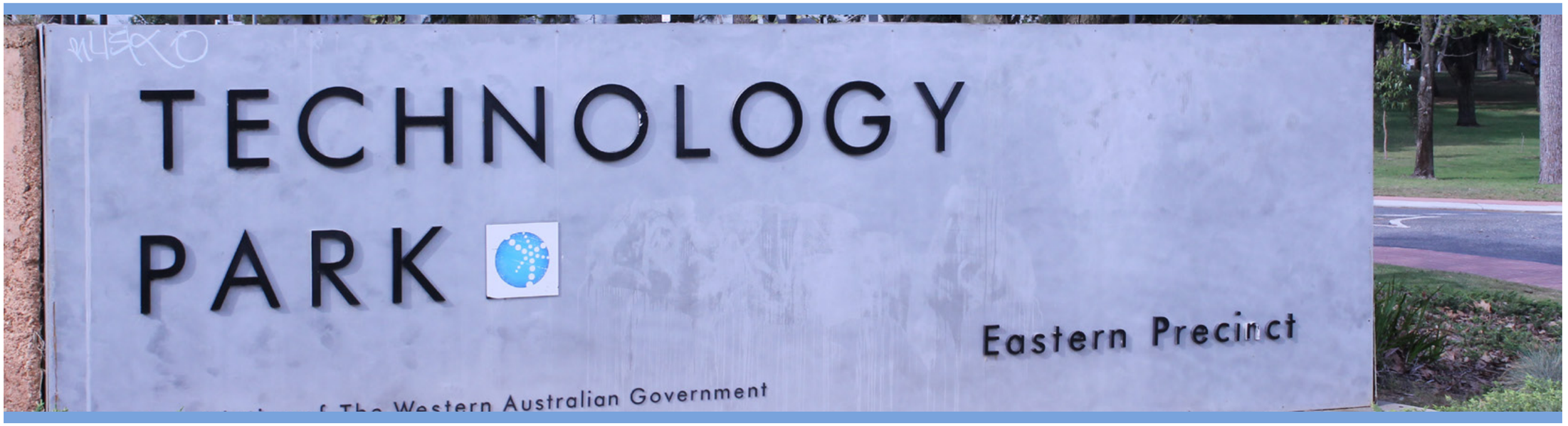
Victoria Park Station

Observations

There are limited parking restrictions around the Victoria Park Station. The area is utilised by high school students walking and cycling to school from the Station. There is a low tree canopy in the area which discourages pedestrian activity. The Transport Strategy has an action to implement a streetscape improvement plan for Duncan Street to improve the attractiveness of walking and cycling.

Actions

- Undertake regular reviews of parking occupancy and turnover of the activity centre which, will determine the parking demands and identify areas where long-stay parking is infiltrating residential streets. This information can be used to better manage the parking in and around Victoria Park Station.
- Review the current short-stay on-street parking restrictions with a view to consolidating to one short-stay time restriction in areas of high demand for short-stay parking where no other off-street parking is available.
- Advocate the State Government to provide more off-street commuter parking along Kitchener Avenue to reduce the overflow of commuter parking into the residential area.



4.7 Technology Park Parking Plan

The Technology Park activity centre is bound by Hayman Road and Kent Street and includes Jarrah Road and other streets. The Technology Park is bounded by the South Metropolitan TAFE, Bentley Campus to the east and Curtin University and the Perth Hockey Stadium to the south. All of these generate high parking demand. The Technology Park is surrounded by the 'Movement Corridors' of Kent Street and Hayman Road.



Technology Park

Observations

There are numerous complaints regarding lack of parking within the Technology Park. With other competing demands for medium- to long-stay parking adjacent to the Technology Park, the available parking is often utilised well for most of the day. Of note are the Curtin University students who can park in the Technology Park for free rather than pay to park within the university grounds. There are no timed parking restrictions in place. The Technology Park is a pedestrian barrier limiting the walkability between the Town and the University.

Actions

- Encourage Technology Park businesses to ensure all on-site parking is available for use by staff to remove some of the high demand for on-street parking and increase staff satisfaction.
- Improve the safety of shift workers walking to their vehicles by upgrading lighting in highly pedestrianised streets within the Technology Park.
- Encourage businesses to promote a car share arrangement for workers within the Technology Park who work similar shifts times. These workers could be guaranteed off-street bays as an incentive.
- Advocate to the State Government for more frequent bus services to and from Curtin University to remove the demand for student parking within the Technology Park.



4.8 Burswood Station East Parking Plan

The Burswood Station East activity area is bound the Graham Farmer Freeway, Great Eastern Highway and Victoria Park Drive. The Town's goal is to regenerate the area from a service and industrial precinct into a transit-oriented development that is pedestrian friendly due to its proximity to Burswood Peninsula and the popular Albany Highway. As part of the planning for the redevelopment of the area near Burswood Station the Town commissioned the Burswood Station East Parking Supply and Management Plan.

The movement and place street typology in the Strategy identified Victoria Park Drive as a 'Movement Corridor' within the Burswood Station East activity centre.



Burswood Station East

Observations

The redevelopment plans for the Burswood Station East area includes an upgrade to "Urban Avenue" portions of Goodwood Parade, Stiles Avenue and Griffiths Street in accordance with the concept plan in the Burswood Station East Planning Framework. Residential development in the area includes the provision of one parking bay per dwelling and the Town will not allow residential parking permits in the area. The goal is to inform new residents that they are sacrificing parking if they move to the area. Various other transport options will be available due to the location of the Station and plans to improve the streetscape for pedestrians and cyclists.

Actions

- Implement short-stay parking restrictions across on-street parking in the area.
- Implement on-street drop off and pick up areas near the station to encourage commuters to be dropped off rather than driving to the station and requiring a parking bay all day.
- Provide off-street cycle parking throughout the activity centre to encourage cycling to the area rather than driving.
- Regularly review the occupancy and turnover of parking in the area to determine changes in parking demands. This will help guide parking management decisions.
- Investigate the parking demands with a view to implementing paid parking when the occupancy of the time-restricted bays reaches 85%.



4.9 Lathlain Parking Plan

The Lathlain activity centre is a residential area bounded by Great Eastern Highway, Orrong Road, Roberts Road, and the Perth-Armadale railway. Two main streets are Lathlain Place and Gallipoli Street, and Lathlain Park (Mineral Resources Park) is in the area and is the headquarters for the West Coast Eagles.

Orrong Road is identified as a 'Movement Corridor' in the area. The Strategy has identified the change of movement and place street typology of Lathlain Place and a portion of Gallipoli Street to become future 'Streets for People'.



Lathlain

Observations

There are sections of 4P parking near Lathlain Park, but McCartney Crescent is unrestricted. On event days at Lathlain Park, the demand for parking in the surrounding streets is high. The Lathlain Park development in the area continues to create large areas of unrestricted parking. The residents who live around the park become frustrated at the parking behaviours of visitors on game days.

Actions

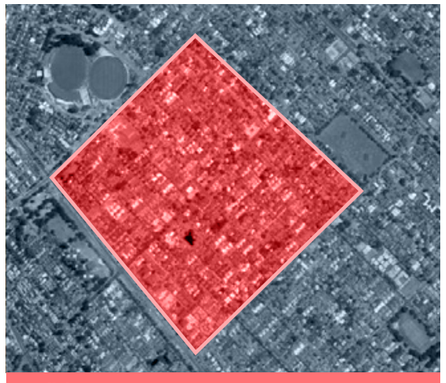
- Review the parking demands on event days to gather information to allow more efficient parking management for future events.
- Use the parking information gathered to provide education to visitors of the available and preferred parking locations.
- Encourage the West Coast Eagles management to provide incentives for catching the train to Victoria Park Station to attend Lathlain Park events such as including public transport travel costs in the ticket price.
- Improve the streetscape from Victoria Park Station to Lathlain Park to encourage the use of other forms of transport which removes the need for more parking in the area.



4.10 Carlisle Town Centre Parking Plan

Carlisle is a primarily residential area focused around a vibrant local centre on Archer Street. The neighbourhood offers a great lifestyle with a range of housing choices, well-connected to the Perth CBD and beyond by two train stations, and multiple lifestyle outlets on its doorstep. There are plenty of places to walk including green spaces such as Fletcher Park and the new Zone 2X.

The Strategy has identified Orrong Road as a 'Movement Corridor' and Archer Street as a 'Vibrant Street' within the movement and place street typology. The Archer/Mint Streetscape Improvment project includes improvements such as protected cycling infrastructure, shared road space, dwelling street space, efficient movement of people via public transport and significant vegetation coverage.



Carlisle Town Centre

Observations

As part of the IALXR Project, Carlisle Station will be redeveloped including revitalised station precincts and new station access infrastructure. Archer Street is increasingly gaining focus as the vibrant centre of Carlisle.

Actions

- Advocate for the State Government to either construct pedestrian connections from the Carlisle Station to Archer Street or request funding to construct the pedestrian connections.
- Consider removing on-street parking in strategic locations within Archer Street where other uses may be more valuable to help to create a more attractive and functioning 'Vibrant Street'.

APPENDIX A
REVIEW OF BACKGROUND INFORMATION

A.1 Previous Reports

The existing PMP and Integrated Movement Network Strategy are the reports required to be updated. An overview of these documents is provided below.

Town of Victoria Park PMP

This Plan provides a framework for the implementation of parking management changes to specific areas and future parking management activities. It consists of an analysis of seven hotspots, each consisting of:

- A look into the current parking environment, such as the stakeholders, transport, available parking, and the main parking problems in the area
- Analysis of current information on the hotspot such as reports from consultation and data
- Recommendations on parking management changes (such as technologies and techniques)
- A plan of implementation for these changes
- A plan of how to monitor and review the impact of applying changes

Parking management issues:

- 'Significant' amounts of illegitimate parking
- Moving of vehicles to avoid enforcement.
- Variations between existing parking restrictions throughout ToVP.
- Short-stay parking being dominated by all day parking in some areas.
- Cycle routes running nearby parking areas with little clarity.

Many of the solutions to these problems involve either changing the time restrictions in certain areas, mainly to 2P parking, providing free parking in specific areas, or changes to the pricing of parking in the car parks. It also includes the use of best practice technology for enforcement and the use of revenue raised by enforcement to be put back into the area.

Integrated Movement Network Strategy

This is a strategic document that intends to provide a framework to guide the development of a multi-modal transport network to improve accessibility for all and facilitate sustainable and active travel. It defines the regional framework of the town as well as what can be changed in this framework, a local framework that responds to the regional framework while also providing for future local needs and aspirations, identifies issues and strategies that should be focused on for the next 20 years, and provides a guide on what to prioritise council resources and lobbying power on within the strategy. The strategy adopted includes:

- A focus on limited improvements to balance the needs of traffic.
- The direction of resources and revenue used in public transport to be used to greatly improve infrastructure (such as light rail), developmental requirements and preserve current rail networks for the possibility of future expansion.
- Supporting active management of parking supply whilst monitoring and adjusting future supply
- Giving greater priority for pedestrians and cyclists, their accessibility, and their facilities and infrastructure
- Adopting a proactive approach to transport planning

In regard to parking, the strategy consists of eight different elements:

1. Supporting the strategies outlined in their management plan.
2. Adopting a parking hierarchy
3. Supporting the use of off-street parking limits
4. Developing more stringent parking restrictions for new developments to encourage the use of more sustainable modes.
5. More proactive management of parking within the town
6. Support new on-street parking based on the parking hierarchy, with a focus on ACROD parking provision.
7. Ensure that new off-street parking supply is informed by data and support alternative modes of transport.
8. Use revenue collected from parking management policies to go in the integrated movement network strategy.

A.2 Plans, Schemes and Strategy documents

The Town has produced various plans, schemes and strategy documents that refer to parking and its impacts on the sustainability and streetscapes of the Town. These documents have been reviewed and the information is considered in the recommendations of this PMP.

Public Open Space Strategy

The public open space strategy provides the ToVP on equitable provision, access, type and quality of Public Open Space (POS). It is a key reference document that informs the Town on its current and future direction of its public open space. In relation to parking, the vision of the town includes equitable access to POS as well as a connected POS network, both of which can be affected by decisions on the management of parking. Examples include the consideration of Belmont Park as a large scale, inner-city, high density development should include active sporting facilities, noting that the current plan not allowing sufficient space for these facilities, which may have a flow on effect upon the supply of parking in that area and its possible reduction.

Town Planning Scheme

This Scheme was prepared for the purpose of controlling and guiding development and growth in a responsible manner that can also respond to change. In relation to parking, it refers to a separate policy. The policy covers the principals, policies, and any additional matters related to developing parking in the town.

The objectives of this parking policy are to ensure adequate provision of parking for various services, facilities, and residential developments and to efficiently manage parking supply and demand, ensure that the environmental and amenity objectives in the town planning scheme are not prejudiced, maintain secure and attractive parking facilities, and to provide guidance on the development and design of parking facilities within the Town.

Urban Forest Strategy

The urban forest strategy was developed in response to community concerns about the levels of tree cover throughout the town, with around a total canopy cover of 10% in 2016. The plan aims to increase the tree canopy to 20% by protecting existing tree and undertaking a mass tree planting program.

The impact this strategy will have on parking will include suggestions to reclaim parking bays for tree planting as well as changes to the design code of parking which may require landscaping in external car parks to include shade trees, which may have a small impact on the cost and maintenance of the car parks.

Place Plans – Town of Victoria Park

These place plans summarise the plans and strategies for the ToVP. It addresses parking in Action 1.14 stating:

- That the Town's PMP is due for a review and parking revenue requires a clearer expenditure plan.
- The town had adopted a dynamic parking management approach which requires a review and a parking benefit strategy to be included in the review to guide expenditure of parking revenue.
- The PMP is in need of an update and include a parking benefit strategy.
- It is categorised to be part of a plan to reactivate the local economy, be part of the new and revived local economy and be a significant contributor to the Town's climate change adaptation and mitigation efforts.

Corporate Business Plan

This plan was developed as part of the town Strategic Community Plan. It is a 5-year planning document that documents some of the deliverables the ToVP has promised in its Strategic Community Plan, outlines of 27 service areas in which to deliver the outcomes outlined in the strategic community, and a list of major projects that will be undertaken within the district.

It stated that hotspots 1, 4, 5, and 6 identified in the PMP have been reviewed as well as the management of Hubert Street car park and the Parking Permit Policy, with hotspots 2 and 3 going under review in 2020. It is planning to:

- Review parking hotspots 1, 4, 5, and 6 and the parking around Burswood Station again
- Develop a parking benefits strategy over the next 2 years.
- Conduct a review of parking operations.

Strategic Community Plan

This plan is the principal strategy and planning document that reflects what the community wants. It will be used to guide local government on what to prioritise in the short and long-term future of the town and inform other strategies and plans. While it does not address parking directly, survey results show that traffic management, parking and streetscapes were ranked the highest priority issue by people in the town. It has also stated there will be a focus on sustainable transport and rail networks in the plan, with more focus on public transport networks, cycling and walking throughout the town.

Previous Policies and Actions

Recommendations from the PMP were implemented in 2014 and 2015 across the Town of Victoria Park. These include upgrading and installation of lighting, ACROD bays, upgrade and installation of kerbing, car park bay line marking, parking nibs, footpath installation and upgrades, along with more major works including car park upgrades and expansion of car parks.

These parking infrastructure projects were partly funded from the revenue of parking infringements.

Since the PMP, the Town has committed to the review of each of the identified hotspot areas. In 2015 reviews of the Oats Street Area, Burswood Area and Raphael Park Area were undertaken, and, in response, amendments were made to the paid parking fees and timed parking restrictions.

Historical Data Analysis

Data for 2017, 2018, and 2019 were selected for analysis as occupancy rates for 2020 greatly decreased due to the COVID-19 pandemic.

Though infrequent, the Town has undertaken regular utilisation surveys of its parking inventory, as scheduled in the Town's corporate business plan. The following data was provided to determine utilisation and compliance as well as customer feedback relevant to utilisation:

Legal Occupancy Report 2017,2018,2019

This data is derived from the parking machines reporting system, however six months of data for 2019 was not recorded. This data distorts the calculation of occupancy. For example, it records occupancy as being more than 100% in some areas. The main reason for this is drivers may not stay for the whole duration they have paid for. A driver may choose to purchase a ticket for two hours to only stay for one and a half, where another driver may take up that spot and repeat the same process as the previous driver. Additionally, occupancy may still occur illegally. Drivers may still choose to occupy a bay without paying for a ticket.

Furthermore, the legal occupancy does not record any data outside of 8.00am to 7.00pm, where the occupancy rates in some areas with the parking sensors installed is still high, whilst the legal occupancy rates indicate there is no occupancy occurring within these areas. The result is the data will be skewed.

Summary of Infringements 2017,2018,2019

This report summarised the data downloaded from the hand-held units used by the officers to issue infringements. It contained all parking and road related infringements. Only those infringements specific to parking overstays were extracted to determine current levels of compliance. Six months of infringement data was also not available. The results are presented in Section C5 of the Appendix.

Parking Sensor Occupancy Data Nov/Dec 2020, Jan 2021

This accurate data is derived from the Parking Sensors, installed along Albany Highway, reporting system, and was only provided for three months in 2020 and 2021.

CRMS Complaints Register 2016-2020

All parking related complaints and issues raised by customers were provided from the Town's Customer Relationship Management System (CRMS) for the period 2016–2020. Those complaints relating to parking overstays were extracted and summarised for each activity centre in Section C5 of the Appendix.

Validation of Data

To check the accuracy of the legal occupancy data, it was compared with the parking sensor data for two street segments along the Albany Highway. The results of the comparison are presented in Figure 41 and Figure 42. These graphs highlight the inaccuracy of the legal occupancy data and shows it greatly inflates prevailing levels of utilisation.

Figure 4.1: Comparison of Legal Occupancy and Parking Sensor Data Hampshire Street

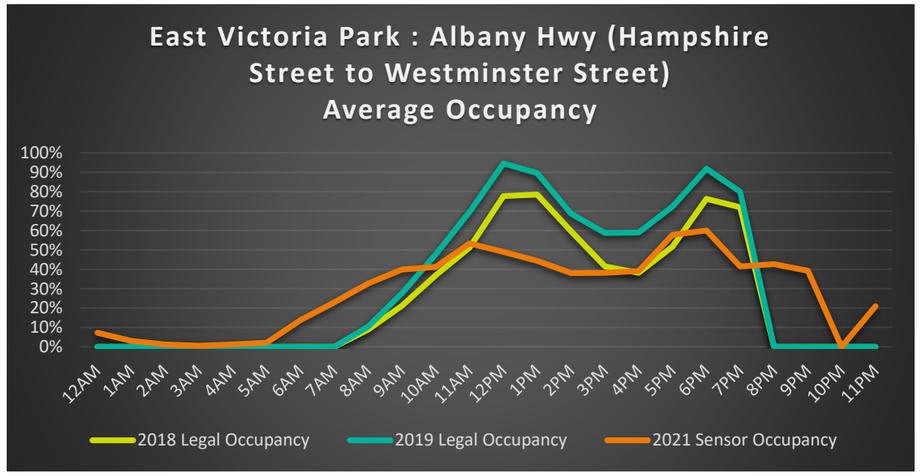
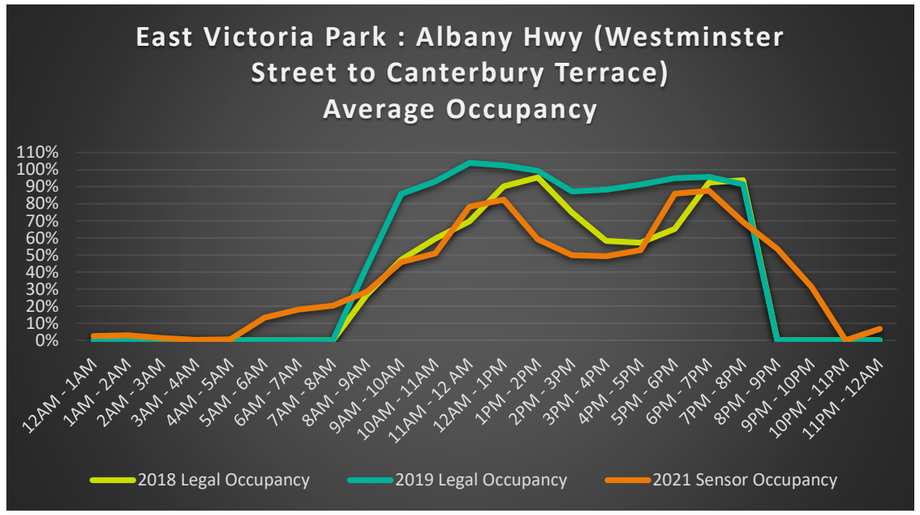


Figure 4.2: Comparison of Legal Occupancy and Parking Sensor Data Westminster Street



Consequently, factors were applied to the legal occupancy data to enable a form of year-on-year comparison. The results are presented in Section C5 of the Appendix.

Except for the parking sensor data, which is restricted to the Albany Highway area, undertaking an analysis of parking demand and utilisation using this fragmented data is not ideal. However, certain trends and issues can be identified which is beneficial. Being cognisant of the shortfalls in the existing data, the Town is now committed to undertaking parking utilisation surveys of each activity centre during the next financial year.

APPENDIX B
OPTIONS AND BEST PRACTICE

The purpose of this section is to consider the tools and options that are available for the management of car parking in the Town of Victoria Park. The tools and options are best practice, and they include regulating the supply of public parking to support parking and transportation objectives including:

- Regulating users and limiting the types of vehicles that may use certain parking bays.
- Favouring higher value uses – such as for service vehicles, deliveries, customers, and access for persons with a disability.
- Encouraging remote parking by offering benefits to commuters to encourage them to use alternatives to a car.
- Pedestrian improvements.
- Reducing free parking spaces to discourage long-stay parking.

It is worthwhile to consider several important issues and strategic approaches in relation to the nature of parking management in a modern urban environment.

B.3 Comparisons with other Jurisdictions

Table 41 presents a comparison of the Town's parking situation with six (6) other Local Government Areas Development Control Plans within Australia and three (3) other jurisdictions in the United States of America. The comparison includes the minimum and/or maximum parking ratios and the implementation and available details of dynamic parking, cash-in-lieu and pay parking. Minimum ratios refer to the minimum number of bays required by a LGA to be provided as part of a development to be approved, expressed as a ratio to the m2 of floor area to be developed. Maximum ratios refer to the maximum number of bays that can be incorporated in a development.

The three USA jurisdictions and South Perth LGA have no minimum parking ratios. The Town has a maximum parking ratio of 1:10m2 which is much more than the other local government areas and jurisdictions. Their maximum parking ratios range from 1:15m2 to 1:60m2 with the majority within the 1:15m2 – 1:25m2 range.

Dynamic parking technology has been implemented in Seattle, Washington and is planned for implementation in the City of Greater Bendigo, Victoria. No other jurisdictions have implemented dynamic parking to date.

Cash in lieu is in use in all of the Australia local government areas with the fee per bay set as a fixed amount between $5400 to $15000 for all areas except South Perth which has no fixed fee. Like the Town of Victoria Park, Seattle has a cash in lieu fee that is to be calculated and agreed by Council on application. Annapolis and the City of Hartford have no cash in lieu provision.

Pay parking throughout the jurisdictions varies in pricing from a flat fee per hour to variable rates to all day fees. The hourly rates are typically between $1.00 – $3.00 per hour and some areas provide a free 30 minutes or hour incentive.

Table 4.1: Comparisons with Other Jurisdictions

LGA		MAX PARKING RATIO	MIN PARKING RATIO	DYNAMIC PARKING TECHNOLOGY	CASH-IN-LIEU USE	PAID PARKING
Town of Victoria Park	34, 990 17.92km2	1:10m2	1:100m2	Dynamic Parking trial successful with plans to implement in other areas	Based on the estimated cost of the land, construction of the bay, and other related costs i.e. no specific dollar amount	Free for first half hour Variable rates (either $1.10/hr or $2.20/hr) Fees without variable rates are $1.50/hr for off-street or $2.20/hr
Seattle Washington	724,305 217km2	1 space per 650 square ft 1:60m2	1 space per 2000 square ft 1:186m2	Dynamic Parking throughout the city with rates reviewed regularly	Cash fee, performance bond, or guarantee acceptable to the director	Min $0.50 to max $5 per hour Pay by phone for on street
Annapolis, Maryland	39,278 21km2	1:24m2(255 sqft)	No min parking ratios	None	None	Flat fees, either $2 or $3 per hour
City of Hartford, Connecticut	123, 088 46.5km2	1:23m2	No minimum	None, plans to have pay by plate	None, but allowed up to 15% leeway for requirements	Flat $3/hour, can pre-pay with phone app
City of Greater Bendigo, Victoria	122,430 287km2	1:25m2	1:67m2	Plans to implement dynamic pricing and enhanced technology in paid areas	Application fee $199 plus any credit/cash in lieu as determined by council, currently $10, 562 per bay	$1.80 per hour, daily rates for different all day car parks. Pay by Plate (Oct 2020) Pay by phone
City of Fremantle, Western Australia	7,643 19km2	1:20m2	1:50m2	None	$6,000 per bay	Has several different pricing models, short-stay free parking, buy first hour, get second free, all day parking
Subiaco, Western Australia	7,127 3.2km2	1:15m2	1:100m2	None	$15, 000 per bay	Flat hourly rate ($1.80 or $2.50) or whole day parking
Perth, Western Australia	2,042,000 6,418km2	No specific commercial requirement 1:40m2 For tenant parking allowances	No specific commercial requirement 1:125m2 For tenant parking allowances	Real time bay availability	$5,400 per bay	Has hourly rate, day rate, night rate, and weekend & public holiday rate Parking card (can add funds to it and get permits on it), pay by phone

LGA		MAX PARKING RATIO	MIN PARKING RATIO	DYNAMIC PARKING TECHNOLOGY	CASH-IN-LIEU USE	PAID PARKING
City of Vincent, Western Australia	36,692 11.3km2	1:20m2	1:100m2	Has plans to introduce wayfinding signage for car parks	$5,400 per bay	Hourly rate ($2.90), and day rate ($18.50) Pay by phone (EasyPark)
South Perth, Western Australia	43,554 19.8km2	1:17m2	1:20m2	Has plans to introduce wayfinding signage for car parks	Amount to be determined by local governments. It has not been calculated as of 2019 report	Hourly rate ($2), and day rate ($8/$6) Pay by phone (EasyPark)

B.4 Management Options

Parking Plans

Parking plans for activity centres can be developed using a street parking framework which promotes consistent and transparent decision-making and supports sustainable outcomes.

The framework is developed around the concept of maintaining the 'operational efficiency' of street parking areas, and parking to support the viable operation of land-use activities. Parking areas that are operating efficiently provide reasonable opportunity to access parking spaces, thereby alleviating 'cruising' and activity centre congestion. Cruising is the term referring to drivers circulating in search of a parking bay. This behaviour is triggered when parking facilities are more than 85% occupied and parking bays are not readily available. This causes visitors to search or wait for parking bays to become available.

In general, a parking area which is operating efficiently is defined as operating at 65–85% occupancy. Above and below this range indicates that the parking bays are not effectively being managed. Using these thresholds, an intervention matrix has been developed which promotes a consistent and objective review of street parking areas.

Time Restricted and Unrestricted Parking

On-street parking is a high demand area, particularly near the middle of activity centres. Further from the activity centres, the demand for on-street parking decreases but remains a recommended short to medium-stay opportunity. On the fringe of the activity centres on-street parking can be unrestricted.

Parking controls in the activity centres should support the viable operation of the adjacent land-use and user needs. It is important to manage and prioritise access to street parking spaces to reflect the primary user group in that area. For example, in areas dominated by commercial, retail, cafés and restaurants, parking limits of two hours during the weekday act to prioritise parking for visitors and supports the viability and efficient operation of local businesses. The parking controls encourage street parking turnover and encourage use of off-street parking facilities whilst providing sufficient time for visitors to access services and amenities.

Changes to the parking time limits can be adapted through monitoring and feedback about parking conditions and regular parking utilisation surveys to determine occupancy and turnover rates.

When appropriate time restrictions have been operational for some time and occupancy remains high, ticket parking will act to improve parking compliance when supported by efficient enforcement. Prices for street parking in these areas will be set to encourage visitors to firstly consider parking in dedicated off-street parking spaces and secondly, to encourage parking spaces to be available at a rate which supports local businesses. Pricing will be the key mechanism that regulates demand and will again be monitored and adjusted in accordance with intervention matrix.

Short-Stay Parking

Short to medium-stay parking is required to meet business and retail needs. Generally short-stay parking is for up to 2 hours and medium-stay parking between 2 and 4 hours. These user classes should be considered for commercial centres, hospitals, sports facilities, entertainment centres and hotels. Enforcement should ensure compliant turnover of this parking.

Long-stay Employee and Commuter Parking

Long-stay parking (4–24 hours) is provided to cater for employees, commuters and other long-stay parkers. This user class should generally be allocated a relatively low priority, particularly on-street and in areas with high public transport accessibility.

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

The effort to create a communal all-day parking supply is considered worthwhile, since commuters tend to arrive during the roadway peak and have the greatest impact on traffic operations. Removing this demographic from the main activity areas improves pedestrian and cycling safety, public transport efficiency and intersection operation. Commuters are also more willing to walk longer distances, particularly if the pedestrian environment is attractive and lower fees or unrestricted parking are obtained.

To assess potential parking overspill and demand for on-street parking, acceptable walking distances should be considered. Previous research suggests the following distances can be used as a guideline for different parker user groups:

- Less than 250 m (< 3 minutes) for visitors, staff and contractors.
- Less than 400 m (< 5 minutes) for staff and contractors.
- Less than 800 m (< 10 minutes) for commuters and more economical parking.

These walking distances are based on the surrounding topography and the assumption most people can walk 250 m in less than 5 minutes.

Remote parking can free up quantities of parking for short-stay visitors to the activity centres. On average, each bay vacated by a commuter parker will enable access for four additional short-stay parkers based on an average two hour stay.

This involves encouraging long-stay parkers to use offsite or fringe parking facilities through regulation and pricing, for example, streets adjacent to train stations but not conveniently located to commercial centres.

Paid Parking

Paid parking is one of the most effective ways of influencing parking and travel demand. Paid parking can influence parking location, destination, mode, travel time and in particular, duration of stay. The impacts vary depending on the price structure and the relative convenience of alternative parking facilities and modes.

As paid parking generally results in improved levels of compliance and reductions in car use and traffic congestion among other environmental benefits, it is one of the essential transport measures necessary to ensure the long-term viability of commercial centres.

Paid parking increases equity of access by charging users (user pay) for their parking costs and by reducing the parking costs imposed on non-drivers. Paying directly rather than indirectly benefits consumers because it reduces parking and traffic problems and allows individuals to decide how much parking to purchase, giving them an opportunity to save money.

The community engagement surveys shows that approximately 50% of visitors do not travel to the town by private motor vehicle. These non-drivers do not require parking and it would be inequitable to burden these visitors with the same percentage of costs as those drivers using the parking provided

Best practice is for the introduction of paid parking off and on-street to be considered when regular peak-hour demand is starting to exceed 85% as this will facilitate efficient use of public parking.

Offering suitable free parking alternatives to pay parking provides drivers a choice and may reduce objections to the implementation of pay parking on ideological grounds. Additionally, offering an initial free period of parking also gives users further incentive to reduce their duration of stay resulting in increased turnover.

Regardless of the emotion and politics often surrounding the introduction of paid parking, there is little doubt that it represents an efficient and effective means to manage on and off-street parking demand and encourage turnover of bays.

All paid parking should offer convenient payment systems and value for money in terms of easy access, wayfinding, security, lighting, and clean presentation. The guiding principles supporting the introduction of paid parking include:

- Facilitating an increased turnover of parking bays.
- Increasing supply and access for short-stay parkers.
- Providing several options for different categories of parker.
- On-street high turnover bays for short-stay parking.
- Cheaper parking slightly further away for medium-stay (3–4 hours).
- More remote parking for long-stay parking by employees and commuters.
- Improved customer and visitor turnover in high demand locations
- Placing a value on parking conveniently located to a customer's destination.
- Creating a more equitable user-pays system.

Pricing

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

Many successful commercial districts have found that appropriate on-street pricing ensures better parking availability and supports the vitality of high-demand areas. Charging a fee for on-street parking limits stay duration, increases vacancy rates and increases the predictability of finding a parking space.

The following guidelines are applicable to the implementation of pay parking fees in any sector:

- Charge drivers directly rather than indirectly and offer convenient parking and payment options (i.e.cash, credit card, pay-wave and mobile phone). It is noted that cash payments will likely be phased out by the industry in the medium term.
- Ensure that fee structures are flexible and can be varied in accordance with daily, weekly, and seasonal demand. The annual review of parking fees is inefficient and unresponsive to the fluid demand in parking availability across the Town.
- Charge higher fees at the most convenient on-street bays to encourage high turnover and use incremental price structures to favour short-stay users, for example, first thirty minutes free, $1.50 between 30 minutes and first hour, $3 for second hour then $4.50 for third hour, etc.
- Set parking fees with some reference to popular public transport fares, for example, all day parking should be higher than a two-zone return bus/train fare.

- Daily rates should be set at greater than six times the hourly rate and minimise discounts for long-stay parking (early bird and commuters).
- Use small time charge units so drivers can avoid paying for more time than they need; for example, five-minute units for short-stay parking and one-hour units for long-stay parking rather than the day.
- Encourage businesses to price parking and offer discounts or refunds to their bona fide clients. This can be accommodated with new technologies.
- Minimise the exceptions to pay parking, for example, all loading vehicles, couriers and other parkers using public or designated on-street parking spaces should be required to pay if they exceed the initial free period and should always display a ticket.

The underlying strategy is to increase the turnover of on-street pay parking with alternative off-street parking available free or at a cheaper rate. On-street parking fees should be 15–20% higher than equivalent off-street parking charges to reflect the premium nature of kerbside parking and to encourage drivers to use the off-street

Free Parking

There is no such thing as free parking; the costs are simply subsumed elsewhere in the economy. Reserving large areas of land for parking directly impacts the affordability of property and goods and services. The cost of providing parking for residential dwellings can add 10–30% to the total costs of development. In medium to high-density residential developments, the costs associated with providing parking facilities can exceed the capital value of the land
. The true cost of parking is hidden in higher development costs, and consequently higher rents and prices to consumers.

Ratepayers of the Town fund parking. Ratepayers are not only paying for the cost of cleaning, insurance and maintenance of these bays, they are subsidising parking on valuable land that could be generating income, providing improved amenity or could be put to other uses.

Many councils in Australia provide free public parking both on-street and off-street. Paying for public provision and management of parking from general rates is regressive and disproportionately impacts those on low and fixed incomes, such as students and the elderly and those ratepayers who elect to use alternative forms of transport and do not normally drive cars.

Owners of private vehicles are expected to cover the costs associated with owning and operating a car and constructing and maintaining road infrastructure; however, in most instances, the costs associated with vehicle storage, e.g. parking, may not be charged directly to users.

Residential Parking

Parking controls in residential areas aim to balance the parking needs of residents with the needs of all households who require street space for visitors, family, care workers and tradespeople. Parking spaces are to be prioritised for residents in streets near to shops and businesses where there is a high visitor demand for parking.

Three-hour parking controls are the preferred parking restriction in residential permit parking areas as it allows reasonable access for short visits, without the need for permits. However, local conditions may justify different time limits depending on adjacent land uses and available parking capacity.

Throughout streets where long-stay employee and commuter parking occurs, for example on the fringe of the Town Centre and adjacent to train stations. However, in recognition that not all employees reside locally, and many arrive from areas where the car is the only economical or viable transport option, 8P ticket parking controls can be implemented.

ACROD Parking

The Australian Disability Parking Scheme helps eligible people park nearer to their destination. Permit holders are entitled to park:

In any space provided for a person with a disability in an on-street or off-street parking location, such as shopping centres, hospitals etc.

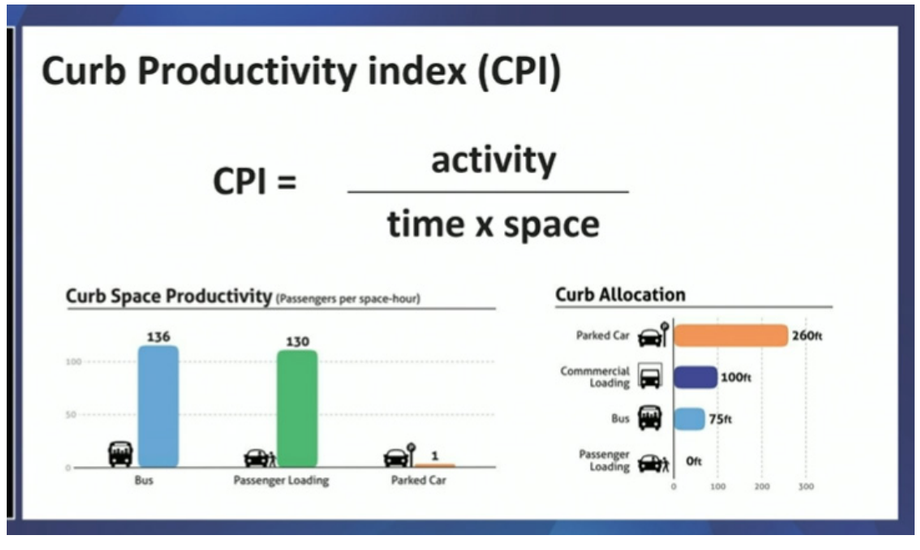
In local government metered or regulated parking areas on-street for two hours in a 30-minute parking area and unrestricted for over a 30-minute parking area.

Car Share

Car share is an innovative form of transport that allows people to hire vehicles on demand for short periods of time, via a telephone or internet booking service. The vehicles are parked in dedicated bays and are accessible to members at any time of the day or night. Members benefit from the flexibility of having access to a private vehicle without having to pay the fixed cost associated with owning a car.

Car sharing is an affordable, convenient and sustainable transport option for residents and businesses. Car sharing enables sustainable travel habits and provides increased connectivity. Additionally, car share provides for efficient use of parking space where a single car share vehicle can replace more than 10 private vehicles according to kerb space productivity
based on hourly turnover. Figure 43 presents the Curb Productivity Index used to determine the estimated additional capacity.

Table 4.1: Curb Productivity Index



Motorcycle and Bicycle Parking

Motorcycle/scooter parking is generally treated no differently to that of cars. If vehicles are to be charged for parking, this should apply equally to motorcycles if they use spaces allocated to cars. An incentive for these motorcycles is to provide them with free parking in dedicated motorcycle spaces.

As car parking spaces can be easily divided into two motorcycle spaces, there is flexibility to convert spaces depending on demand.

Parking for cyclists falls into two broad categories. Firstly, all-day parking for employees and park-and-ride parking at public transport stations. Secondly, short-stay parking for visitors to shops, restaurants, offices, recreational facilities and other institutions (distributed throughout commercial centres).

Parking Ratios

To a large extent, minimum parking ratios are a historical by-product of plentiful and inexpensive land and a lack of convenient payment technologies. The ratios were a means of shifting responsibility for catering for parking demand onto private developers, thereby ensuring the safe and efficient operation of the local road network.

The methodology underlying minimum parking ratios is considered to lack accuracy and efficiency in the following ways:

Uses Conservative Design Standards: Minimum parking ratios are typically designed so as to cater for most peak demands. This considers developments independently of the surrounding urban environment and ignores the potential to share parking resources between adjacent developments, leading to an oversupply of parking which is underutilised.

Results in Fragmented Parking Supplies: Because of the requirement for individual developments to cater for their parking demands, urban areas are increasingly dominated by fragmented parking areas.

Ignores Value: Minimum parking ratios ignore value and give no consideration to the marginal benefits and costs of additional parking bays. The costs of meeting minimum parking ratios tend to increase in district centres and growth corridors where land values are higher, thereby preventing intensification and redevelopment. This works against regional and local strategies designed to intensify development.

Unresponsive to Demand Management: There are numerous examples of costeffective parking management measures that do not require increasing the supply of parking. Examples include shower and locker facilities for employees who walk or cycle, unbundling employee parking from salary packages, providing free passenger transport passes for employees, and developing workplace travel plans. Minimum parking ratios fail to account for demand management strategies and therefore provide no incentive for consideration of alternative transport modes.

For these reasons, minimum parking ratios are considered to be inaccurate and inefficient. It is also significant that the costs associated with minimum parking ratios have become disproportionately high in relation to their advantages.

Cash-in-lieu

Many local governments give developers the option to pay a one-off fee in lieu of providing the required number of parking bays imposed by parking ratios. This money is then traditionally used to supply public parking stations to cater for the parking demands within a town centre. Cash-in-lieu is particularly beneficial when parking needs to be limited.

An effective cash-in-lieu policy will provide many benefits:

Policy Flexibility: Developers gain a new option to pay the cash-in-lieu fee instead of constructing bays if providing all the required parking bays onsite would be difficult or too expensive.

Shared Parking: Public parking bays allow shared use among different sites whose peak parking demands may occur at different times (e.g. a bank and a bar), and fewer bays are needed to meet the combined peak parking demands.

Park Once: Shared public parking allows drivers to park once and visit multiple sites on foot, thereby reducing vehicle traffic and increasing pedestrian traffic.

Consolidation: Some Councils also allow developers and property owners to pay cashinlieu fees to remove existing required parking bays. This option consolidates scattered parking bays, assists infill development, improves urban design, and encourages conversion of parking areas to higher-and-better uses that provide more services, yield more revenue, and employ more people. All property owners, not just developers, can use more of their land for buildings and less for parking.

Fewer Variances: Where providing the required parking is difficult, developers often request variances to reduce the parking requirements for their sites. These variances weaken the general plan, require administration, and can create unearned economic windfalls for some developers but not others. By making fewer variances necessary, cash-in-lieu fees allow Councils to create a level playing field for all developers.

Better Urban Design: Parking requirements typically result in at-grade (surface) parking for smaller buildings that cannot support the expense associated with providing their own deck parking. Because cash-in-lieu fees allow businesses to meet their parking requirements without on-site parking, they allow continuous storefronts without 'dead' gaps created by parking or parking driveways. Public parking structures consume less land than would be required if each site provided its own on-site parking, and Councils can place the structures where they interfere least with vehicle and pedestrian circulation. The cash-in-lieu policy thus contributes to a better-looking, safer and more walkable environment.

True Value: Another important purpose of cash-in-lieu is that it reveals the high cost of providing parking bays especially if they will be subject to a low parking fee or are expected to be provided at no charge. Developers have the choice to pay for or provide their own parking and the flexibility to charge a fee for its use or provide it for free. Note that developers who pay the cash-in-lieu do not subsidise the commercial centre, and the commercial centre does not subsidise developers. Instead, developers subsidise parking.

Most councils specify that the funds be used to provide off-street public car parking, either in the vicinity or anywhere in the commercial centre or activity centre.

Limiting the use of cash-in-lieu generated funds to provide public parking is restrictive and assumes that additional parking is both necessary and desirable. In view of the importance of integrating transport policy and management and the competition for limited funding, it is clearly desirable that the funds raised be available for transport purposes in general. This should include services and infrastructure, such as funding a shuttle bus to serve the commercial centres.

Shared Parking

Shared parking means that parking bays on the same site are shared concurrently by more than one user, which allows parking facilities to be used more efficiently. Shared parking takes advantage of the fact that most parking bays are only used part-time by a particular group, and many parking facilities have a significant portion of unused bays, with utilisation patterns that follow predictable daily, weekly and annual cycles. Efficient sharing of bays can allow parking requirements to be reduced significantly.

Electric vehicles

The Electric Vehicle Council
reports globally, there are now more than 3 million electric vehicles on the road. Significant technological shifts have seen several new lower cost models coming to market, along with continued decreases in electric vehicle battery costs. Further, several countries have announced their intention to ban the sale of petrol and diesel vehicles and several global automakers have put forward extensive plans to electrify vehicles.

The number of charging stations in Australia has increased to approximately one charging station for every six electric vehicles. An important consideration for electric vehicles and charging infrastructure is the source of electricity used to power the vehicle. Analysis across all states and territories in Australia shows that an average electric vehicle charged from the grid in 2016 emitted less than an average internal combustion engine vehicle in all states except Victoria, where it is only slightly higher. Figure 44 presents the growth in Australia of EV purchases from 2011–2019 while Figure 45 presents EV's sold in each state.

Figure 4.2: EV Purchases in Australia 2011–2019

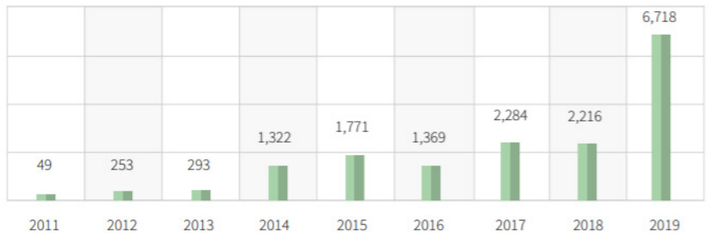
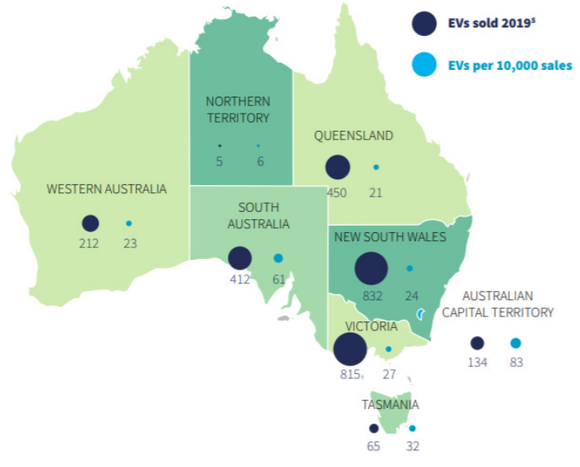


Figure 4.3: EV's Sold in nEach State 2019



Parking Benefits District

Opportunity exists, within the Australian Local Government realm, to introduce activity centre wide paid parking / community benefit schemes, known as Parking Benefit Districts (PBD's). With PBD's, a percentage of parking revenue is reinvested back into the district to fund a wide range of items such as parking and wayfinding technology, walking and cycling infrastructure, EV charging stations, establishing day and night market facilities, shuttle buses, park maintenance and streetscape improvements including benches and lighting. They are used to support local economic development and revitalisation initiatives.

Research reveals these are prevalent in the United States. The historic district of Pasadena, California, raises over $1M annually which is allocated to fund landscaping, street furniture, footpaths, and security. The cities of Portland, Austin, Houston, and San Diego also have PBD's.

In Australia there are some known similar examples but they are rare. In Queensland, the Gold Coast's, 2015 parking plan provides for 50% of new on-street meter revenue to be allocated for local improvements including landscaping and public transport. However, under this scheme, revenue raised from one activity centre could potentially be funding initiatives and infrastructure in other activity centres.

Additionally, a 55-hectare section of land, now known as Fagan Park, was donated to the New South Wales State Government and Hornsby Shire Council was appointed sole trustee. Council introduced metered paid parking. A proportion of the Consolidated Fund, which includes parking revenue, is budgeted annually to be spent on maintenance of the park. In the past, this has been communicated to stakeholders that the funding is directly attributable to parking revenue.

While the intent is similar, these schemes cannot be described as true PBD's. PBD's usually require transparent accounting of revenue and associated costs directly attributable to paid parking in a specific activity centre, which can be appropriately scrutinised by stakeholders.

There are constraints stemming from the Local Government Act 1995, however, a different accounting approach involving the establishment of separate trust funds for separate activity centres may provide a suitable solution.

APPENDIX C
KEY FINDINGS

C.1 Parking Management

Paid Parking

There is currently limited on-street paid parking within the Town. These parking areas are spread throughout the five activity centres of Oats Street, East Victoria Park, Victoria Park, Burswood South, and Raphael Park. The fees, time restrictions, days of restrictions and available free time varies throughout the town and even within each street.

In 2014 new parking restrictions were implemented in the Town of Victoria Park as part of the Town's PMP (PMP). Changes to time limits were introduced in January 2014, followed the introduction of paid parking in selected areas in February 2014. In May 2014, the Town endorsed changing some of the restrictions along Albany Highway after feedback received from local businesses and residents. This included the first 30 minutes free parking with a ticket being introduced along Albany Highway and selected side streets. Some areas include the first 15, 30 or 60 minutes free. Most of the on-street parking is $2.20 per hour or $1.00 per hour and off-street parking is $1.50 per hour.

The EasyPark (pay-by-phone) App is in use throughout the Town allowing users to pay only for the time needed and extend or stop their required parking time from their phone.

Enforcement and Compliance

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

It is to be considered that the use of ticketed parking and the associated methods of enforcement is now approaching obsolescence due to the inherent inefficiencies as well as impacts on the carbon footprint. Latest technology reduces the carbon footprint and increases productivity and efficiency levels.

Policy

The Town of Victoria Park website has a Parking section that clearly states the Town's Policy on Parking. It explains why time limited and paid parking are necessary. It also encourages business owners to provide various travel alternatives to staff and unbundling parking.

Policy regarding the use of the revenue raised from paid parking monies is explained in detail. The money is directed towards improving other sustainable travel related initiatives which are detailed in the Integrated Movement Network Strategy (IMNS). These include the provision of more ACROD bays, elderly persons' rest spots along Albany Highway, safer movement of children around schools, additional pathways and cycleways, and improved visibility through increased lighting to increase community safety.

Parking Permits

The Town provides parking permits to residents in accordance with the Parking Permit Policy and local law.

1. Residential Permits ($25) residents who have limited onsite parking with an exemption to access parking near their properties that has sign-posted restrictions.
2. Transitional Permits ($25) provides residents up to 12 months to make alternative arrangements if there is inadequate onsite parking when restrictions adjacent to their property have recently changed. Up to three transitional permits are allowed for a residential property.
3. Event Permits provide residents and businesses with an exemption to access parking near their properties, on dates which are published on the Optus Stadium website, for events held at Optus Stadium. These permits are free and offered digitally.

The Town also provides business related parking permits:

1. Parking Work Zone Permit is required before undertaking any activity or trade which obstructs a parking bay, or part of a public road within the Town of Victoria Park. A $30 application fee is required for a 5m bay with half day $5 per bay, full day $10 per bay and a month $200 per bay.
2. Loading Zone Permit is for non-commercial vehicles to use a private vehicle in a 30-minute loading zone to pick up or set down goods. The application fee is $30.
3. Commercial Parking Permit is for businesses which do not have any on-site parking. An application fee of $30 and an annual fee of $1000 is required and only one permit is allowed per commercial property.

Reserved Parking Bay Agreement

A Reserved Parking Bay Agreement provides business allocated parking bays in King George Street Car Park or Hawthorne Place Car Park. An application fee of $30 then a daily fee of $5 per bay with a minimum agreement of one month and maximum agreement of one year.

Application Fee – $30 per permit

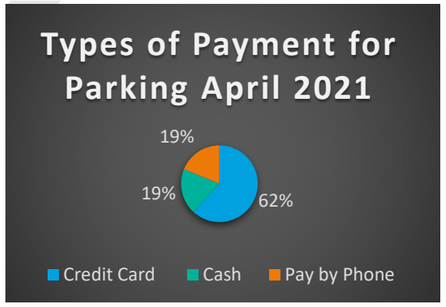
C.2 Recent Key Initiatives

Easy Park Phone APP

Figure 46 presents the percentage of payment methods used to pay for parking as of April 2021. The introduction of the Easy Park Phone App has been a success. Following the first year of release, Pay by Phone accounts for 19% of all payments and now equals cash payments. The amount of cash currently being used as payment for parking is diminishing as payment by credit/debit cards, mobile phones and phone Apps increases.

The residual effects of the COVID-19 pandemic need to be considered as the population is more aware of the hygienic benefits of contactless payment.

Figure 4.4: Types of Payment for Parking



Dynamic Parking Management Trial

Provision of equitable access to parking resources for the community is a priority for the Town, as detailed in the PMP (2009). This inspired the undertaking of a Dynamic Parking Management Trial extending for six months from April 2019. The trial investigated the impacts of paid parking, parking bay occupancy and the relationship to price and free time periods of 62 on-street parking bays in some hot spot zones of the Albany Highway.

The Town has previously identified that peak demand for parking occurs from 11am to 2pm, and from 5pm to 9pm (50–80% occupancy) and that off-peak demand for parking occurs from 8am to 11am, and from 2pm to 5pm (10–50% occupancy). The trial extended the free time to one (1) hour free parking and halved the hourly parking rates during off-peak times. In-ground sensors were implemented to gather accurate occupancy data which was compared with the parking ticket sales.

Success was achieved with the trial resulting in increased users staying for longer during the off-peak periods. In response the Town implemented the changes on a permanent basis with the aim of encouraging parking turnover and hence providing economic benefits to local businesses.

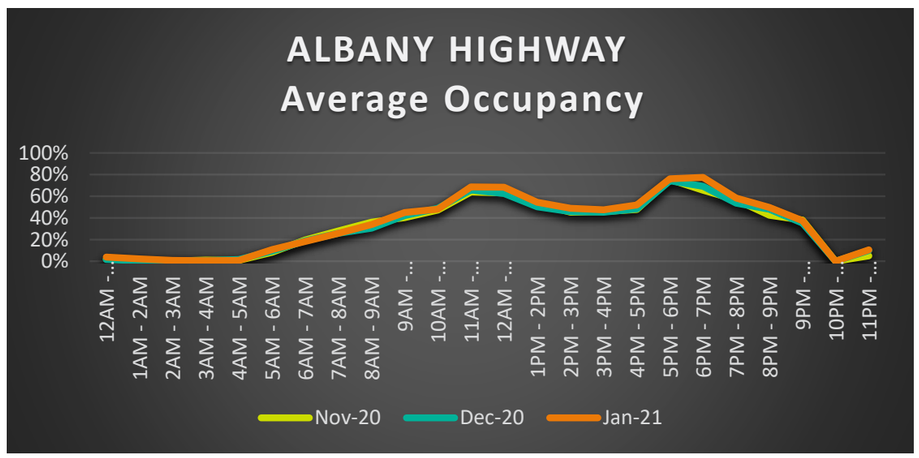
The Town resolved to review the parking occupancy on a six-monthly basis with a view to adjusting the parking rates in response to the demand and availability of parking. A dynamic pricing model has also been introduced which has enabled the Town to adjust the amount of free time and pricing to encourage demand. A dynamic approach to parking throughout the Town is envisaged for the future to encourage more parkers and higher bay turnover during the non-peak periods.

On Albany Highway, parking fees are dynamic and change depending on the time of the day. As of 17 August 2020, the fees are:

- 8AM –10AM to $1.10/hour and 60 minutes FREE
- 10AM –1PM to $2.20/hour and 30 minutes FREE
- 1PM – 4PM to $1.10/hour and 60 minutes FREE
- 4PM – 8PM to $2.20/hour and 30 minutes FREE

Figure 47 presents the average occupancy derived from the parking sensors for the months provided. This suggests the Trial is achieving the desired outcomes with the peak occupancy periods of 12 noon and 6.00pm being manged to not exceed 85% and a greater spread of demand throughout the day.

Figure 4.5: Albany Highway Average Occupancy



Pedestrian Wayfinding

In October 2019, with the support of Department of Transport, the town installed wayfinding signs to connect people between Curtin University and the East Victoria Park and St James Town Centres. The signs promote walking and cycling between Albany Highway and Curtin University as well as in and around Technology Park.

The signs provide clear directions with estimated walking and cycling times and reinforce sustainable options to navigating through these areas using private vehicles.

Car Free Day

The first Car Free Day on the Albany Highway cafe strip took place in October 2020. A section of road was closed to traffic and café owners were encouraged to establish pop-up dining areas both along the roadway and kerbside.

Locals could enjoy a range of activities throughout the day and businesses were also able to enjoy the advantages of increased dining space. The event was a huge success and reinforced the benefits of less cars in activity centres as presented in Figure 48.

Figure 4.6: Locals Enjoying Car Free Day

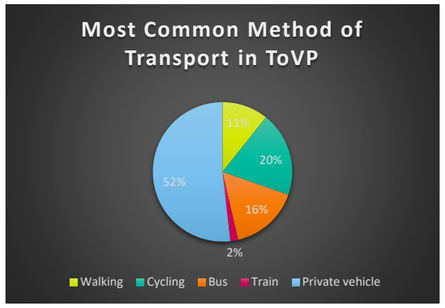


C.3 Community feedback

An onlinme Community Survey was undertaken online regarding parking and transportation within the Town of Victoria Park.

The most common method of transport used by survey respondents was private vehicle (52%). This was more than triple the number of respondents who cycle or travel by bus as presented in Figure 49. This choice to use private vehicle was made because it is convenient and practical. Fifty percent seldom or never cycle or travel by train 48% seldom or never travel by rideshare (taxi or uber) and 36% seldom or never travel by bus. Forty-six percent of respondents travel daily by car, requiring a parking bay at their destination.

Figure 4.7: Most Common Method of Transport



One elderly respondent who struggles with more active transportation has identified a need for short to medium-stay parking for residents who rely on private vehicle travel for health reasons. He also suggested seniors' concessions for parking areas such as Aqualife.

There were responses suggesting that improving cycling facilities, pedestrian facilities and public transport services would reduce the need for reliance on private vehicle use. Safety and lighting were also highlighted as issues that preventing people from using public transport or walking/ cycling.

Customer complaints received by the Town during the years 2016 to 2020 were provided by the Town were also examined, in particular, those complaints regarding vehicles overstaying time restrictions and not affording equitable access to parking bays. This can be used to determine certain levels of compliance.

Figure 410 presents the number of parking overstay complaints for each activity centre. Most complaints emanated from the activity centres of Burswood, Victoria Park and East Victoria Park.

Figure 4.8: CRMS Complaints Related to Parking Overstay



C.4 Increasing parking supply

There are opportunities for increasing off-street parking supply within the Town.

Sites Previously Identified

Potentially suitable sites that have previously been identified include 1–5 Westminster Street, where a portion of the site has already been modified to accommodate additional parking with potential to further increase capacity. From previous reports, a high-level recommendation was developed for the Town to monitor the situation and consider acquiring land for parking around Albany Highway in the area roughly between Colombo and Mackie Streets. The Town currently believes the provision of additional parking in this area is unlikely to be the best use of the land, especially on freehold land, given the Albany Highway Precinct Structure Planning currently being developed.

Redevelopment of Existing Parking

The car park at 4–6 King George Street had been identified as a potential area where redevelopment for additional parking could occur. Each of the Town's existing car parks has unique circumstances constraining the development of additional capacity such as different zoning, some with high density opportunity and commercial outcomes. Others with limited alternative uses other than car parking, however, each requires an independent assessment and business case approach.

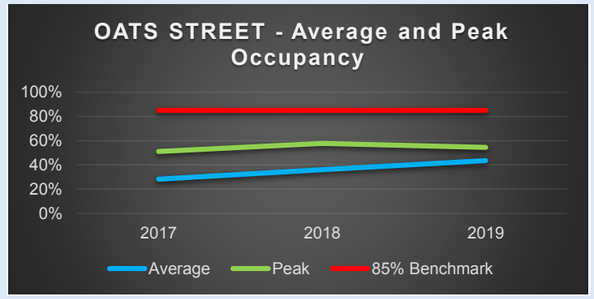
Future Private Development

The Town is expecting to receive a Development Application for a Woolworths development located at the corner of Albany Highway, Shepperton and Welshpool Roads. This is likely to include a large amount of basement car parking. However, it is likely this parking will only be available during Woolworths' trading hours.

C.5 Place Findings

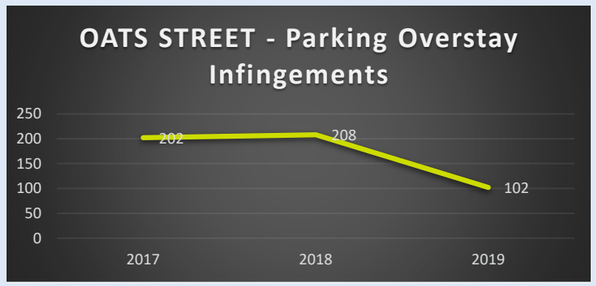
OATS STREET

Occupancy Data Analysis



Oats Street has seen an increase in the average occupancy rate from 2017 to 2019, from 28% to 44%, while its peak occupancy has decreased from 58% in 2018 to 54% in 2019.

Infringement Data Analysis



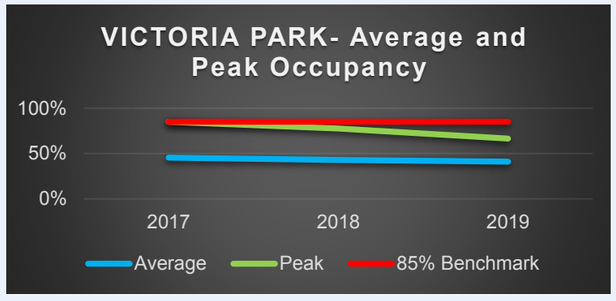
Site Inspection

- No parking is provided on-site at the TAFE for students.
- The Aqualife Centre provides 3-hour parking for members only.
- Students park in the Aqualife Centre carpark which limits the parking for the bona fide users of the centre.
- The majority of vehicles were observed to be owned by rail commuters, employees of surrounding businesses or TAFE students.

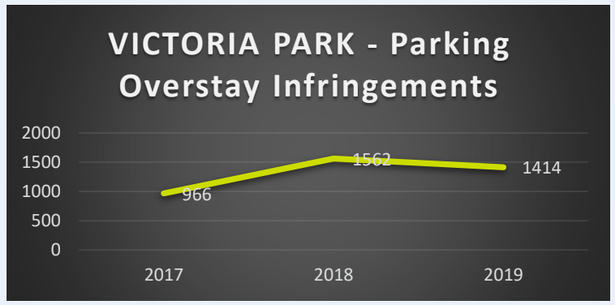
OATS STREET

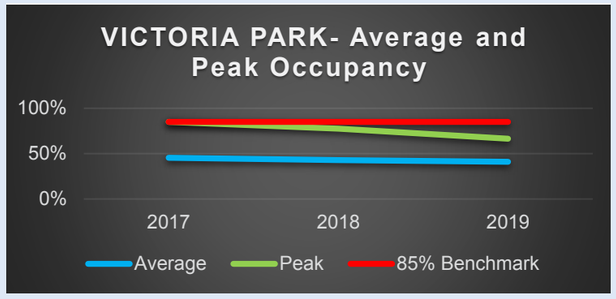
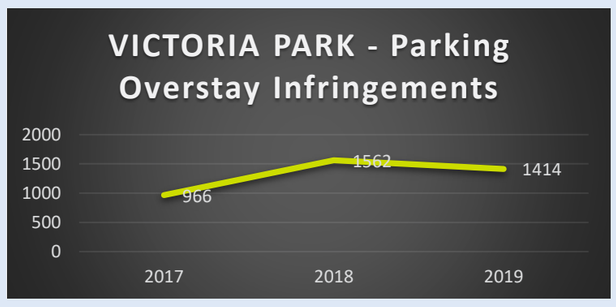
Research	• The Somerset Road Car Park between the TAFE and the Aqualife Centre is managed by the Town providing 53 P Ticket parking bays at $1.50/hour or $5/day Monday to Friday. • Parking restrictions in the activity centre includes 128 paid parking bays on Bank Street, Rutland Avenue, Read Street, Withnell Street and Somerset Street and some short-stay and all-day time limited parking. • Paid parking in the activity centre is between the hours of 8am-6pm Monday to Friday. The P ticket parking is $1/hour or $5/day with a 15-minute free period. • Peak occupancy of the on-street paid parking is around 60%
Threats / Opportunities	• Off-street paid parking is more expensive than on-street paid parking, discouraging drivers from using the off-street parking bays. • On-street paid parking is not implemented consistently throughout the activity centre. • The majority of parking demand in this activity centre is generated on weekdays by businesses and the TAFE. The paid parking restrictions are applied during weekdays only.

EAST VICTORIA PARK

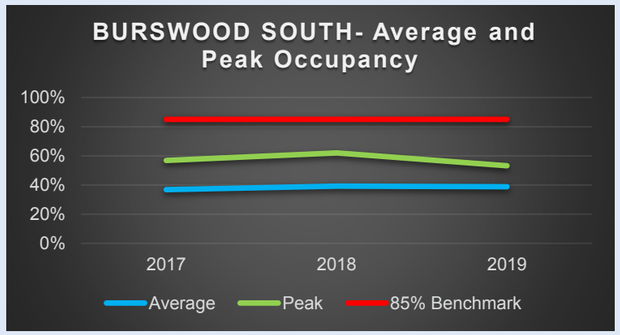
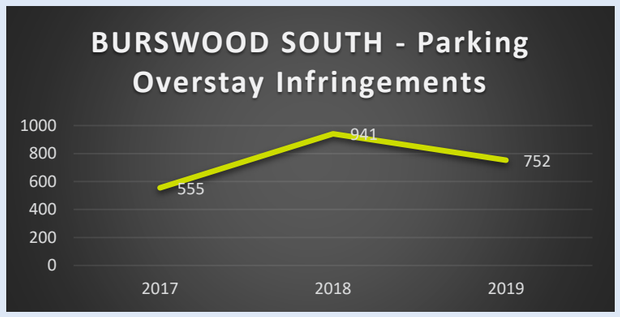
Occupancy Data Analysis	 The average and peak occupancy within the zone of East Victoria Park has not changed significantly, with the average occupancy rising slightly above 40% in 2019 and peak occupancy fluctuating around 70% over the past three years.

EAST VICTORIA PARK

Infringement Data Analysis	
Site Inspection	• There is regular turnover of parking bays along the Albany Highway. • The Albany Highway is highly pedestrianised due to the street dining. • Parking along the Albany Highway reduces the traffic speeds along this section of the road creating a safer pedestrian environment.
Research	• Parking restrictions in the activity centre includes 240 paid parking bays on parts of the Albany Highway, Canterbury Terrace, Hampshire Street, Westminster Street, Alday Street, Dane Street, Basinghall Street and Sussex Street and some short-stay and all-day time limited parking in other areas. • Paid parking in the activity centre is between the hours of 8am-8pm Monday to Sunday. The 2P paid parking fee is $2.20/hour with a 30-minute free period. • Paid parking with the dynamic parking model is located along the Albany Highway allowing fluctuating fees throughout the day that vary in response to evidence-based demand. The amount of free time also varies throughout the day. • Peak occupancy of the on-street paid parking is around 60%.
Threats / Opportunities	• Overstay infringements may indicate that the short-stay parking restriction of 2 hours is insufficient for those wanting to dine at the cafes and restaurants. • There may be opportunity to increase the paid parking into other streets within the activity centre. • The dynamic parking model is an opportunity to maximise the utilisation and turnover of the on-street parking bays. • Regular parking surveys are required to determine any changes to the dynamic parking model.

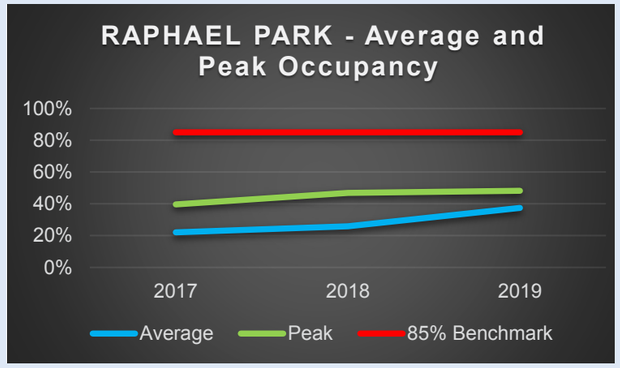
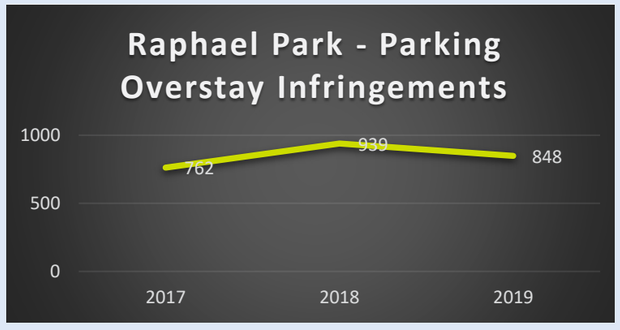
VICTORIA PARK	
Occupancy Data Analysis	 The average and peak occupancy has decreased in this zone, with the small decrease from 45% to 41% in the average occupancy rate and a larger decrease from the 85% recommended limit in 2017 to 66% in 2019.
Infringement Data Analysis	
Site Inspection	• There is regular turnover of parking bays along the Albany Highway. • The Albany Highway is highly pedestrianised due to the street dining and retail. • Parking along the Albany Highway reduces the traffic speeds along this section of the road creating a safer pedestrian environment.

VICTORIA PARK	
Research	• Parking restrictions in the activity centre includes 240 paid parking bays on parts of the Albany Highway, Duncan Street, Harper Street, Harvey Street, Mackie Street, King George Street, Leonard Street, Rushton Street, State Street and Temple Street and some short-stay and all daytime limited parking. • Paid parking in the activity centre is mostly between the hours of 8am-8pm with some 8am-6pm restrictions. • Paid parking days vary across the activity centre with some Monday to Friday, some Monday to Saturday and some Monday to Sunday. • The 2P paid parking fee is $2.20/hour with a 30-minute free period. • Peak occupancy of the on-street paid parking is around 66%. • The off-street carpark off Harvey Street has 35 bays and is P ticket between 8am-6pm Monday to Friday at a fee of $1.00/hour or $10/day with a 30-minute free period. • The King George Street off-street car park has 83 bays and is an 8P paid parking area between 8am-8pm Monday to Sunday with a fee of $1.50/hour or $7.50/day with a 1-hour free period.
Threats / Opportunities	• The current on-street parking restrictions for the paid parking areas within the activity centre are inconsistent across days of implementation and times of implementation. • The off-street car parks are inconsistent across type of ticket, days of implementation, times of implementation, hourly and daily fees and free time period. • Only about half of the streets that intersect with the Albany Highway have paid parking implemented near the Albany Highway section of the street. • Overstay infringements may indicate that the short-stay parking restriction of 2P paid parking is insufficient for those wanting to dine at the cafes and restaurants. • There may be opportunity to increase the paid parking into other streets within the activity centre. • Regular parking surveys are required to determine any changes to the dynamic parking model.

BURSWOOD SOUTH	
Occupancy Data Analysis	 The average occupancy in this zone has had a small increase from 37% in 2017 to 39% in 2019 whilst the peak occupancy has decreased from its high of 62% in 2018 to 53% in 2019.
Infringement Data Analysis	
Site Inspection	• There are many underutilised parking bays in the area.

BURSWOOD SOUTH	
Research	• Parking restrictions in the activity centre includes 228 paid parking bays on sections of Asquith Street, Benporath Street, Burswood Road, Craig Street, Hawthorne Place, Kitchener Way, Leigh Street, Teddington Road, Thororgood Street and Twickenham Road and some short-stay and all-day time limited parking in other streets. • Paid parking in the activity centre is mostly between the hours of 8am-6pm Monday to Friday. A small section of Burswood Road is limited between 9:30am – 2:30pm. • The paid parking restrictions include sixty-six 2P and 188 P ticket parking with a fee of $1/hour and $5/day in the P ticket areas with a 15-minute free period. • The 19 bays of the GO Edwards Park car park and the 25 bays of the Hawthorne Place car park is P ticket with a fee of $1/hour and $5/day with one hour free. • Peak occupancy of the on-street paid parking is around 53–62%
Threats / Opportunities	• The paid parking fees for the on-street and off-street parking are the same. The only incentive to park off-street is the one-hour free parking which is not applicable for drivers parking all day as the $5/day fee still applies. • The mix of 2P and P ticket parking throughout the activity centre is inconsistent and confusing. • There may be opportunity to increase the paid parking into other streets within the activity centre. • The is an opportunity to implement the dynamic parking model in this activity centre to maximise the utilisation and turnover of the on-street parking bays. • There is opportunity to review parking occupancy on the weekends to determine the appropriate parking management technique is applied to maximise the utilisation and turnover of parking in this activity centre on the weekends. • There is laneway parking provided behind businesses that is underutilised.

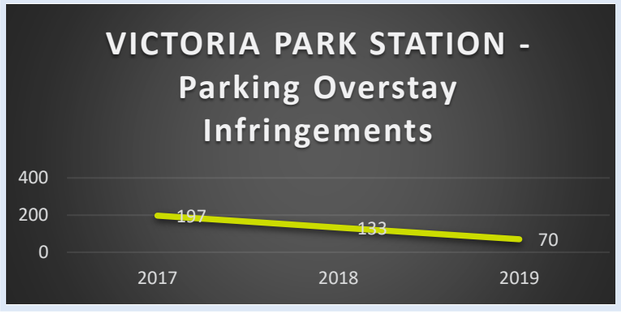
RAPHAEL PARK

Occupancy Data Analysis	 Raphael Park has seen an increase in both its average occupancy, from 26% to 37%, and its peak occupancy, from 40% to 48% over the three-year period.
Infringement Data Analysis	
Site Inspection	• There are a large number of high-density developments in the area. • There is a pedestrian and cyclist underpass from Armagh Street under the Canning Highway to McCallum Park. • Around the school on Cargill Street and Geddes Street there are restrictions to support school drop off and pick up.

RAPHAEL PARK

Research	• Parking restrictions in the activity centre includes 122 paid parking bays on sections of Armagh Street, Asquith Street, the Albany Highway, Oswald Street, Twickenham Road and Geddes Street and some short-stay and all-day time limited parking on other streets. • Paid parking in the activity centre is between the hours of 8am-6pm Monday to Friday. The majority of the paid parking is 2P with some P ticket parking and the fee is $1/hour with a 15-minute free period. The P ticket parking has the option of $5/day. • Peak occupancy of the on-street paid parking is around 40–48%
Threats / Opportunities	• There are various land uses in the activity centre contributing to varied parking demands from short-stay to long-stay. • There are plans to develop McCallum Park and increase the opportunities within the park which will impact the parking demand in the activity centre.

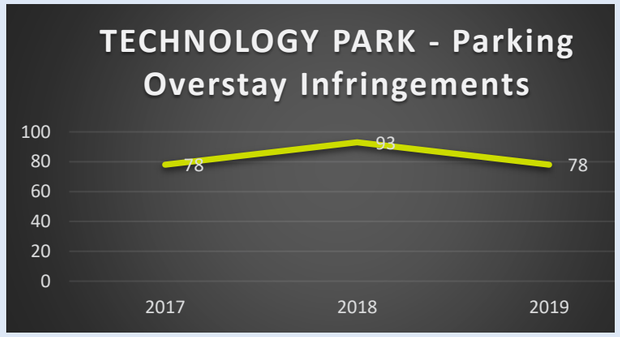
VICTORIA PARK STATION

Infringement Data Analysis	
Site Inspection	• There are parking restrictions near the school on Duncan Street and Teague Street to assist with school drop off and pick up. • The Victoria Park Station small off-street commuter carpark off Kitchener Avenue was observed to be high occupancy during the weekday.
Research	• The Strategy includes an action to develop and implement a streetscape improvement plan for Duncan Street. • Parking restrictions include time limited short-stay and all-day parking in most streets. • There is a small off-street carpark at the train station.

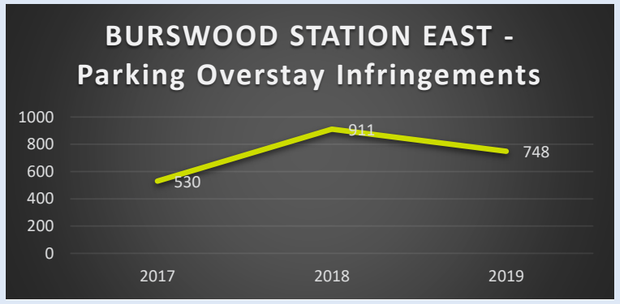
VICTORIA PARK STATION

Threats / Opportunities	• There is a risk that with increased parking demand for the train station there will create excessive overflow of parking into residential streets. • There are not many competing demands for parking in the area. Commuters for the Victoria Park train station and residents are the largest user group.

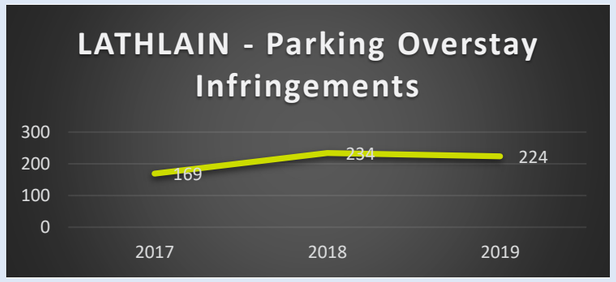
TECHNOLOGY PARK

Infringement Data Analysis	
Site Inspection	• Although there is no street access from Jarrah Road to the Technology Park, it is used for all day parking for staff of the Technology Park as there is pedestrian access near the TAFE.
Research	• There are no on-street parking restrictions within the Technology Park. • There is off-street parking provided on private property within the Technology Park. • There is a large parking demand within the activity centre from long-stay staff parking, shift worker parking and customer parking.
Threats / Opportunities	• Shift worker parking and long day parking overlap in the activity centre creating parking issues. • Private parking is unlikely to be fully utilised, contributing to workers searching for on-street parking bays.

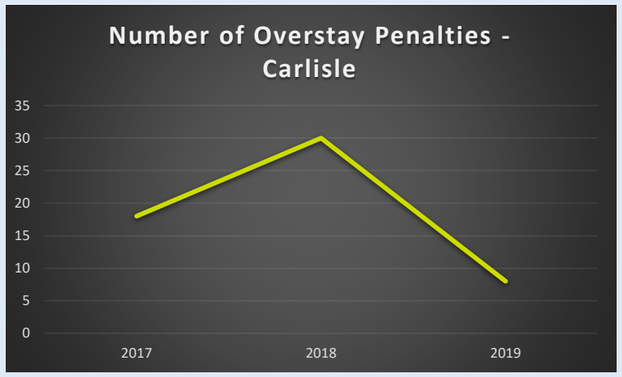
BURSWOOD STATION EAST

Infringement Data Analysis	
Site Inspection	• The area includes 18 storey developments. • More of the area is under development.
Research	• The Burswood Station East Parking Supply and Management Plan advises that the parking on-street in the area should be 2P time limited short-stay parking or 10-minute loading zone parking and that all off-street parking areas are to be managed using a roller door or boom gate. • Limited parking restrictions are in place in the activity centre.
Threats / Opportunities	• With the increase in developments in the area the need for short-stay parking will increase. • There is a lot of unrestricted parking in the activity centre. • If the parking demands are not managed during and after the development and regeneration time, the competing demands for parking will become a problem. • There is opportunity to manage the implementation of parking restrictions to meet user demands.

LATHLAIN

Infringement Data Analysis	
Site Inspection	• On event days at Lathlain Park the demand for parking in the surrounding streets is an issue. • McCartney Crescent has unrestricted parking and is well utilised most days.
Research	• There are limited areas of restricted parking including 4P near Lathlain Park. • Much of the parking is unrestricted.
Threats / Opportunities	• As Lathlain Park is the headquarters for the West Coast Eagles there are plans to use the park more often which may cause parking issues on event days. • There is limited off-street parking provided for Lathlain Park for event days. • Event day parking can be better managed.

CARLISLE TOWN CENTRE

Infringement Data Analysis	
Site Inspection	• Development opportunities along Archer Street • Ad-hoc management of parking restrictions throughout town centre
Research	• Time restrictions include 1/2P and 1P around Carlisle Town Centre • Large amounts of unrestricted parking
Threats / Opportunities	• Increasing demand for parking around the Carlisle Town Centre as its popularity grows • Unrestricted parking close to activity centres, some businesses want this to change

APPENDIX D
Suitable Technology

Industry Trends

The latest smart parking industry trends include the following:

- Ticketless technology.
- Parking sensors.
- Cashless payment options
- Integrated phone Apps.
- Collection of big data.
- Electronic permits.
- Enhanced wayfinding.

Current System

The current system being used by TVP is the pay and display (PnD) metres. Drivers park their car, go to a PnD metre, pay, collect a ticket and display it on the dashboard of the vehicle. Enforcement staff must inspect each ticket to determine if the ticket is valid for the date and time.

The Easy Park Phone App is also used for payment, drivers log on to the App and pay for their parking via credit/debit card which has been previously registered in the phone App. Enforcement staff check the dashboard of the vehicle if no ticket is displayed thy enter the registration number into their handheld enforcement device. If payment has been made by the Phone App, the handheld device will advise them of the date and time. If the date and times are current, no action is taken, if not current the enforcement staff will infringe the vehicle. Most payment systems are open to abuse where an enforcement officer's presence is detected by parkers who are trying to avoid paying, however, PbB and vehicle bay detection systems will provide information when a bay if first occupied and payment is not received within a grace period.

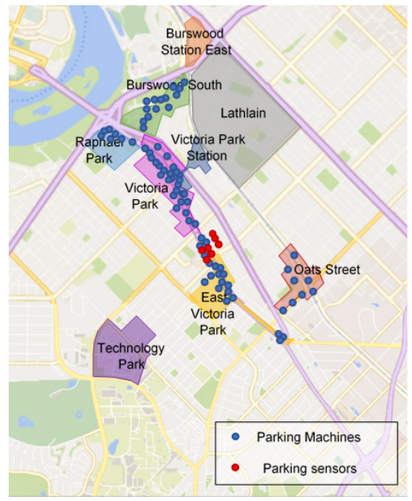
There are a total of 79 parking ticket machines located in the Town, which are concentrated around the blue dots depicted in the figure below. There are also 210 parking bay sensors installed in the areas depicted by the red dots in Figure 411.

The current technology system has the following inherent drawbacks:

- Aging parking machine fleet, malfunctioning machines.
- PnD requires customer to park, leave vehicle, purchase ticket, and return to vehicle to display ticket.
- Inefficient enforcement.
- Permits manually issued.
- Minimal data derived, fragmented reporting.
- Limited wayfinding

ToVP have online parking permits for events, residents and commercial parking with the payment of an application fees, replacement fees and annual fees. Proof of identity and residency is required when applying for the permits. A link to the ToVP application page for these permits could be included in a phone App.

Figure 4.9: Location of Parking Machines and Sensors



Pay by Plate (PbP)

The PbP meters allows the driver to enter their registration details and pay for parking, collect a receipt (optional) and proceed to their destination. The registration, date and time information is sent to the enforcement software via the 4G mobile network, and the vehicle is recorded in the system as paid for their parking. The Easy Park Phone App can also be used to pay.

Enforcement staff will still be required to log the registration details into their handheld and if the date and times are valid take no action, if not valid, infringe the vehicle.

Pay by Bay (PbB)

All bays are delineated with painted lines and designated a bay number. The PbB meters allows the driver to enter the bay number their vehicle is parked in and pay for parking, collect a receipt (optional) and proceed to their destination. The bay number, date and time information is sent to the enforcement software via the 4G mobile network and the bay is recorded in the system as paid for its parking. The Easy Park Phone App can also be used to pay.

Enforcement staff will be required to check the PbB meter, and all bays paid for at the meter or by the Phone App will be displayed on the meter. Any vehicle parked in a bay that is not displayed on the meter as paid for can be infringed.

All the above methods of paid parking require infringement staff to inspect a ticket, PbB meter or check a registration number to determine if payment has been made.

Mobile Licence Plate Recognition (LPR) Cameras

A mobile LPR system allows licence plates to be recorded to determine if parking has been paid for by PbP meters or a Phone App or in the case of time restricted parking only, if the vehicle has overstayed the time restriction.

Individual inspection of vehicles, meters or handheld devices is not required.

Vehicle Detection Systems

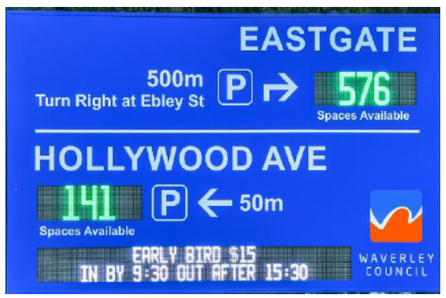
There are two types of vehicle detection systems for on-street parking, inground sensors in individual bays or CCTV cameras viewing multiple bays.

The inground sensors are more accurate than cameras, especially at night and during heavy rainfall or foggy weather.

Variable Message Signage (VMS)

VMS signs are generally placed on main road at an intersection to advise drivers of available bays down the intersecting street. Vacant bay information is provided to the signs from the vehicle detection systems and allows drivers who do not have the Phone App or are not using it to see parking availability.

Figure 4.10: Variable Message signage



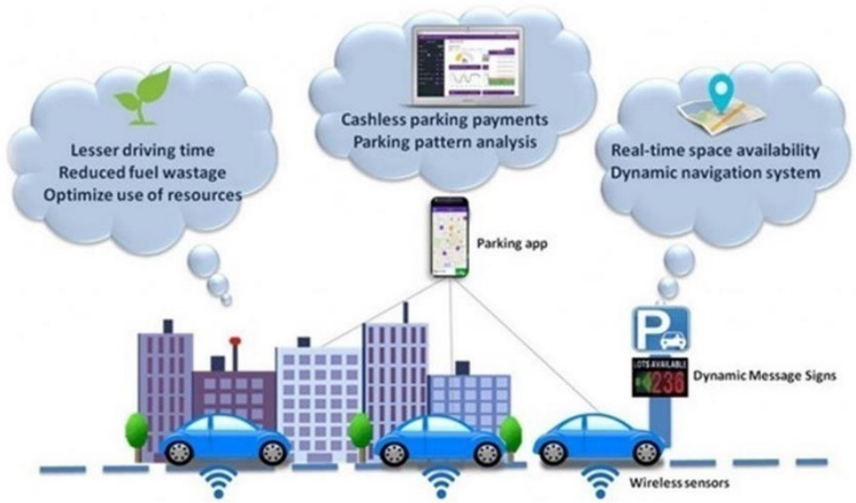
Website Phone / APP

The existing Easy Park Phone App should also be linked to the Town's website to provide drivers information of the location of available parking and accurate information of vacant bays.

Accurate parking utilization data can also be used to provide predictive bay availability information to motorists to plan their trips to each activity center in advance.

Recommended Technology Platform

Figure 4.11: Recommended Technology Platform



The recommended technology platform, as presented in Figure 413 is a system using PbB meters with inground sensors, VMS signs and fully integrated Phone App and the Town Website. This system is the most accurate and efficient method currently available to managing parking.

The benefits it provides include:

- Latest tested, future proofed technology.
- Accurate bay availability on Phone App and can direct drivers to available bays via the App.
- Unpaid or overstay alerts for to enforcement staff for each bay where a vehicle is detected.
- Zeroing payment at each bay as soon as the vehicle leaves.
- Eliminates the need for enforcement staff to chalk tyers.
- Eliminates the need for enforcement staff to regularly inspect-parking bays or vehicles.
- Alerts provide reactive enforcement of information provided to them, they do not have to inspect vehicles, meters, or handheld devices.
- Payment charges begin when the vehicle is detected in the bay, not when payment is applied to the meter or phone App.
- Increased patrol frequency, improved efficiency, and compliance.
- Live streamed reporting and accurate parking utilization data.
- User friendly with improved customer experience.
- Improved wayfinding, reduced traffic congestion and carbon emissions.
- More user-friendly operation and better customer experience.

However, there are some drawbacks:

- Capital hardware costs.
- Each bay must be line marked and have a bay number.
- Increased maintenance costs of vehicle detection sensors.
- Heightened perception of greater focus on revenue raising.



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25 YEARS OF LOVING VIC PARK

TOWN OF VICTORIA PARK

Draft Transport Strategy and Draft Parking Management Plan – Summary of Public Comments

Do you Support the draft Transport Strategy?	Do you support the draft Parking Management Plan?	Do you have any final comments you wish to share?	Town Response
I oppose	I oppose	to much focus on minority groups, anti business and majority of ratepayers.	Noted.
I support	I support	I support the plan, it's very well put together! I support the improvement of walking and cycling facilities within the city. I believe coordinating PSP improvements and greenery will encourage active transport. Great work. My son would love to read the plan, however he has an impairment. Could you please ask the consultant to present the plan through the medium of interpretive dance?	Noted. The Town is unable to translate these documents into interperative dance.
I support	I support		Noted.
I support	I support		Noted.
I support	I support	I am overwhelmingly supportive of the draft transport strategy and parking management plan. It is essential for the Town to prioritise streetscape upgrades and bike infrastructure to help our local economy thrive and make our neighbourhoods more pleasant places to live, work and play. If we don't focus on this, and keep making our wide streets car dominant, they will become hostile, polluted, unpleasant and choked with cars as the population grows. I strongly support the idea to place protected lanes along Berwick St. This will be important for connecting the south east through this area and it is not good enough to just push bikes onto surrounding residential streets. This infrastructure will make a huge difference, especially with the new bike bridge being built next to the Causeway.	Noted. The draft version has been amended to signify the berwick street protected bicycle lanes project as a priority action in the Transport Strategy.

		Parking will always be a problem because we're an inner-city area so we need to get used to cars being parked in our neighbourhoods. The challenge is doing this safely without damaging the quality of streets. But for too long we have had a culture where parking is treated as a basic human right when it is actually very expensive to provide unlimited free parking in cities. A perspective shift is needed to help people understand that just because they own a car, it doesn't mean we can leave it wherever we want - just like with my other belongings, it's not the council's responsibility to provide space for my stuff.	
I support	I support	This seems like an great plan with a focus on sustainable transport and an excellent vision for the future. Now the challenge is on executing it.	Noted
I support	I support, but have some concerns	Strongly support reducing speeds on ALL roads within Vic Park to make walking cycling more attractive. The parking management plan does not seem to address the huge increase in on street parking on many local roads. Suggest more islands on busy streets like Berwick street to enable safer crossings for pedestrians / cyclists.	Noted. The Town is working with other inner city local governments to advocate for lowering residential speed limits as well as speed limits in Activity Centres as part of the Inner City Group.
I support		Objective 9 is extremely important to me as a commuter cyclist. Oats St is dangerous and would benefit greatly from cycling infrastructure development, especially as recent car traffic has increased drastically.	Noted. Oats Street was noted as a priority project in the Town's Bike Plan. This has been included in the new Transport Strategy.
I support, but have some concerns	I support, but have some concerns		

I support		I strongly support all initiatives that promote a more integrated travel policy but also one that emphasizes pedestrian and cycle safety and facilities and public transport. In my view, if we focus more on these components we will have fewer problems to solve with private vehicle parking, access etc. A REALLY bold plan would see the pedestrianization of Albany Highway between Canning Hwy and Welshpool Road.	Noted. The vision of the strategy includes a focus on improving pedestrian and bicycle amenity, safety and convenience as this was a key finding in the community engagement. Parts of Albany hwy are classified as streets for people. Characteristics of this category may include pedestrianisation. Further detail of this will be considered as part of the Albany Hwy Precinct Structure Plan Project.
I support	I support	No mention of bus priority, which would encourage more people to use public transport and reduce congestion. Often my bus home is delayed on Albany Highway in the afternoon due to traffic queuing to access side roads. Strongly support improving pedestrian environment as I walk a lot round the town centre. Shade, greenery and the skinny streets would help. Reducing speed limits to 40kph across the Town (except on main roads) would improve pedestrian environment.	A new action has been included in the final Transport Strategy to investigate how transit priority can be facilitated along key movement corridors within the Town without further impacting connectivity across the movement corridors. Several locations will be considered to align with the Public Transport Authority's Road Corridor Review (2018) and includes Shepperton Road, Manning Road and Canning Highway.

I support, but have some concerns	I support, but have some concerns	I've heard that there's a policy about cars parked on streets/verges, even in front of own property in seemingly unrestricted areas, needing to be moved every 24 hours to avoid infringement. This seems counterintuitive to wanting folks to avoid driving - there are households with more cars than off-street bays (sharehouses, houses with adult children, couples who just need access to two cars) which might not use a car for several days in a week e.g. because willing and able to take public transport to work, but requiring car to be moved every 24 hours then gives a reason to drive instead.	The intent of the local law is to avoid people storing vehicles long term - to be noted as part of the next local law review.
I support	I support	The residential streets in the area have already become appreciably busier in the last 10 years and, given the population strategy of the town, this will become much more of an issue going forward. Early and significant intervention will be required to avoid the sort of traffic issues that exist in Sydney, Melbourne and Brisbane. Permitting wide spread access to the area by private transport does obviously bring benefits to business but the cost of maintaining roadways and parking is significant too. If the town has a residential population of 30,000-50,000 (and is well managed for desirable business activity) there will be a critical mass that will see people visit the area even if parking is restricted. Improved public transport will have benefits in traffic flow, street parking congestion reduction and unsafe driving practices (speeding, DUI, etc).	Noted. The Transport Strategy and Parking Management Plan are aligned to the Town's Local Planning Strategy and have considered population and visitor growth as part of all actions and recommendations.
I support	I support		Noted.
I support	I support	I enthusiastically support! This is a great plan that actions several strategies I have been banging on about for years. Feeling really heard and thankful that the Town is being aspirational, and prioritising pedestrians.	Noted.
I support	I support		Noted.

I support, but have some concerns	I support	I'd love to see the development of better pedestrian and bicycle infrastructure prioritised!	Noted.
I support	I support		Noted.
I support	I support	I strongly support the Transport Strategy and Parking Management Plan. I think these documents together set a strong plan for a change in direction for the Town's local transport system. It is really important to focus investment on Main Street Upgrades, like the one happening on Archer Street because these projects have a great impact on local economic development and attract more businesses to our local suburbs. This ultimately gives more people a reason to walk and ride in the community. I also strongly support a push to create more people friendly and bicycle friendly streets. The bike infrastructure projects planned for Archer/Mint st and Berwick Street will make a huge difference in getting people of all ages onto bikes. Overall, these documents reflect what needs to happen on our streets as our community grows over the next 10 years and more people look to come into Vic Park.	Noted.
I support	I support	A strategy for parking and traffic management around Millen Primary School and Higgins Park would be great. At peak school pick up and drop off times people are often not following rules resulting in increased risk for pedestrians. Also a pedestrian refuge at the Berwick and Sussex St intersection would be great. It's a busy walking route & can feel quite unsafe standing in the middle of Berwick St.	Noted - The Town works with all schools proactively to manage pick up and drop off periods safely and effectively while mitigating disruption to residential areas. Refuge islands on Berwick street will be considered in the design for protected bike lanes on Berwick st which is a priority action in the strategy.

I support, but have some concerns	I support, but have some concerns		
I support	I support	Please consider Bishopsgate St Carlisle for skinny streets program	Noted.
I support	I support		Noted.
I support, but have some concerns	I support, but have some concerns		Noted.
I support, but have some concerns	I support, but have some concerns	Green left agenda needs to be balanced with higher weight to resident lifestyle, convenience and respect	Noted.
I support	I support	Please make safer the intersection at Albany Highway and Oats/Hill View Terrace, (Aldi), this is an extremely unsafe area for pedestrians and cyclists, please also make Hill View Terrace, 40kms per hour (add slowing island spots or speed humps) to Berwick street, making it a safer area for all. More green street scaping on Hill View Terrace from Albany Highway all the way to the end of Hill View Terrace.	Noted. Hill View Tce and Oats Street is noted as a priority bike infrastructure project that will include traffic calming measures to improve pedestrian and bicycle safety and amenity.
I support	I support, but have some concerns		Noted.

I support, but have some concerns	I support, but have some concerns	In my narrow view of my world and how my family navigates the town, I want safer streets to walk down and live on, where we can connect with our neighbours and not concern ourselves that a speeding person will fly past our houses. I want to be in a position to cycle with my children around the town without fearing someone will hit one of us. I would love to cross the crosswalk by tammys bakery on the first attempt without been cut off by a car (why don't they seem to notice it?) or have to grab my child before they step out in front of the car that hasn't noticed to give way. I would like less suped-up cars cruising around in circles at night time. I would like fewer cars :-). Wider paths to walk on, larger and more pedestrian crossovers in a straight line where the pedestrians are not an afterthought of road setup. Barnes Dance crossover, removing the right turns at hazardous intersections. removing the driver's responsibility to stop and look for pedestrians before turning, because they rarely do. End to end walking and cycling network that allows residents to navigate the whole town without the sudden end to the cycle path or sidewalk. pop up seating for our older community member and also my two-year-old who likes to take 5 frequently on walks. Don't increase speed limits on major roads to create a freeway type environment, it's a town and should feel that way when you enter it not just a fly-through area. I believe Vic Park to be a like-minded community in terms of alternative moods of transport, sustainability, and liveability of our lovely town. Anything that highlights and improves this makes it an even more amazing place to live.	Noted. The Town feels these comments are aligned to the objectives and vision of the strategy. Regarding the crosswalk specifically, this area has been noted as a "Street for People" in the future Movement and Place network within the Transport Strategy. This means the area will be designed as a pedestrian priority area with design characteristics that reflect the objective of creating a people focused street. As part of the Albany hwy Precinct Structure Plan project, designs for the streetscape in this area will be developed to reflect this design guidance.
I support	I oppose	I hope council takes this exercise as not just a way to collect information but also to act on what the community puts forward.	Noted.

I support	I support	Burswood Road should be a local street. The route for through traffic from Shepperton Road to Great Eastern Hwy should be via TeddingtonRoad, Burswood Road and Craig Street by reinstating a right hand turn from Craig Stree to GEH	The Town has been progressing the Burswood South Streetscape Improvement Plan which includes a redesigned Burswood Road to calm traffic and create a more people friendly environment. This is an action within the Streetscape Improvement Sub-Program of the Transport Strategy.
I support	I support		Noted.
I support	I support	I am on board with both documents. All major cities that have attempted to maintain free and unrestricted parking as they grow have suffered economic decline and a decline in liveability. These documents seem to understand this and have a modern and progressive approach to managing parking as an inner city area. Some of the projects such as the Archer/Mint project and Berwick Street protected bike lanes are particularly exciting and will help make Victoria Park an attractive inner city area where people want to spend more time outside.	Noted.
I support, but have some concerns	I support, but have some concerns	Great document. But little confidence yet that Council and staff can implement, given the many recent missed opportunities to improve the cycling network when undertaking road works.	Noted.
I support	I support	Would love to see more dynamic parking pricing at different time of the day to reflect supply and demand (eg. expensive when in demand, cheaper when not etc.). On a selfish note that affects us; anything that could be done to lower speeds on Basinghall (in between Albany and Berwick) would be great, cars fly down there! Skinny street perhaps. challenging with on-street parking and bus route - don't be afraid to lose some bays. Great work overall on the strategy.	Town is actively working towards a dynamic parking model in activity centres and paid parking areas. A section of Basinghall St has been classified as a Street for People in the Future Movement and Place Assessment and can be considered as part of the skinny streets program.

I oppose	I oppose	'I'm surprised there is no inclusion of short term methods that improve the amenity of local residents, while reducing climate impacts / GHG emissions at the same time. Obvious examples include: - Optimising traffic lights & traffic flow to reduce idling time and stop / start emissions. There are major improvement opportunities on GEH, Shepperton Rd, Orrong Rd and Albany Hwy (among others!) - Similarly, improving suburban traffic flow (e.g. Burswood or Lathlain, which only have a couple of key thoroughfares) could reduce the average distance travelled by the typical ToVP resident. - Improving Town infrastructure that residents routinely travel for (e.g. dog parks, playgrounds, ovals etc). will also reduce the distance travelled by the typical ToVP resident.	Noted. There are many short term actions within both documents that focus on improving amenity on local streets. Examples you have identified for improving traffic flow have been captured such as the Orrong Road Upgrades planned by Main Roads WA. However, reducing congestion was noted as a low priority during the community engagement period. Therefore, much of the actions in these documents focus on improving pedestrian and bicycle amenity, connectivity and safety as this was identified as the most important focus for improving local streets, activity centres, and the overall transport network during the community engagement period.

Further Comments Provided to the Town during Public Comment Period

Note: These comments related to the Town's Transport Strategy but were emailed to the Town independently instead of being provided through the Town's Your Thoughts page. Therefore, these comments were not captured in the survey results. While the comments did not address questions through the public survey, as they were provided during the public consultation period and were deemed to be relevant, they were considered during finalisation of the Transport Strategy and Parking Management Plan.

Date of Email	Public Comments for Consideration	Town Response
9/8/2021	I just wanted to pass on some feedback on the transport and parking management plan as a resident and multiple property owner in the Town of Victoria Park. I have lived at 27 Star Street in Carlisle for the last two years and have discussed with neighbours the thoroughfare traffic on Star Street. Myself and others wish we could have street parking like it was about 5 years ago before the no parking yellow lines appeared. Without street parking cars hurtle along the street all hours of the day and night. It would be great to ask the residents their preference for street parking. As a result of no street parking, people park on verges and block the view of reversing cars from driveways. Allowing street parking would slow traffic, improve safety and allow resident's guests to park close to the premises.	The Town recognises the frequent speeding and rat-running issues on Star Street. The Transport Strategy has recommended investigating changes to the State Governments Long-Term Cycle Network to make star street a local bike route. This means the Town intends to investigate the possibility of making improvements to Star Street that could include bike infrastructure and traffic calming treatments along Star Street to address speeding issues as well. As part of the planning and design process for this work the Town can consider changes to the on-street parking environment.
9/8/2021	I have read through the new Transport Strategy and Parking Management Plan and I didn't see any changes to the building approvals process to mandate minimum parking areas within a new	Noted. As part of the existing Vic Park Planning Reform Sub-Program that is referenced in the Transport Strategy, the Town will be updating it's local planning framework. As part

	residential house's property. If there is one in place, it is insufficient. I live on Etwell street and have seen several new houses built in the last few years that appear to have 5/6 bedrooms, but barely leave enough room for 2 cars to park. Looking further into the future it will be increasingly common for family homes to be composed of parents with their middle aged, moocher kids, still living at home. For a fully occupied 5 bedroom house, this could mean up to 6 cars residing at the one property. If the moocher kids actually manage to attract sexual partners, who are keen on mooching too, this could blow out to 10 cars. This is already true of shared houses in the area. There are some houses along my street that seem to have the verges perpetually used as a car park. The only time they actually move the cars off the verge is to pile copious mounds of garbage (their old furniture and mattresses) for the bi-annual "Make Vic Park Look like a third world dump" verge collection. Please can you address the private residential parking situation, perhaps within the Buildings Approval process. My suggestion would be a simple calculation of required parking area based on building size and/or bedroom numbers (which if already in place, is not sufficient). Thank you for your consideration	of this work the Town intends to update it's local parking policy to ensure parking requirements for new developments are up to date and relevant to the Town as it's population grows.

Further Detailed Submission

[Name Removed]
[Address Removed]
[Email Removed]
August 2021

Public comment on *Town of Victoria Park* draft Transport Strategy and Parking Management Plan (May 2021).

Hello *Town of Victoria Park*.

Overall it seems your strategy was a too wordy in parts. If you put too many wonderful descriptions in, it begins to resemble a sales document. Would have preferred more lists, more namings of local roads, and distributor roads you are targeting.

Additional there seemed to be lacking future scenarios, and lacking scenarios for distributor roads within *Town of Victoria Park* boundaries. Give more detail than merely, 'upgrade', 'modify', etc. Yet I acknowledge that may be controversial, considering staff/division need the *strategy* passed by *citizen Council*. I understand the ramifications implied, and the pathway *Town of Victoria Park* staff may be taking here.

Believe some future scenarios thirty years into the future need to be talked of, to avoid 'surprised' protest groups a decade or so down the line.
That is better than new residential property owners, or new commercial property owners who have recently bought into Town of Victoria Park, saying in the future, 'We were never warned by the *Town of Victoria Park*(staff) in 2020 that this possibility(transport scenario) might eventuate.'

Page 6. *The data also reveals that public transport usage by the Town's residents sits at 12% for bus and 5% for train, while walking made up 4% and cycling made up 3%.*
Public transit usage by the Town's residents is low for bus and train.
Strange for the next paragraph to state, *relatively high use of bus and train*.
No, it is low use.

In relation to *positive environmental outcomes* –cars using non-petroleum fuels such as electricity, and homes being powered by solar energy, are already achieving the major aspirational goals of the past 3 decades. As the past 3 decades most of the average household fuel was petroleum, AND most of the power generated from fossil fuels/petroleum.

Page 7 bottom paragraph, *Town's vision as A dynamic place for everyone that enables safe, enjoyable and convenient journeys to, from or within the Town, for all modes of transport*. Agree with that.
In regards to your theme, A Liveable Town. *A Liveable Town* is no car yards. That is an important point that needs to be pushed. Don't be afraid to mention it in your strategy. The lingering car yards potentially offer up disincentive excuse for the WA State Government to not invest in mid-tier rapid transport in the locality. Mind you it would only be an excuse if used. I don't believe there is an excuse for the inaction (2021).

Page 9, 1.1 Vision. Yes to *connects people to places*. Yes to a *liveable inner-city community*.
Figure 1.1. HC 3. Yes.
L.3. ie. Bus.

Page 13, 1.2.1. Don't forget to *provide* the workers *with choice*. To *empower* the workers to make non-car decisions.

HC 1 better include bus priority at intersections!

If you want high volume public transport bus patronage, you need larger shelters that protect versus the wind and rain. Plus they need be lit. Many popular bus routes have had power undergrounded next to, YET patrons must stand in the dark during evenings and nights. Why not a low-scale light next to the busstop, NOT a large street light 13m from a busstop.

Have a think, if it has been raining, such as July 2021, people want to avoid standing near to the curb due to water from tyres can create

waves onto paths. Yet if they stand on the other side of the bustop, the rain might be flying in from that direction. The solution, don't bother catching the bus. That's the solution it seems the majority of the population choose. Am I wrong, are you wrong, or are they wrong.

HC.2. Don't be too inward, not every service need, or consumer need, is provided within the *Town of Victoria Park boundary*. Therefore transport links must be established, improved, and efficient in all directions in/out of the boundaries.

Faster public transport networks are needed.

HC.5. walking and cycling won't occur much in rain conditions. 'Risk of rain' is another deterrent.

Page 15, A.1. ie. East/west. You need to do that. Not been done enough –for bus, and for cycling.

A.2. I note, *both immediately within the localised catchment as well the wider surrounding area.*

A.3. Hints that the staff are stating that many residents use cars. That could be true.

A.4. Broadly, issue of 'weather'.

Page 18. Your priority initiative of 'skinny streets', name them? Also, would it not have been cheaper and easier to modify these streets when you were rebuilding, re-asphaulting, and re-curbing them? Now you want to go back to those streets? Worry the order of progression for those local streets capital works to be politicized within *Council Meetings* decisions. Prefer *staff* weigh up the costs/renewal factors when deciding order of progression.

Page 21, Skinny Streets sub-program.

Warning on 'bicycle boulevards', that are expensive to construct. You have not listed that fact.

Page 22, No.7. Warning on effectiveness of any minor upgrade to Miller Street/Shepperton Road.
Agree MRWA and *City of Canning*, work with for Welshpool Road. That road will draw/focus more traffic in two years.

Page 23, No.12 is medium term time-frame.
No.13. Yes. **No. 14**, Yes! Rate it 'high' for healthy community, not moderate.

Page 24, No. 22. Yes for night-time economy. Plus real need to improve services on southern sections of Albany Highway in St James area.
No. 33. Add Shepperton Road.
No. 34. Is this bus priority? Plus believe the cost is $$.
No.40. Ensure includes Curtin University, TAFEs, training centres –Albany Highway etc.

Page 27, No.55. Yes improve cycling infrastructure on Duncan Street.
Page 29, No.65. yes to Duncan Street, yes to Hayman Road.
No.66. Yes to Albany Highway dwell .
No.69. Yes to Oats Street between station and St James.

Page 41, 4.1. Not great stats, public transit use remaining the same. Car ownership slight increase.
Page 43. 74% commute to work via car.
52% of respondents say car is their most used mode. 25% of respondents drive a vehicle daily.

Page 47, **4.3.1.** Yes you note walking *weather protection*.

Page 52, **4.3.3.** yes you note public transport *connecting the Town of Victoria Park's residents to key locations within the Town as well as to the wider Perth metropolitan area.*
Encouraging greater uptake of public transport and reducing the number of private vehicles in and around the Town allows for better and more efficient use of the road space.

Page 54. Bus. No the *Town of Victoria Park* is not *well serviced*. Significant gap exists along Oats Street and Albany Highway St James–East Victoria Park.
Plus Oats street bus services are not frequent enough during the day, during the night, and not frequent enough on Saturday evenings, Sunday, and Sunday evenings. New service/s need to be created. The circleroute 999/998 excuse has not improved in the past decade, so stop relying on it –it cannot solve some of the problems anyway.

There used to be a (weekday) half hourly 220 service that begun/ended at Nicholson Road Cannington. That experiment ended ~2013. Why not a 220 service that begins, ends at Oats Street Station?
With Forrestfield Airport Link to open soon, the 282, and 283 bus services along Shepperton Road might not survive. Let's face it, the *WA Minister for Transport* will cut them, and that southern deviation via Somerset Street will be over.

Page 55 you state, *Public transport access assists in stimulating the Town's night-time economy. Figure 4.9 demonstrates the bus span (time until a bus service operates until) throughout the Town. As demonstrated in Figure 4.9 not all key destinations are serviced by evening bus services, such as the whole portion of Albany highway, Burswood Peninsula and the Town's various local centres such as Lathlain and East Victoria Park.*

Page 58, 2nd paragraph, *Albany Highway* lower sections do not have *high-frequency bus route* services. Many times they are non-existent (East Victoria Park –St James). Empty car yards on the northern end get more service, than residential lands at the southern end.

Page 63. 4.4.

There are opportunities for Albany Highway's adjoining streets to support both the movement and place function of Albany Highway. Including Moorgate Street, and Gloucester Street.

Page 65, 4.5. User Mindset.

Felt you missed out a substantial profile.

Why not 'Unemployed'? Own up, many residents do fit this profile in *Town of Victoria Park*, including ones who do not live in *Department of Communities* properties.

I'm stunned that staff producing the draft strategy didn't create a mind-set for this, BECAUSE on other *staff strategies, plans*, this type of demographic is acknowledged by *Town of Victoria Park*. Why pretend it doesn't exist here?

Many of the 'unemployed' don't own or use motor vehicles. They do heavily patronise bus stops along Albany Highway, and the larger bus transfer stations within *Town of Victoria Park*. They are from a variety of ethnic, cultural backgrounds. They are a variety of ages, and both males and females.

In regards to a certain % of that mindset group: Their impact on some aspects of bus transport, can act as a deterrent for bus users. Everyone knows you sometimes have to walk down to the next bus stop, OR get off the bus immediately, OR ignore the current bus – wait for the next. Etc. These situations do present themselves weekly.

Update your draft Strategy to acknowledge the reality out there. I'd be very surprised if Staff didn't experience it, or didn't see it. Including staff who drive, you must have seen it on the volume bus routes.

Page 66. Yes there is *poor lighting and shelter* at many bus stops. Plus other bus stops are not simply large enough for the volumes of high-frequency passengers.

Spelling error of "Victoria Oark" at the bottom.

Page 67. Yes *lack of public transport services and frequency after 8pm*.

Page 68. Doubt high speeds on local roads.
Agree difficulty for some needing travel into CBD to route to services. Plus lack of night-time bus.

Page 71. 5.1.1.
Agree to , *Increased public transport coverage and frequency;*
Note you admit, *almost all respondents who noted their most common method of transport was private vehicle,*.
Here's hoping different perspectives, real public transport users reply to *your draft strategy* comment in July/August 2021.

Page 74. Burswood Station.
Short–medium term, more of a platform upgrade. In the Future will be station, only when appropriate threshold of residential apartment redevelopment occurs. Past two *WA State Governments* have said that. I prefer that *future Station* to be undergrounded or sunk, along with an upgrade to four tracks. That is the responsible, economic option for *any WA State Government*, in the context of efficient use of public monies across the Perth metropolitan area.

Victoria Park Station. There is a need to discuss the platform extension more. This needs to occur now (in the short-term) so the station can take the new six car carriages. Seems easy enough to extend the platform southward, and a low budgetary cost for the *WA State Government*. Very surprised no announcement has happened, What's the problem *Town of Victoria Park*?
In the future, a new sunken station, with toilet facilities etc.

Agree *Burswood Road Streetscape Improvement Plan*.

Page 77. Long term cycling network. Need for primary route Centenary Avenue, through, by Curtin University, toward Perth CBD.
Need for primary route from Orrong Road, west to Victoria Park Secondary Centre.

Page 82. Streets for People. *Ample areas to dwell with street furniture and active frontage to buildings on at least one side of the street space/plaza;*
Vibrant Streets. *Reliable bus services with potential bus priority measures at signalised intersections or on-road bus priority lanes*;
Bus stops need larger seating, larger shelter, and adequate lighting. That will encourage more people to mode shift regularly, at all times of the day.

Page 83. 5.4. Note: There are a lot of paper tickets in use on the buses. So you don't know where they get off, plus you don't know if they transfer on different buses multiple times.
Don't trust the *patronage data*, there is at least 17% patronage you cannot view. Plus I estimate upto 30% more trips (on/off buses with paper tickets) than you view.

Page 84. Cycling.
Lack of separated pedestrian and cyclist infrastructure throughout the Town creating opportunities for conflicts. Agree.

Opportunity, *Implementation of the Skinny Streets program to improve attractiveness of cycling on local streets within the Town*. Not sure it equal improvement in cycling.
Disagree with, *Implementation of bike boulevards to improve cycling for all ages and abilities*. It is too costly. Note: The *WA State Government* and *Department of Transport* have wised-up to this, they won't be footing the multi-million dollar bills some *local government authorities* thought they could pass over for a plethora of 'bicycle boulevards' across their local roads.

Transport discussion points, recommendations I wanted to raise:

Very fortunate, that in the medium term (since 2013 IMNS) the *WA State Government* (and initiated by *Federal Funding*) has begun the removal project of three rail level-crossings within *Town of Victoria Park*. Therefore in the near future(two years) those 3 major infrastructure projects will be cleared from *Town of Victoria Park* headache list.
Note: Also the rebuilds/replacements of Carlisle Station and Oats Street Station are to occur.
Now I would urge the *Town of Victoria Park* to not forget the (2013 Strategy) need to identify an additional local road crossing of the rail line between Miller Street and Great Eastern Highway. This would be particularly important for Lathlain residents.

Why? Because the distance between the two grade separations of Great Eastern Highway and Miller Street is large. Great Eastern Highway will into the future continue to attract large volumes of regional traffic and will get more congested. Local traffic movements will begin to get stuck in that Great Eastern Highway traffic, and will want to avoid it.
Lathlain residents need/deserve a low traffic, local road, that can easily connect them to the Victoria Park (Duncan Street)Town Centre for civic, retail, social, etc purposes.
I urge the Town not to forget this identified need, in the hype of *Metronet Level Crossings Removal*, and continue to work with *Department of Planning*, and *Department of Transport* to plan a future local road connection.
Note: That connection could be a one-way car lane. It would definitely be a low-speed, two lane (one for each direction) road link.
This future need has been on my mind for several years, and it definitely needs to be planned for. Don't get complacent (and think it will never be needed). Don't assume that merely a cyclist tunnel or cyclist bridge is needed.

I believe that into the near-future of Perth (within the next two decades), the *passenger rail corridor* will be upgraded to four tracks (past Burswood Station, past Victoria Park station), and that the most appropriate infrastructure decision will be for the Great Eastern Highway six lanes to go over the rail line. That means the rail line will be undergrounded or sunken into a trench from Burswood to Victoria Park (prior to Miller Street). This will improve the gradient of Great Eastern Highway to the adjoining residential properties –as clearly a lot of sand was moved to dig it down. This will allow greater clearance for vehicles on Great Eastern Highway.
This will get rid of/totally replace the rusty old two-track rail bridge. This will allow residential redevelopment over the rail corridor at Burswood and Victoria Park. The economics do stack up for those locations. This will allow a decrease in rail noise from *passenger train* movements to send them down (currently to be Byford line, regional line to Australind, and the Thornlie spur extension)
Visually and sound-wise, the upgrading of the rail line (into four tracks) and rail bridge to send it below Great Eastern Highway is a much better solution.

Also I believe four tracks (on any section of Perth's metro rail lines) allows for maintenance to occur without services needing to be stopped and moved to replacement buses. Those sorts of disruptions need to be minimized, and the operation of passenger rail

services will increase into the future (more late-night services), Perth is not a small city.

There is an on-going problem of larger and larger private vehicles proliferating on the streets of Victoria Park. These big vehicles, and SUVs, and 4WDs, and utes, seem to flaunt road rules, speed, and increase dangers for pedestrians. It is as if these road drivers do not notice it.
All the new vehicles seem to want to zoom along. When will they get the message on *Albany Highway main street* that it is a go-slow area. If they don't want to drive slow then don't drive on the road at the peak commercial hours -especially evenings. What are they thinking?

Town of Victoria Park needs to own up, that these vehicles are from your *residents*, and your *business ratepayers*. It is not a problem from, 'other local government areas'.

Hayman Road. Yes there are narrow sections of road that make it difficult for pedestrians to cross. Possibly the approaches (on both sides) to/from Curtin bus station need to be widened to allow a greater safe zone in the median. Bus movements are increasing, AND there is a lot of Lawson Street traffic headed for Hayman Road.

Kent Street. Yes it will have to be upgraded into the future because it is an important distributor link from Waterford Town Centre, Curtin University, Collier Park, Technology Park, Berwick Street, Albany Highway /Secondary Centre there.

Hillview Terrace. With Oats Street Station upgrade to occur in the near future, the public transit link gets more important and should receive greater priority (in services, and movements). Combine that with the St James Town Centre redevelopments (current and possible into the future), the activity/destination aspects and patronage will improve. There is rapid-bus potential into the future, AND

a proper night-time economy. Therefore at the very least, I would say some of the four lane approaches to the traffic signals (Boundary Road, Berwick Street, Albany Highway)need to be increased to allow for buses not to get stuck in ques.

Need to move faster on the Shepperton Road final ultimate upgrades and advocacy.

The *Town of Victoria Park* position and 2013 IMNS position was fixed at 'go-slow' 'no stages done independently, all most occur at once/together'. I have firmly believed that is the wrong approach.

The 'go slow' incremental approach is a waste of monies (particularly *WA State Government monies*), and unsafe.

The reality is that Shepperton Road is a *Primary Regional Road*, managed and maintained by MRWA, that will ultimately become six lanes of traffic, with two reserved for bus lanes.

That will further deliver an incentive for public transit, to encourage those motorists to get out of their cars.

Welshpool Road(St James)-Tate Street, to John Street (St James) seems ready to go, YET possibly is being delayed for its six lane upgrade, due to Shepperton Road delays. Why should that narrow four lane busy section of St James endure lengthy delays? The sooner MRWA builds on it the better.

Welshpool Road/Shepperton Road. The current 2020/21 minor upgrade is costing a bit of *State Government monies*, yet barely moving the traffic signals. I know that it is adding more lighting and improving the turning movement from Welshpool Road into Shepperton Road.

I do realise the land requirements for the section Welshpool Road-Oats Street probably requires the acquisition of additional eastern properties.

Oats Street/Shepperton Road. Very dangerous -particularly vehicles Shepperton southbound turning right into Oats Street southbound, they speed (and continue speeding to Albany Hwy/Hillview signals), and they also speed through red light turning signals regularly. A continual hazard for pedestrians crossing Oat Street there(OfficeWorks zone).

Yes there is a long turn pocket on Shepperton Road leading to Oats Street south, and a red-light camera, YET the local traffic never

cares and speeds through on red signals.
Conflicts –Office Works carpark entry, opposite Hubert Street entry, and the laneway behind OfficeWorks. Some vehicles don't keep the Hubert Street entry clear, some ignore the OfficeWorks entry by speeding through on Oats Street. Pedestrians attempt to cross the road, yet often get stuck in the middle of the road due to ignorant drivers (speed, or not looking other way –so never see pedestrians.)

Why not advocate for the section Oats Street-Mint Street to be done as a stage? Future Oats Street/Shepperton Road signals to include bus priority, and bus jumper lane, allowing right turn from Shepperton northbound into Oats Street eastbound. Allowing St James residents easy access on bus to new Oats Street Station.
Future Oats Street intersection to have dedicated turn pockets and turn lanes from Oats Street northbound into Shepperton Road. Plus left turn (give way) turn lane into Oats Street southbound.

Mint Street/Shepperton Road. Yes I accept it is probably better to push that realignment into the next decade, BECAUSE it will require removal of the pedestrian bridge. That the ultimate future scenario will have no need for a pedestrian bridge.
I note that the *WA State Government* owns the two north-western residential properties, and did not need to bend 2021 underground power cables around them.

Miller Street/Shepperton Road. A real confined, narrow, dangerous intersection. *Town of Victoria Park* and its residents have complained of this for years.
Why try for a miniscule improvement? If MRWA had ownership of the north-western property it might be able to put that signalised intersection onto its final ultimate alignment. Yet it appears that key property is under private ownership still. It seems the ownership might have changed in 2021, is that true? Why are they ignoring the reality, and not selling the property to MRWA? Who is being selfish?
2021 has shown that underground power cable had to be bent around that particular property, therefore in the future -it will have to

be moved (more cost).
So if MRWA owned the two residential properties either western side of Shepperton Road at the intersection, THEY could deliver a wider new, safe, intersection. Until then, there is not much they can do.
Tackle the problem, you all know what it is.

Duncan Street/Shepperton Road. The sooner that six lanes is created north of Duncan intersection, the better. Bus lanes are needed on either side.

Overall, stop the incremental improvements on Shepperton Road and its intersections, they are wasting finite monies. Advocate for ultimate improvements and layouts to be implemented sooner. Break it into stages.

More bus priority is needed. Yes I know your 2021 plan says it, but you need to do it. Particularly around Oats street.

East Victoria Park major retail centre. The Park Centre. At your Secondary Centre site.
The problem with four-way intersections signals is they get congested. Currently that intersection at Albany Highway/Mint Street does experience high congestion when vehicles are headed to/from the shopping centre site/carpark.
A three-way intersection would reduce the congestion, which is probably to increase into the near future. A better scenario would be to move the main entry to the shopping centre further northward, between the current entry and Sussex Street.
Why not, an entry (traffic signalized or roundabout) from Albany Highway to the middle of the The Park Centre front carpark, then traffic can disperse left or right. It would potentially reduce the current vehicle queing on-site, and queing at Mint Street, Albany Highway.
The new entry could be the link to the next stage(redevelopment) carpark ramps, deck.
Why not a roundabout? Albany Highway is merely a slow speed, two lane road there.
Everything must be viewed in terms of the redevelopment potential and redevelopment options of the Shopping Centre site. The *Town*

of Victoria Park staff know more of this than me, and should be guiding the retail site owner into a better future scenario. I think that scenario involves multiple stories of retail, and potential residential apartments.
You would expect the site owners to possibly have control of the small chemist site fronting Albany Highway. You would expect the site owners might also be able to gain control of adjacent properties at Bassinghall Street.
It is expected that a next stage redevelopment would include a multi deck carpark, or a modern underground carpark. That a next stage redevelopment might build forward toward Albany Highway. It might also build forward toward Sussex street and the potential civic redevelopments there.
A new department store might be built to replace the old Kmart building. If so, then the Kmart building could then be demolished, and the Bassinghall side redeveloped.
All part of a staged redevelopment. That fixes up all the on-site carparking provision, and problems, and drainage problems. The drainage pit on Bassinghall could be reconfigured by the site owners.
Thankfully there is some-sort of night-time economy there with newer eatery, drinks options fronting The Park Centre. Yet they are distant from Albany Highway, there is a gap.

Etwell Street. Your maps clearly indicate it is a small section of road whether the *Local Centre* is.
Regularly catch the bus by there. In terms of the retail/commercial viability, currently it is borderline. The type of shops, and whether they are open or not.
Your *2021 draft Transport plan* has now allowed me to ask the questions I have been wanting to ask for over 3 years:
The two 'residential compounds' (No.66B corner Northhampton Street, No.63 corner Riverview Road) sites, what is their history?
Note: I am being careful with my language, as most of the public out their bluntly views these developments in a certain way.
Were these two property sites originally shops, corner stores? Were they then demolished, and redeveloped into 'housing'/purely residential? What year/s was this?

Both those two 'residential compound' sites seem to be in private ownership, and seem to include a large number of bedrooms, three or more bathrooms, and those large carparks for eight or more vehicles. Does the owner/s of those properties live on-site, or are these properties rentals, (investment vehicles?)?

I am being careful with my language because it might be just one large family. It might be disability housing, operated by a provider. Is it any of these?

These two prime sites, on the Etwell Street main street, where the 'shops are/shops were', yet possibly they were wrongly transitioned into 'residential compounds' to pile in as many students (WA students or overseas visa-students?) as possible, for revenue? At the expenses of the former viable shopping district there.

Give us some answers *Town of Victoria Park*, end the uncertainty? Please explain it.
What is the current zoning of those two properties, can they redevelop (back into?) mixed-use? Is that what Town of Victoria Park is wanting? Seems so if you keep hyping the 'Etwell Street local centre' in various Town strategies.

Also, there is similarly one large vacant corner property at 65 Etwell Street. Dare I say, if this empty piece of land is transitioned purely into residential (instead of mixed-use residential/commercial), then the viability of 'Etwell Street Local centre' is dead. Therefore stop *Town of Victoria Park staff monies*/efforts on an unreal future there.

Questions with Woolworths (Duncan Street surface carpark, proposed Shepperton Road carpark).
Is it free for their employees to park there? That is a problem when their employees take bays. Those employees should be encouraged to bus, train. yet many of them line up, park directly in the best spots. It can be viewed as rude & insultful to customers. And pedestrians have to walk around drivers circling for spare spots due to them finding them full.
Technically the customers keep the business viable. The employees are fortunate to have a job (A job we know that benefited from

JobKeeper payments flowing to their 'essential grocery business' allowed to stay open due to lockdowns.
Add to that Liquorland there (Duncan Street). Does *Town of Victoria Park* have an agreement or condition from the decade-ago redevelopment relating to the carpark being used/non-used by employees of Woolworths, Liquorland (technically those are the stores that open maximum hours, AND if allowed they would nominate for all-hours open. They are pro deregulation of shopping hours.)?
If not, why not? Is there a loophole there for Woolworths employees to use the surface carparking on Duncan Street?

Future bridges. Lacking from Causeway –Kwinana Freeway. It seems inevitable –watching the regional traffic. I would have preferred the Causeway bridges to be rebuilt as six lanes private vehicles, plus two lanes bus/light-rail, plus wide pedestrian paths both sides. Yet it seems many others want the current structure to remain into the future. Note: I think it is around the 4th Causeway bridge in its history, it ain't original.
Therefore a regional road link is almost certainly needed west of the Causeway, east of Kwinana Freeway. In 2016 the *WA State Agencies* forecast a need for an additional river crossing, and put forward a proposal. Since 2018 I would have to agree that it is inevitable for the need of it. For a road link to link with the eastern side of Perth CBD, to connect in the East Perth area. A bridge is more appropriate than a tunnel. Note: If only the Narrows Bridge interchange was built as a tunnel, yet it seems we are stuck with it.
Therefore a new bridge should be expected (Town of Victoria Park should expect it) from Canning Highway to link with Eastern Perth CBD. That it would be in the vicinity of the border areas of Town of Victoria Park/City of South Perth. Therefore if so, the lower section of Berwick Street might have to be four lanes (extended) toward Canning Highway.

Laneways. Very important matter.
Laneways parallel to major roads such as Shepperton Road, Albany Highway, Canning Highway, are extremely important. Often they

will be the only points of access to commercial properties for vehicles. Plus similarly residential properties.
Yes it costs substantial monies to rebuild laneways. Plus some need to be widened.
Considering the residential and commercial multi-storey redevelopments, they should as part of developer contributions pay toward the laneway rebuilding.

Town of Cambridge has successfully rebuilt four laneways per year, where they add drainage, add lighting, add power, and asphalt the entire laneway upto modern standards.
I think *Town of Victoria Park* has done a similar program? Is it to the same standards as *Town of Cambridge* –where they do it once, and do it right?
I have been impressed to see the amount of road rebuilds *Town of Victoria Park* has done on local roads the past four years –where the road is rebuilt, resurfaced, and entire sections of curbing is replaced. The end result is quite stunning on many local roads.

Some laneways might need to be reclassified into one-way only. Other laneways need white paint on surface to indicate to ignorant drivers to drive slow, AND slow down prior to road crossing points (where unseen pedestrians, cyclists, vehicles are). I disagree with expensive speedbumps and laneway modifications, prefer low-cost painted lines.

We know the conflicts of vehicle movements versus vehicles, and versus pedestrians at laneway from rear IGA to Mint Street. Clearly the proper widening of that laneway is being delayed until the redevelopment of that old brick building that includes the telesales company. Frustratingly prime mixed-use commercial/residential (Town Centre/Secondary Centre) sites on Mint Street are not being triggered by their owners for redevelopment. Many of these blighted sites continue to be leased. If the owner/s don't want to redevelop these sites then why don't they sell to someone who does want to? I guess there must be some sort of tax-incentive to keep the stalemate continuing, if only the Australian *Federal Government*, *WA State Government*, or *Town of Victoria Park* knew how to break it. This sort of behavior does not help, it hinders Victoria Park Secondary Centre.

Parking and larger vehicles.
Should not larger vehicles such as SUVs and 4WDs pay more in some way, BECAUSE it as it parking bays are resized for them. They are so large they take up larger parking space, AND they block views especially when parked on-street on Albany Highway /major commercial zones.
Plus we know many shopping centres have resized their carparking lines due to larger vehicles. ie. Everyone pays a price for these large-sized vehicle trends, unfairly.

To the Parking Management Plan (June 2021) document. I quickly did look over.

Page 23. Slow on public transport 'advocacy' mechanism. '3-5 years' is very inappropriate!
Page 32, Travel Mode Shift. Actions. If so, then why low priority as stated on Page 23. Why?

Page 45, 3.6 Advocacy, *Actions***:**
Advocate on behalf of the travelling public for more frequent public transport services and any route changes for bus services.
• Advocate for any proposed new bus routes to assist in transport mode shift.
Agree with those two important points.

Page 35, Agree parking revenue should be invested in locations where supply problems are. ie. If always full, then monies into fixes for that location.
Yet worry if fair/equitable provision of carparks has occurred over *entire Town of Victoria Park* (in the past, upto now), particularly when priority regularly seems to flow to investments (curbs, roads, etc along Albany Highway Main Street).

ie. Under-provision could have occurred elsewhere, and your current proposed policy does not take account of that, it harms that.

Page 53, Victoria Park. Yet is a East Victoria Park photo. Wrong.

Page 112. Worry you are telling people/drivers to look at mobile phone apps as they drive. Heads down leads to distraction. 'Alert' assumes they have a compliant mobile phone/device, and it is switched on, powered up, and Tower network is functional on that day/hour. All of that needs to be working, you assume it all is?
Suspect claim of 'better customer experience". Don't agree with that entirely.

Do you mean Figure 4.11?, as cannot find 'Figure 413'?

Thankyou for taking the advice on-board, in improving your draft Strategy prior to finalization.

If you require clarification on any point raised, please ask.

Regards
[Name Removed]

Town Response to the Above Submission

Thank you for reviewing the Transport Strategy and Parking Management Plan in detail and providing considered feedback for the Town to review prior to finalising these important strategic documents. As your response is highly detailed and thorough, the Town has not listed a response next to each point of your feedback letter. Instead a response to key issues you have cited has been provided below where the Town has reviewed and

identified where changes have been made to the final document in response to your feedback

Public Transport

The Town notes your feedback highlighting the need for bus priority infrastructure at key intersections as well as a need for increased service frequencies accessing key destinations throughout the Town. Following public advertising of the draft Transport Strategy, the Town met with the Public Transport Authority to discuss these items and seek their feedback. The Town continues to advocate for bus frequency to be increased throughout the Town and recognises the crucial role public transport must play as the Town continues to grow. The PTA has identified that bus services may be reviewed and changed following the completion of the Forrestfield airport link. However, as part of the Victoria Park Canning Level Crossing Removal Project, the Oats St Bus interchange is likely to be future proofed to ensure increased bus services can be accommodated within the Town. However, the Public Transport Authority also has identified the need to improve bus priority throughout the Town. As a result, the Town has included an action in the Transport Strategy to investigate and identify how transit priority can be facilitated along key movement corridors within the Town without further impacting connectivity across movement corridors.

Regarding your comments on the need for platform lengthening at train stations, the Town is aware that the Public Transport Authority has progressed designs and planning for platform lengthening to occur on the Thornlie/Armadale Line. However the Town this project is outside of the Town of Victoria Park's jurisdiction but continues to liaise with the State Government as the project progresses.

East/West Connectivity

The Town agrees that East/West connectivity is a challenge for the local transport network. This is of particular importance for pedestrians and bicycles as you have identified. The strategy recognises this and notes several initiatives designed to address the issue including implementing the Archer/Mint Streetscape Improvement Plan and designing and implementing an improved bicycle environment along Oats Street and Hill View Terrace. This work will also improve issues you have identified on Oats Street near Shepperton Road and Hubert Street.

Skinny Streets

The Town recognises that works to change local street widths should ideally be timed with scheduled renewal works. The Town will be working to identify priority streets for skinny streets projects over the coming months. The intention of the project will be assess the upcoming renewal program and determine which streets may benefit from a being narrowed. This process should reduce the overall project cost and allow for more streets

projects to be delivered. In regards to your concerns about the costs of bike boulevards, the Town typically works with the Department of Transport who contribute to the cost of these projects through the Safe Active Streets program. The Town has identified several streets where these projects will be explored including Gallipoli Street, Lion Road and Riverview Road among others.

Streetscape Improvement Program

The Town notes your support for various streetscape improvement projects identified in the strategy.

User Mindset Profiles

The Town notes your recommendation for a user mindset profile of someone who is unemployed to be used in the strategy. The user mindset profiles were developed using an assessment of the Town's community profile based on Australian Bureau of Statistics data and it's forecasted changes to demographics in the Town. The user mindset exercise was used to assess a variety of mobility needs within the Town and includes profiles that use each transport mode as their preferred choice of travel. This exercise ensures the Town's actions support its people focused local centres and creates a balanced and sustainable transport network for a diverse and rapidly growing population. While we recognise the unique backgrounds of all people could not be included in all profiles, this exercise allowed the Town to assess a diverse range of mobility needs to create an integrated and inclusive network for all users.

Additional crossing between Miller and Great Eastern Highway

An additional road crossing over the rail line between Miller Street and Great Eastern Highway has not been identified as a priority in the Transport Strategy. However, should the State Government pursue works to the rail line in this area that may present an opportunity for addition vehicle crossings, the Town will consider the opportunities.

Rail Line Capacity Improvements

The Town notes your feedback regarding a need for a four track alignment along the Thornlie Armadale Line. While this is not the Town's jurisdiction, based on discussions with the Public Transport Authority, we note the capability for a four track alignment along the rail corridor will be maintained in future works to the rail line. Your proposal for a sunken rail solution under Great Eastern Highway is noted, however it is the Town's understanding that this option is not being considered as a potential near term project by the Public Transport Authority.

Large Vehicle Issues and Hooning

The Town does not have the ability to tax or charge residents based on the size or type of their vehicle. This may be more appropriate through licencing or vehicle registration mechanisms available to the State Government. Regarding your concerns of vehicle behaviour on Albany Hwy and other local centres, the Town is proceeding with various streetscape improvements and public realm revitalisation projects that will facilitate slower vehicle speeds and calmer traffic behaviour.

Shepperton Road Improvements

While Shepperton Road is the responsibility of Main Roads WA, the Town of Victoria Park is not advocating for major upgrades to the full length of the carriageway to facilitate higher capacity of vehicle movements. However the Town continues to work with Main Roads WA on improvements to key intersections to facilitate better safety outcomes and improved pedestrian and cycling connectivity. This includes works at the intersections of Miller/Shepperton and the intersection of Mint/Shepperton.

Future River Crossings

Swan River bridges and crossings are primarily the responsibility of the state government. The Town has been consulting with the Department of Transport on the Perth Greater CBD Transport Plan to assess the need for additional river crossings. At this point, the Town is not aware of any major vehicle crossings being planned between the Narrows bridge and the Causeway. However, the Causeway pedestrian and cycling bridge is being progressed by the State Government with support from the Town to facilitate better connectivity for pedestrians and bicycles. There is consideration being given to potential crossings around the Burswood Peninsula, and the Town continues to advocate for additional ferry crossings to access major destinations in the Town.

Laneways

The Town agrees that laneways play an important role in the Town's future as our population grows. The Town is progressing with upgrades incrementally. To recognise the need for a considered approach to laneway upgrades, an action has been added to the Transport Strategy to develop a plan for right of way upgrades and improvements.

End.

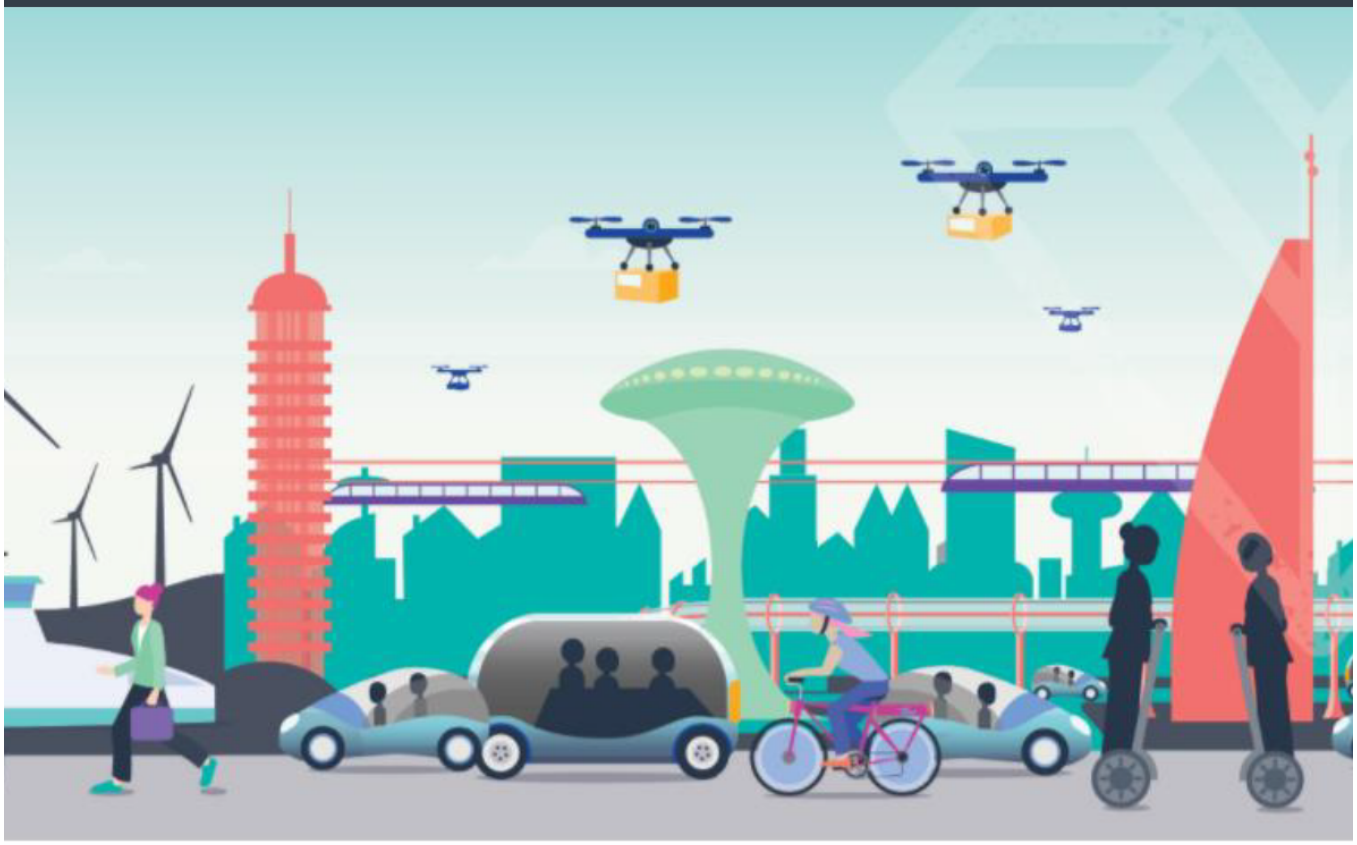
TOWN OF VICTORIA PARK

MAY 2021

CONFIDENTIAL

INTEGRATED MOVEMENT NETWORK STRATEGY

CONSULTATION REPORT



Question today
Imagine tomorrow
Create for the future

Integrated Movement Network Strategy
Consultation Report

Town of Victoria Park

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REV	DATE	DETAILS
A	1 April 2021	First draft for review
B	12 May 2021	Final

	NAME	DATE	SIGNATURE
Prepared by:	Tara Venturini	1 April 2021	
Reviewed by:	Fiona Bettesworth	1 April 2021	

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PS123427-STE-REP-002 Final Consultation Report_issued to client 12.05.2021 | Confidential | April 2021

Approved by:	Caden McCarthy	10 May 2021	

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1 EXECUTIVE SUMMARY

WSP has been engaged to work with the Town of Victoria Park to update their Integrating Movement Network Strategy (IMNS) and Parking Management Plan (PMP). Part of this project has included collecting community feedback on their current use of the transport network and suggestions for future improvements. Engagement was conducted on the Town's Your Thoughts page, with the key tool being an online survey in addition to an interactive map. Engagement was open for a two-week period and received 66 unique responses (survey submissions or comments on the interactive map). A total of 310 visits were made to the Your Thoughts page over this time showing a high level of awareness of this project.

Results showed a strong emphasis on the **provision of bike and pedestrian infrastructure, and improved public transport services**, as priorities for local residents. Full results are analysed in this report, and findings will influence the updated IMNS and PMP.

2 INTRODUCTION

2.1 PROJECT BACKGROUND

The Town of Victoria Park (the Town) is updating the Integrating Movement Network Strategy (IMNS) and Parking Management Plan (PMP) to ensure the future of the Town's movement network and parking network is strategically aligned. An updated strategy and plan will help share the future of the Town as an inner-urban community and a thriving place to live, work and play.

The Town's first IMNS was developed in 2013 and reviewed in 2019 to prioritise the remaining projects. The PMP was developed in 2009 and has since not been reviewed.

Critical to the success of the strategy and plan is meaningful and regular stakeholder engagement to create awareness and build positive relationships in the community. The Town undertook a workshops with Elected Members in early 2020 to guide the project, discuss the potential alignment of the two strategic documents, as well as develop scope inclusions.

Following discussions at the workshop, Elected Members and Town Officers recommended:

- The IMNS and PMP be reviewed together to ensure a cohesive approach.
- The IMNS should encourage highly accessible places, with a pedestrian focus with local populations sustaining local businesses. Active transport modes should be prioritised.

The broader community was engaged through an online survey running for two weeks in March 2021.

2.2 ENGAGEMENT OBJECTIVES

One of the keys to the success of any project is working to create the right environment for engagement that is open, transparent and effective.

Engagement objectives for the IMNS and PMP included:

- Create awareness and understanding of the update of the IMNS and PMP
- Understand stakeholder's aspirations and priorities for how the Town's transport network should look
- Receive location specific information for issues and opportunities
- Create opportunities for the community to provide their feedback on relevant matters relating to each document
- Build relationships with residents, visitors, local businesses, key stakeholders and the wider community
- Support the Town's objective of being Perth's most empowered and engaged community.

3 APPROACH

3.1 ONLINE PLATFORM

Online engagement was conducted using the Town's online engagement platform, Your Thoughts, shown in the image below.

Figure 1 Your Thoughts platform



This provided an accessible, interactive and transparent engagement approach. The site also provided a single source of information for all stakeholders and the community, enabling them to access up-to-date project information and understand how to contribute feedback.

The site included information about the project, frequently asked questions (which can be found in Appendix A), historical documentation, a community survey (see Appendix B) and interactive map.

The survey was open for two-week period and received 56 responses to the survey and 10 comments on the interactive map. A total of 310 visits were made to the Your Thoughts page.

The survey included questions on how people travel around the Town and what potential transport improvements could be introduced to enhance local travel and connectivity.

Engagement was promoted by the Town through their social media, local newspapers and flyers.

Figure 2 Social media advertising

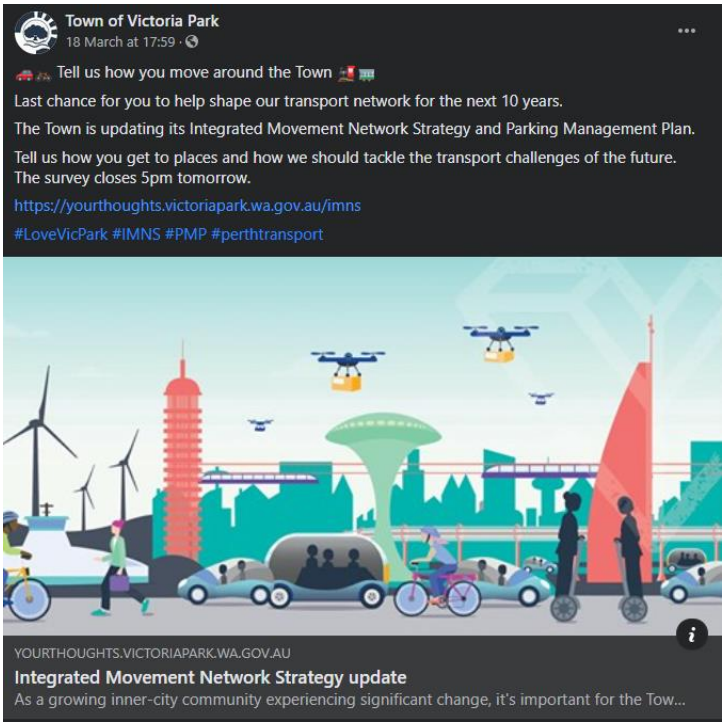


Figure 3 Flyer



4 CONSULTATION OUTCOMES

4.1 PROFILE OF RESPONDENTS

All respondents were from suburbs within the Town, with the majority (32%) from East Victoria Park. Other suburbs frequently mentioned included Victoria Park, Lathlain and Carlisle.

People aged between 35-44 were the most frequent (27%) responders, with those aged 25-34 and 45-54 also common age groups.

This corresponds to the age structure of the Town, where there is a high proportion (15%) of residents aged 35-44. The highest proportion of residents are those aged 25-34 (23%).

Figure 4 Q1: What is your residential suburb?

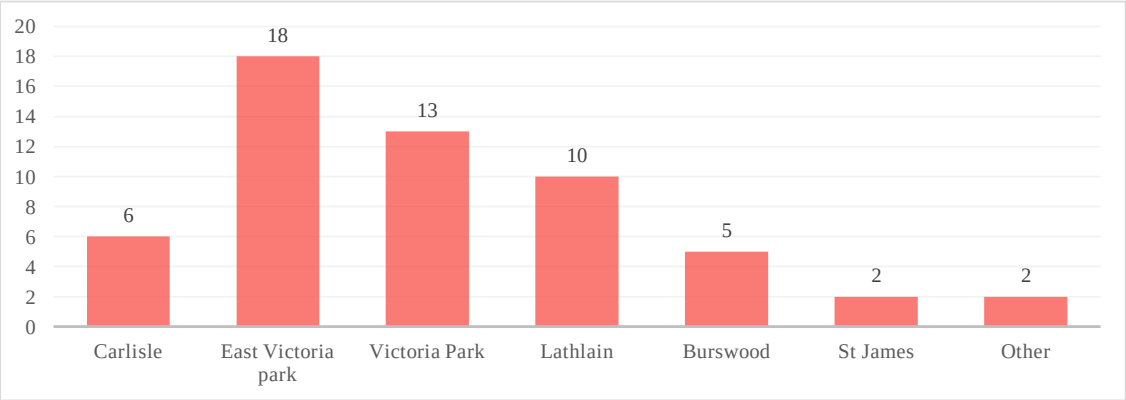


Figure 5 Q2: What is your age?

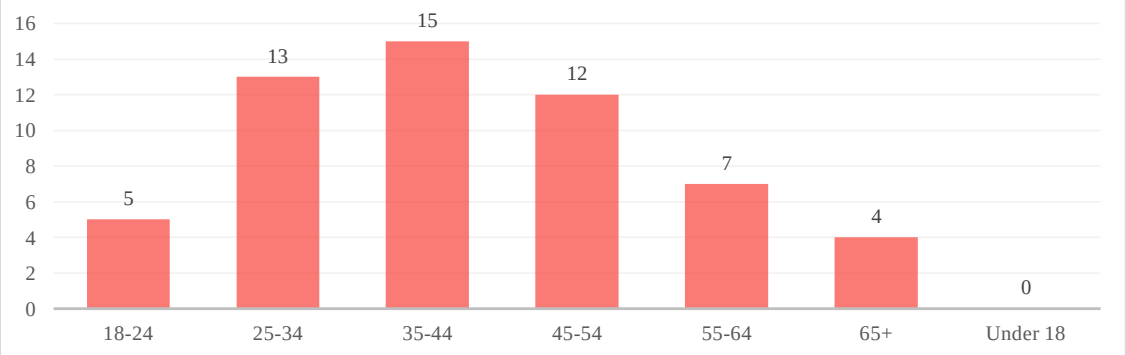
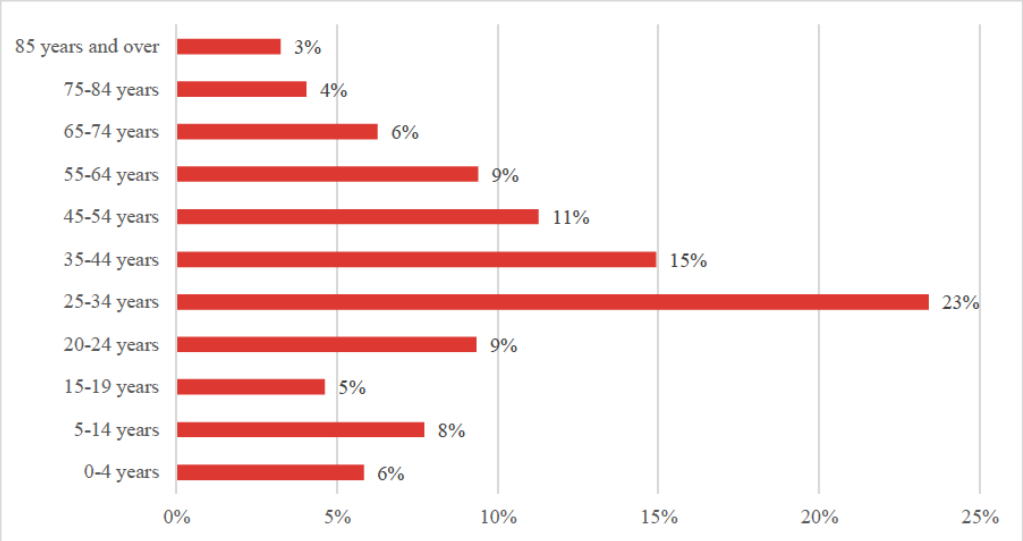


Figure 6 Age comparison in Town of Victoria Park, data from 2016 Census



4.2 ONLINE COMMUNITY SURVEY RESULTS

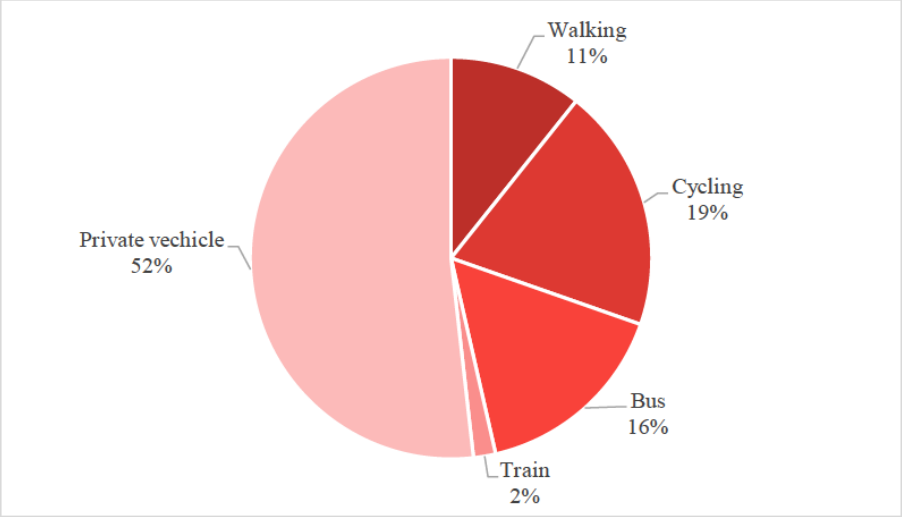
TRAVEL BEHAVIOUR

On a whole, over half (52%) of respondents' most common method of transport was private vehicle. This was followed by cycling (20%) and bus (16%).

Of those who chose to travel by private vehicle, 52% stated **"It's the most practical and suits my needs."** Other common responses were that travelling by private vehicle is the most convenient method and the distance is too great on other modes.

Overall, respondents (26%) chose their most common method of transport according to the enjoyment, comfort and attractiveness of the method.

Figure 7 Q3: What is your most common method of transport?

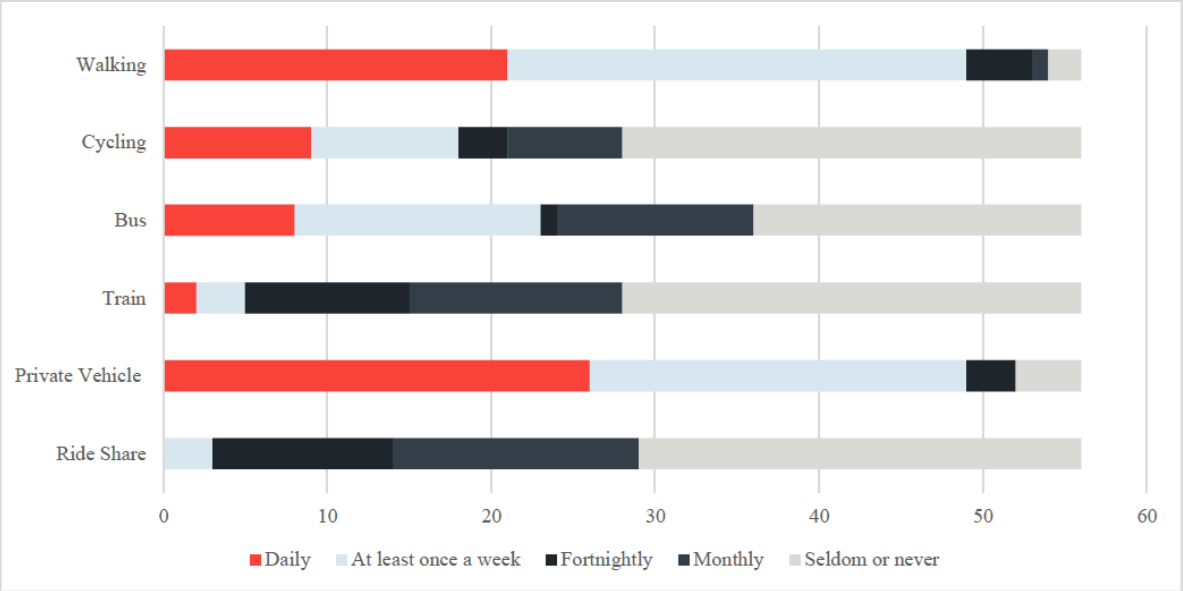


FREQUENCY OF TRANSPORT METHOD

When ranking how often various transport methods are taken, half (50%) of respondents chose to walk somewhere at least once a week, with 38% walking somewhere daily. This is comparative to travel by private vehicle, where 46% drive daily, and 41% at least once a week.

Most respondents seldom travelled by cycling, bus, train or rideshare.

Figure 8 Q5-10: Please tell us how often you travel by a specific method



IMPROVING TRANSPORT JOURNEYS

Respondents were asked for the most important factors to improving their transport journeys using a ranking system of 1-6, where 1 was the most important and 6 the least important. This question provides insight to the type of change the community seeks relating to how they move around the Town.

According to the survey, **wider footpaths with more street trees and street furniture** was ranked as the most important factor (2.86/6) for improving transport journeys. This was followed by **improving bike infrastructure** (2.88/6) and **improving public transport services** (2.89/6).

Respondents were then asked to further elaborate on what factors could improve their transport journeys. A full list of comments can be found in Appendix B. A number of common responses are outlined below.

"Improving maintenance of cycle and pedestrian paths."

"Safer cycle paths on the side of roads… improve cycle infrastructure."

"Improving public transport amenity."

"Bike networks between the city, river and Albany Highway strip."

"Bus priority measures."

"Tree canopies and shade."

Figure 9 Q12 responses as a word cloud



LOCAL IMPROVEMENTS

Respondents were asked for the most important factors to improving transport in their local area using a ranking system of 1-5, where 1 was the most important and 5 the least important.

Local improvements included:

- Improving pedestrian connectivity, amenity and safety
- Improving bike infrastructure and cycling networks
- Improving safety of the road network
- Reducing congestion
- Managing parking / easier to park closer to my destination.

Overall, **improving pedestrian connectivity, amenity and safety** was ranked as the most important factor (1.86/5) local areas. This was followed by **improving bike infrastructure and cycling networks** (2.46/5). A breakdown per suburb in the Town is below.

Table 1 Local improvements

TOWN	MOST IMPORTANT FACTOR	SECOND MOST IMPORTANT FACTOR
Carlisle	Improving safety of the road network	Improving pedestrian connectivity, amenity and safety
East Victoria Park	Improving bike infrastructure	Improving public transport services
Victoria Park	Wider footpaths with more street trees and street furniture	Improving bike infrastructure
Lathlain	Improving pedestrian connectivity, amenity and safety	Improving bike infrastructure
Burswood	Wider footpaths with more street trees and street furniture	Improving bike infrastructure
St James	Reducing congestion	Wider footpaths with more street trees and street furniture

ACTIVITY CENTRE IMPROVEMENTS

Respondents were asked for the most important factors to improving transport for local activity centres using a ranking system of 1-5, where 1 was the most important and 5 the least important.

Overall, **improving pedestrian connectivity, amenity and safety** was ranked as the most important factor (2.04/5) for local activity centres, such as Albany Highway strip. This was followed by **improving bike infrastructure and cycling networks** (2.77/5).

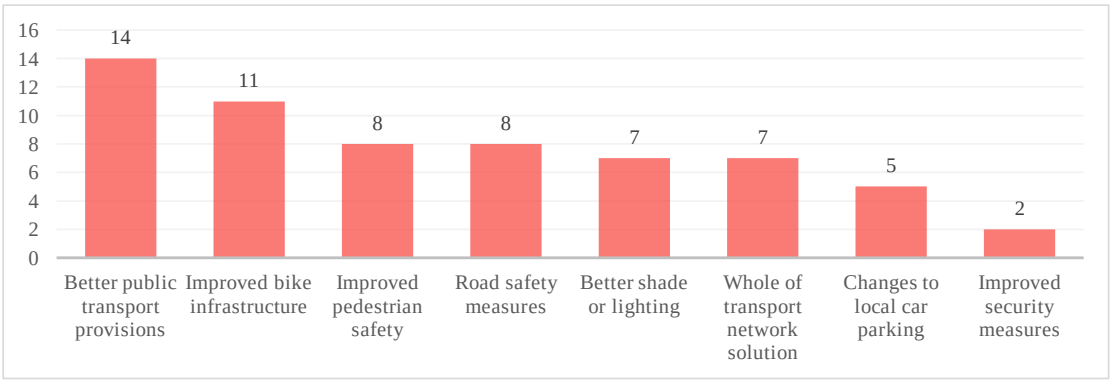
OTHER COMMENTS

The final question in the survey asked respondents what else could be done to improve travel around the Town, specifically regarding improvements to safety, connectivity and sustainability of the transport system.

Majority of the comments were related to **better public transport provisions (cost/availability/network).** This included short and free bus services, particularly through the Albany Highway Strip, and better connectivity between bus and train services. **Improved bike infrastructure**, including better cycle networks, off-road cycle paths and improved signage were some suggestions made by respondents.

The comments provided have been grouped into categories shown in the graph. Quotes are provided to share a snapshot of the feedback received.

Figure 10 Q10: What else could be done to improve the way you travel around the Town?



"Improved bike infrastructure: bike lanes, signage, surface treatments, maintenance, connectivity, capacity, end-of-trip facilities, parking."

"Improving public transport amenity, to make it more appealing for all public transport users."

"Create bike networks between city, river through the Albany Highway strip."

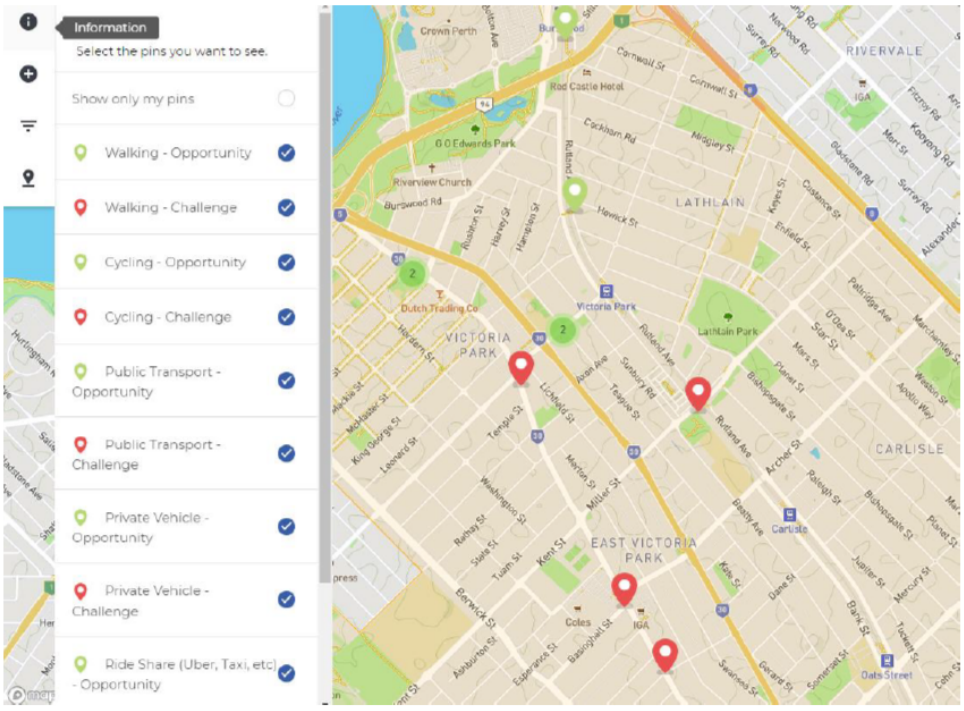
"I'm more likely to patronage local shops, public amenities and food places that are easy to get to with a pram."

"Albany highway could be so great as a pedestrian friendly zone, encouraging more nightlife and business along the strip."

4.3 INTERACTIVE MAP

An interactive map was provided to allow respondents to identify potential opportunities and challenges for moving around the Town, shown in the image below.

Figure 11 Interactive map



A total of 10 comments were made on the map where the green marker corresponds to an opportunity, and the red marker corresponds to a challenge. Comments were evenly distributed with five comments received for both opportunities and challenges. Generally, almost all of the comments (90%) made were regarding **pedestrian and cycling connectivity, facilities or safety.**

Figure 12 Map markers

MARKER TOPIC	NUMBER OF COMMENTS
Walking	6
Cycling	4
Public Transport	0
Private Vehicle	0
Ride Share (Uber, Taxi, etc)	0
My Favourite Place	0

Comments received have been tabulated in Appendix D.

5 KEY FINDINGS

In general, online engagement received **meaningful suggestions on how transport journeys could be improved** for the Town.

Survey respondents shared a spread of feedback, majority of which related to the **provision of bike and pedestrian infrastructure, and improved public transport services.**

Overall, the majority of respondents were from East Victoria, aged 35-44. Over half of respondents use private vehicles as their primary way of getting around the Town, because of its practicality and suitability to respondents' needs.

Respondents value enjoyment, comfort and attractiveness when moving around the Town, and are frequent walkers and drivers.

In summary, many comments were received suggesting the Town:

- Provide off-road cycling paths and better bike connectivity through the Town
- Improve pedestrian footpaths and provide safe connections across busy roads
- Improve amenity through the provision of shade and lighting on local streets
- Investigate the connectivity of public transport services in the area.

6 NEXT STEPS

It is important for the Town to **manage stakeholder and community expectations** and define the scope of this project in ongoing communications, and also consider in time what improvements may need to be made to improve transport journeys.

These findings will be used to inform the development of the revised Integrating Movement Network Strategy (IMNS) and Parking Management Plan (PMP). This includes the development of key objectives of the IMNS and PMP and development of initiatives for the Town to implement.

Following the engagement, it is also important to **keep the community informed** and let them know how their feedback has influenced the project. In June 2021, the draft IMNS & PMP will be advertised on the Town's Your Thoughts page for public comment. This will provide the community the opportunity to provide feedback on the draft documents to be incorporated in the final IMNS & PMP. To facilitate further engagement, the online engagement requested the respondent to identify if they are interested in being kept updated with this project. Those who selected yes and provided an email address will be notified by email when the draft IMNS & PMP is available for public comment.

In addition to the above, the project webpage should also consider including the following information:

- Summary of feedback received
- How feedback has influenced the project
- Project timeline or next steps
- Updated frequently asked questions.

This update can also be shared with the 41 respondents who would like to stay updated on the project.

APPENDIX A

FREQUENTLY ASKED QUESTIONS

A1 FREQUENTLY ASKED QUESTIONS

As a growing inner-city community experiencing significant change, it's important for the Town of Victoria Park to take steps now to create a resilient and accessible transport network. Our transport network will impact the daily lives of all the residents, businesses and visitors in the Town and will be an important factor in shaping how our community develops.

What is happening now?

The Town of Victoria Park is updating its Integrated Movement Network Strategy and Parking Management Plan to guide the way we upgrade and manage our streets, spaces and transport systems. These documents will determine what the Town's transport network in the future will and help us respond to the transport challenges we face as a growing inner-city community.

How can I have my say?

We want to hear about how you move around and how our transport network can help make the Town a great place to live, work and play. Let us know your thoughts by filling out the brief survey below to help us shape these important strategic documents.

You can also tell us about specific places by using the map tool below.

How can I get more information?

Please see our document library for more information on the Town's current Integrated Movement Network Strategy and Parking Management Plan. Updates will be posted on this page as the project progresses.

Which geographical area does the IMNS and PMP include?

The documents will include recommendations for the Town of Victoria Park Local Government Area, with an additional focus on activity centres (e.g. Albany Hwy strip).

Why do this now?

As a rapidly growing urban community, it is important that we plan for the future to make sure our infrastructure can meet the needs of our current and future community. With significant investment in rail and road infrastructure effecting the Town over the next 10 years, we need to ensure our local main streets can cope with these changes and become thriving places to live, work and play.

How does my feedback influence the IMNS and PMP?

Community feedback received through the online survey will be used to guide the vision and priorities for the IMNS and PMP. Feedback shared by geographically pinpointing a challenge or opportunity will influence the recommendations put forward in the documents.

APPENDIX B

COMMUNITY SURVEY

CLOSED: This survey has concluded.

All fields marked with an asterisk (*) are required.

1. What is your residential suburb? *

- [ ] Carlisle
- [ ] East Victoria Park
- [ ] Victoria Park
- [ ] Bentley/Technology Park
- [ ] Lathlain
- [ ] Burswood
- [ ] St James
- [ ] Welshpool
- [ ] Other (please specify)

2. What is your age? *

- [ ] Under 18
- [ ] 18-24
- [ ] 25-34

- [ ] 35-44
- [ ] 45-54
- [ ] 55-64
- [ ] 65+

3. What is your most common method of transport? *

- [ ] Bus
- [ ] Rideshare (eg. Uber, Taxi, etc)
- [ ] Private vehicle
- [ ] Walking
- [ ] Cycling
- [ ] Train

4. Why is this currently the most suitable method for you

choose up to 3 *

- [ ] It's safest
- [ ] It's the most cost effective
- [ ] It best aligns with my personal beliefs and/or ethics

- [ ] It's the most convenient for me at the moment
- [ ] It's my only option
- [ ] The distance is too great otherwise
- [ ] It's just what I have always used
- [ ] It's the most enjoyable, comfortable or attractive
- [ ] It's fastest
- [ ] It's the most practical and suits my needs best

5. Please tell us how often you travel somewhere by - Walking?

- [ ] Daily
- [ ] At least once a week
- [ ] Fortnightly
- [ ] Monthly
- [ ] Seldom or never

6. Please tell us how often you travel somewhere by - Cycling?

- [ ] Daily
- [ ] At least once a week
- [ ] Fortnightly
- [ ] Monthly
- [ ] Seldom or never

7. Please tell us how often you travel somewhere by - Bus?

- [ ] Daily
- [ ] At least once a week
- [ ] Fortnightly
- [ ] Monthly
- [ ] Seldom or never

8. Please tell us how often you travel somewhere by - Train?

- [ ] Daily
- [ ] At least once a week
- [ ] Fortnightly

- [ ] Monthly
- [ ] Seldom or never

9. Please tell us how often you travel somewhere by - Private vehicle?

- [ ] Daily
- [ ] At least once a week
- [ ] Fortnightly
- [ ] Monthly
- [ ] Seldom or never

10. Please tell us how often you travel somewhere by - Rideshare (Uber, Taxi, etc)?

- [ ] Daily
- [ ] At least once a week
- [ ] Fortnightly
- [ ] Monthly
- [ ] Seldom or never

11. From the list below, please rank what you think would be most important to improving your transport journey?

Rank most effective number 1 and least effective number 6 *

- Improving public transport services
- Wider footpaths with more street trees and street furniture
- Improving safety of the road network
- Reducing congestion
- Managing parking / easier to park close to my destination
- Improving bike infrastructure

12. Please provide more details on what exactly you think is most important to improve from the above options? *

Please add your comment here...

13. Please rank the following in order of importance for **your local area:**

Rank most important number 1 and least important number 5 *

- Improving safety of the road network
- Reducing congestion
- Managing parking /easier to park close to my destination
- Improving bike infrastructure and cycling networks
- Improving pedestrian connectivity, amenity and safety

14. Please rank the following in order of importance for local **activity centres (e.g Albany Hwy strip):** *Rank most important number 1 and least important number 5* *

- Improving pedestrian connectivity, amenity and safety
- Improving safety of the road network
- Improving bike infrastructure and cycling networks

Managing parking /easier to park close to my destination

Reducing congestion

15. What else could be done to improve the way you travel around the Town - to improve safety, connectivity and sustainability of the transport system? *

Please add your comment here...

SAVE & CONTINUE

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Town of Victoria Park website

APPENDIX C

SURVEY RESULTS

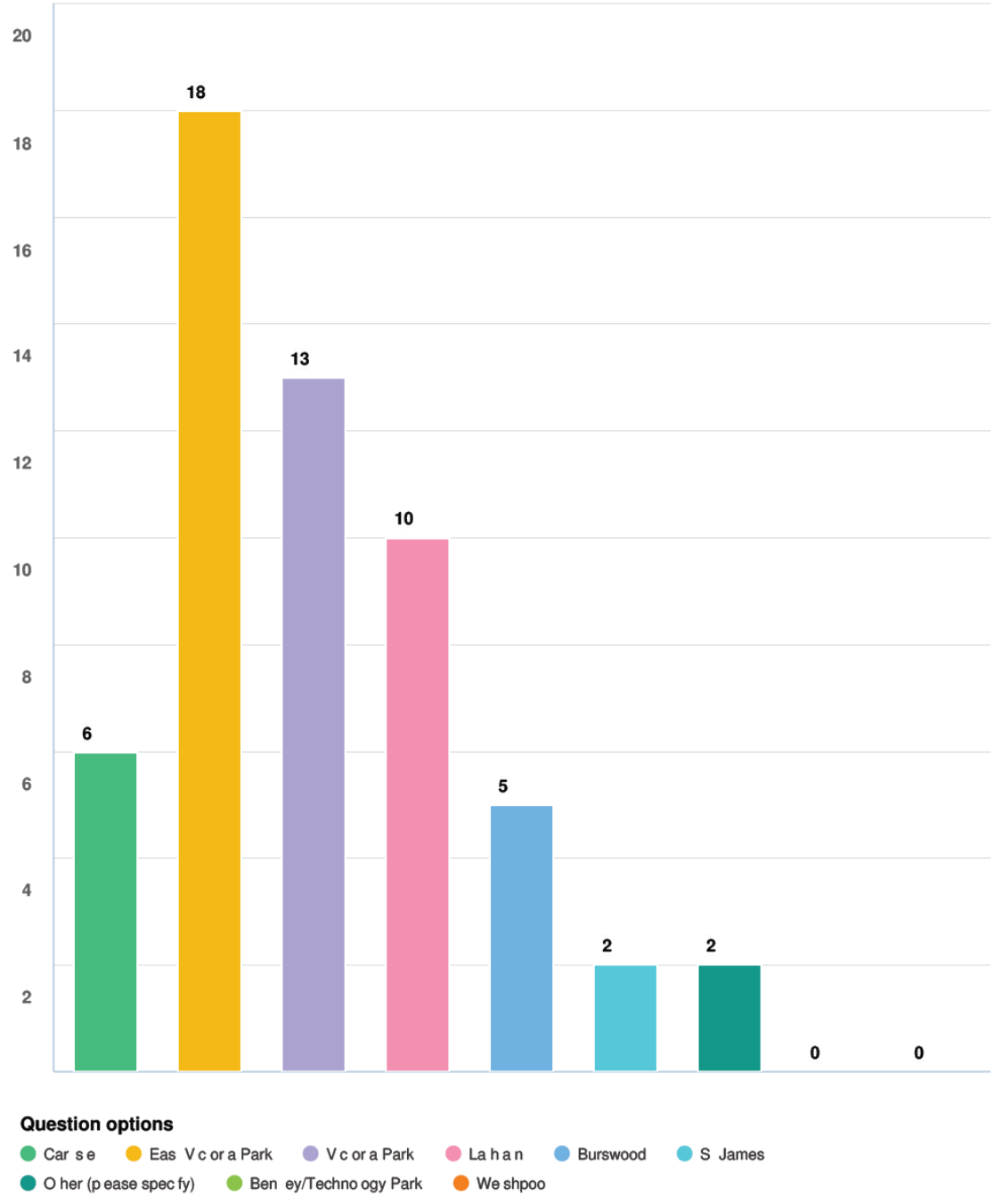
Community Survey - Integrated Movement Network Strategy and Parking Management Plan

SURVEY RESPONSE REPORT
19 November 2015 - 21 March 2021

PROJECT NAME:
Integrated Movement Network Strategy update

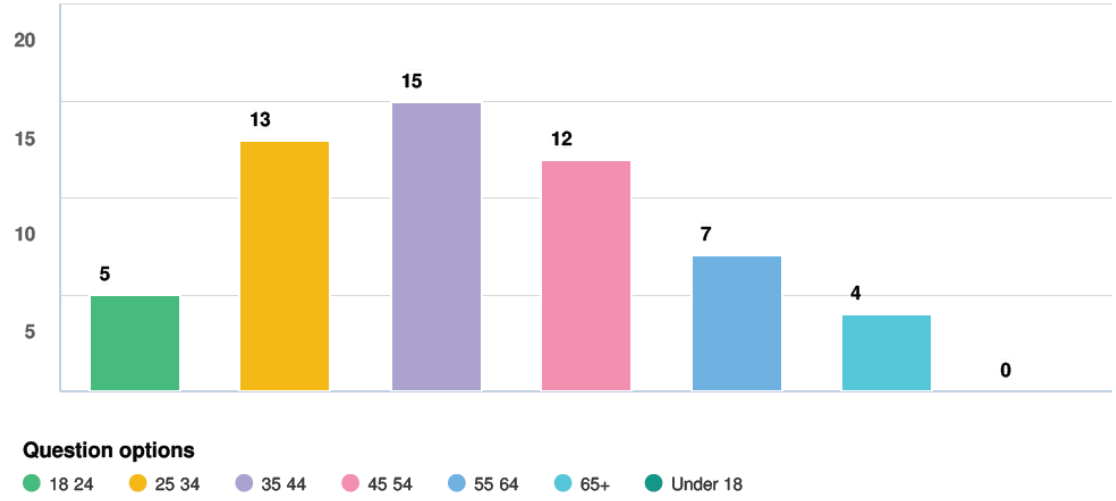
SURVEY QUESTIONS

Q1 What is your residential suburb?



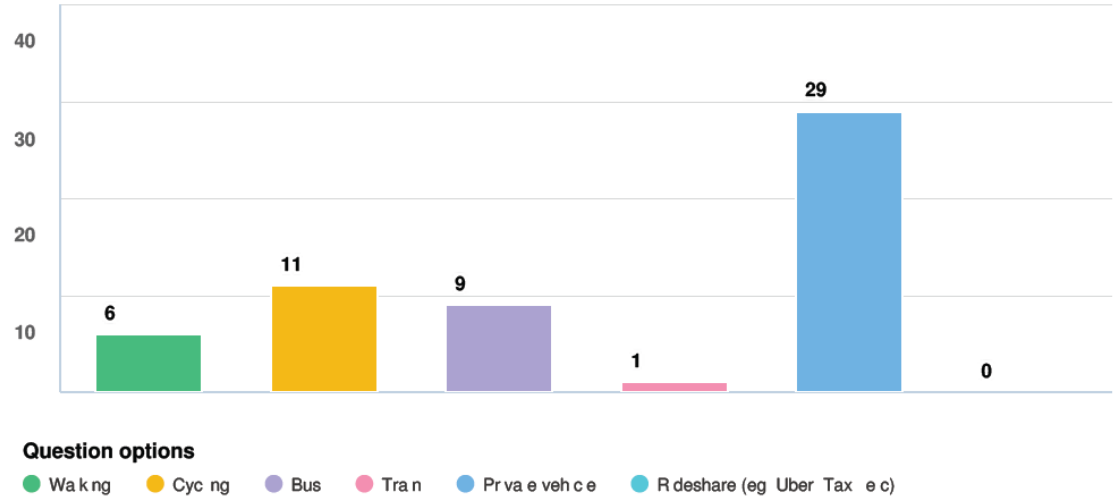
Mandatory Question (56 response(s))
Question type: Checkbox Question

Q2 What is your age?



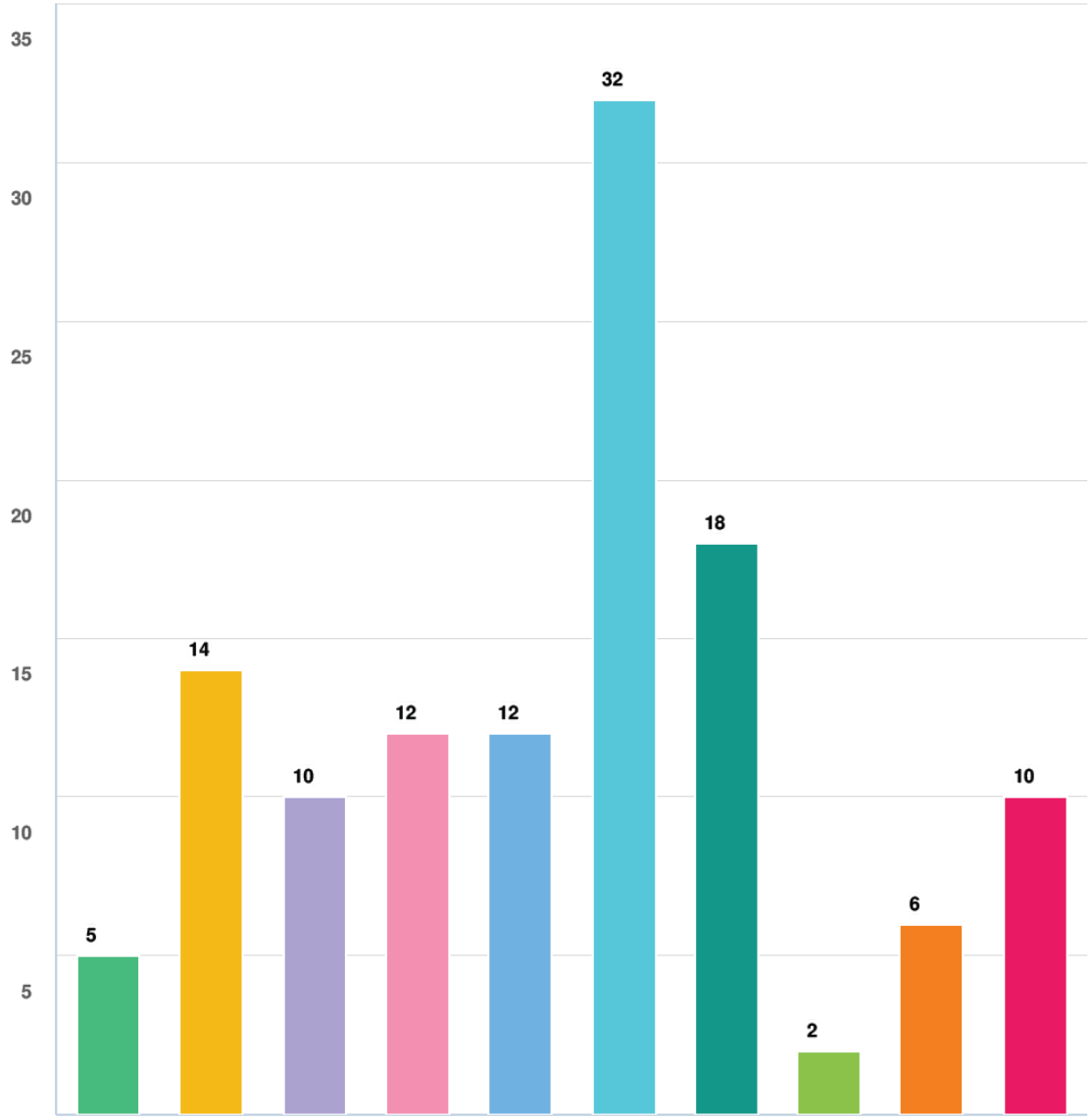
Mandatory Question (56 response(s))
Question type: Checkbox Question

Q3 What is your most common method of transport?



Mandatory Question (56 response(s))
Question type: Checkbox Question

Q4 Why is this currently the most suitable method for youchoose up to 3

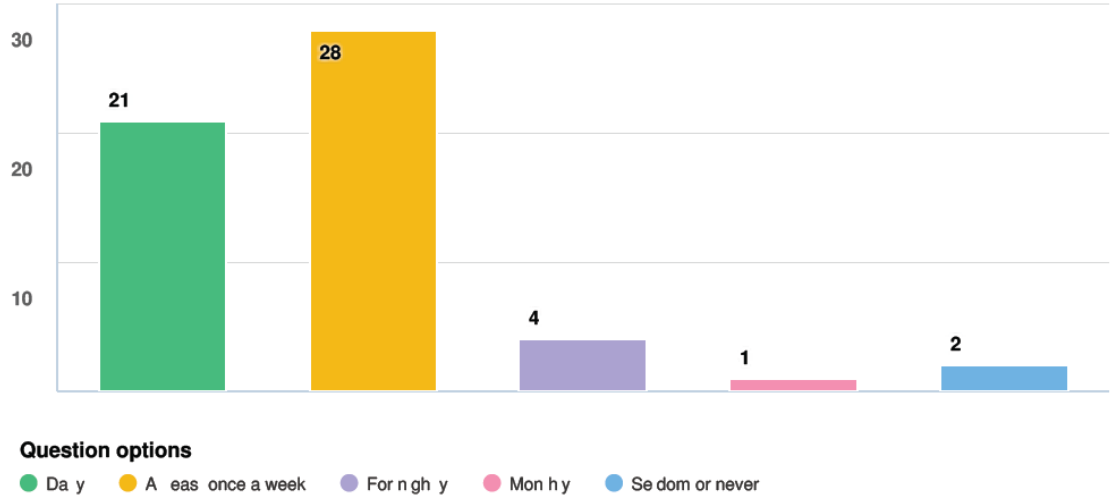


Question options

's safes
's fas es
's he mos cos effec ve
bes a gns w h my persona be efs and/or e h cs
's he mos enjoyab e comfor ab e or a rac ve
's he mos prac ca and su s my needs bes
's he mos conven en for me a he momen
's jus wha have a ways used
's my on y op on
The d s ance s oo grea o herw se

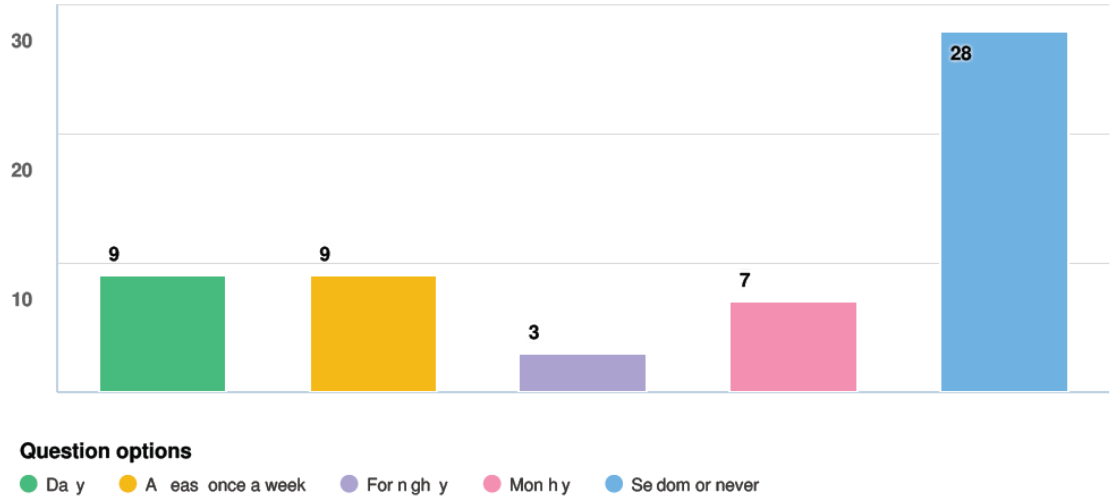
Mandatory Question (56 response(s))
Question type: Checkbox Question

Q5 Please tell us how often you travel somewhere by - Walking?



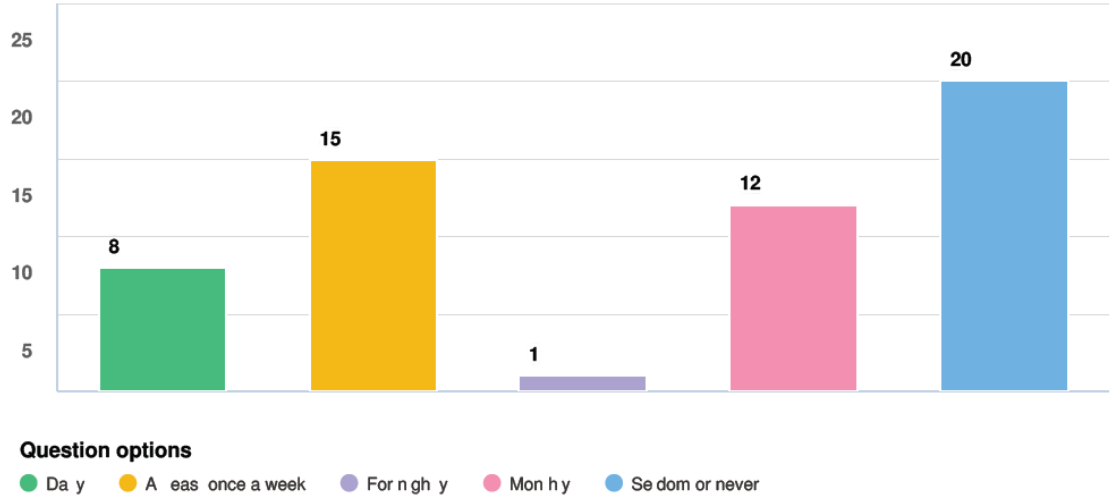
Optional question (56 response(s), 0 skipped)
Question type: Checkbox Question

Q6 Please tell us how often you travel somewhere by - Cycling?



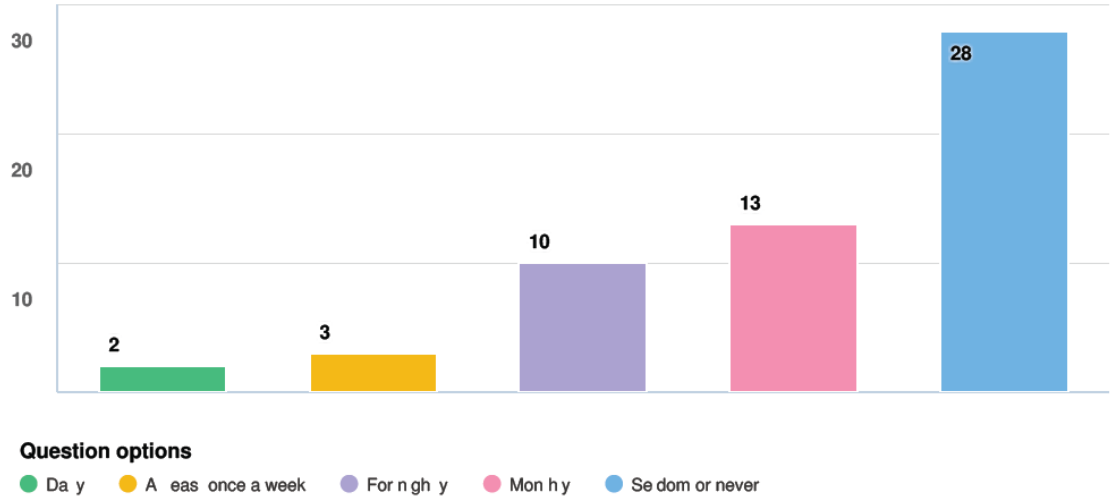
Optional question (56 response(s), 0 skipped)
Question type: Checkbox Question

Q7 Please tell us how often you travel somewhere by - Bus?



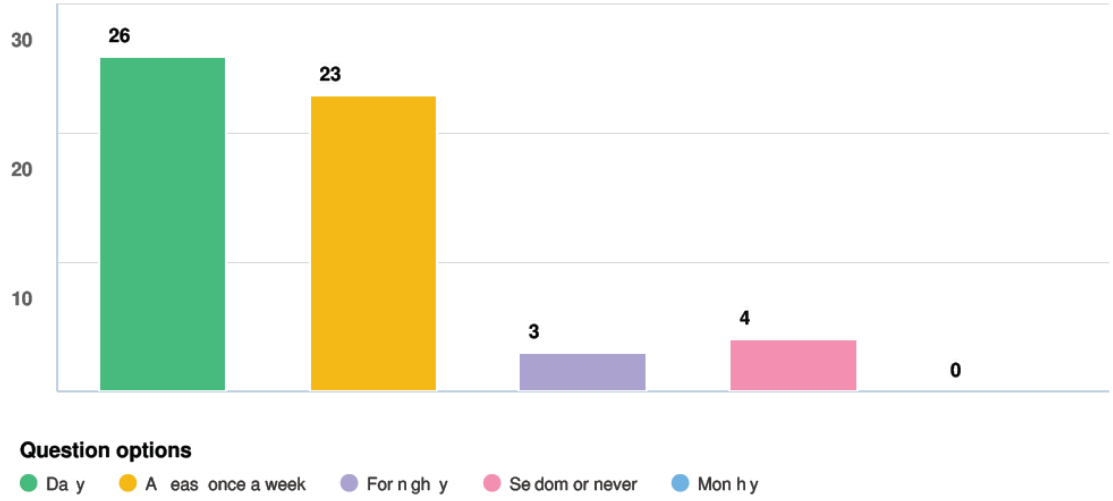
Optional question (56 response(s), 0 skipped)
Question type: Checkbox Question

Q8 Please tell us how often you travel somewhere by - Train?



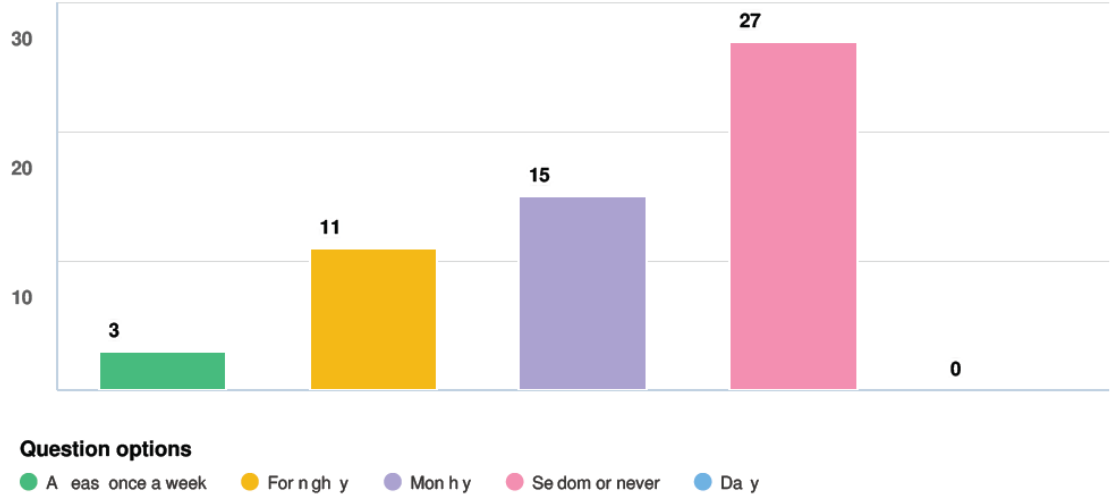
Optional question (56 response(s), 0 skipped)
Question type: Checkbox Question

Q9 Please tell us how often you travel somewhere by - Private vehicle?



Optional question (56 response(s), 0 skipped)
Question type: Checkbox Question

Q10 Please tell us how often you travel somewhere by - Rideshare (Uber, Taxi, etc)?



Optional question (55 response(s), 1 skipped)
Question type: Checkbox Question

Q11 **From the list below, please rank what you think would be most important to improving your transport journey?Rank most effec...**

OPTIONS	AVG. RANK
W der footpaths w th more street trees and street furn ture	2.86
Improv ng b ke nfrastructure	2.88
Improv ng pub c transport serv ces	2.89
Improv ng safety of the road network	3.71
Reduc ng congest on	4.11
Manag ng park ng / eas er to park c ose to my dest nat on	4.55

Mandatory Question (56 response(s))
Question type: Ranking Question

Q12 Please provide more details on what exactly you think is most important to improve from the above options?

[redacted] 3/05/2021 04:21 PM	Improv ng ma ntenance of cyc e and pedestr an paths. Lots of footpaths w th overhang ng or overgrown trees/shrubs, and ots of broken g ass on paths and roads
[redacted] 3/05/2021 09:50 PM	Safer cyc e paths down the s de of the roads. They are never c eared and have tree debr s and sand on them a the t me. Improve cyc e nfrastructure for more peop e to cyc e. More cyc e racks to park b kes but safe ones. Many b kes are sto en.
[redacted] 3/05/2021 10:20 PM	More accessor es free pub c transport
[redacted] PM	Traff c on A bany hwy between Kent Street and Hampsh re Street s a ways congested most hours of the day.
[redacted] 3/08/2021 09:48 PM	- footpaths on both s des of every road - reduced car speed m ts - phys ca y separated b ke anes (from cars & pedestr ans) - mproved b ke nfrastructure: b ke anes, s gnage, surface treatments, ma ntenance, connect v ty, capac ty, end-of-tr p-fac t es, park ng
[redacted] 3/09/2021 11:09 AM	ToVP s a we connected and ntegrated oca government area w th a h gh number of serv ces and amen ty be ng ava ab e w th n wa k ng, cyc ng and pub c transport d stance. An mproved transport network w th h gh frequency pub c transport safe and attract ve cyc ng and wa k ng routes n concert w th str ng park ng management wou d promote shorter journeys to be undertaken v a a ternat ve transport modes to pr vate veh c es.
[redacted] 3/11/2021 08:46 AM	Improv ng pub c transport amen ty, to make t more appea ng for a pub c transport users. Increas ng s gnage, and fac t es at bus stops and tra n stat ons
[redacted]	Create b ke networks between c ty, r ver, through the A bany Hwy str p. Reduce cars on the str p but runn ng ght ra cars or someth ng up the ma n guts to move between restaurants & enterta nment venues.
[redacted] 3/11/2021 09:27 AM	For access w th n the park and to the r ver Need a cyc e path down A bany h ghway, both the current opt ons footpath and roads are unsafe.
[redacted] 3/11/2021 10:22 AM	An mproved wa k ng env ronment espec a y cross ngs of major roads eg Shepperton Road, Burswood Road
[redacted] 3/15/2021 05:13 PM	Traff c ghts at Orrong Rd and Roberts Rd cruc a . Where are resu ts of traff c counts after no r ght turn tr a ? L ghts at Franc sco P ace - to and from a t ny car park are a joke and shou d be removed w th nsta at on at Roberts

	Road nstead. Traff c ca m ng has been put n p ace throughout Lath a n at great expense. Weston and Marcham y Streets n Car s e are exper enc ng ncreased vo ume (many veh c es speed ng/dr v ng dangerous y) as the vo ume on Roberts Road cont nues to grow. Un ke Lath a n there s no traff c ca m ng on these two res dent a streets. Urgent act on requ red to address these ssues!!!
[redacted] 3/15/2021 06:49 PM	most suburbs have amaz ng shared paths that he p you get to the c ty on a b ke w thout r sk ng fe and mb, but not v ctor a park. Our cyc ng nfrastructure s pathet c. I refuse to cyc e n v ctor a park t's just far too r sky.
[redacted] PM	I wa k everywhere w th my young ch d. Shaded footpaths are very mportant for keep ng bab es safe from the harsh sun. It a so keeps everyone coo . We -ma nta ned footpaths make my commute ess stressfu and more attract ve. I m more ke y to patronage oca shops, pub c amen t es and food p aces that are easy to get to w th a pram.
[redacted] 3/15/2021 08:28 PM	Safe fac t es for road users
[redacted] 3/15/2021 09:42 PM	Cyc ng safety. Part cu ar y some cramped ntersect ons ke Macm an and Berw ck, and around the v c park post off ce to ursu a frayne.
[redacted] 3/15/2021 10:28 PM	Reduce traff c down a bany hyway by mp ement ng traff c d vers ons to mprove pedestr an and a fresco exper ence
[redacted] 3/15/2021 10:33 PM	Separat ng cyc sts from road traff c
[redacted] 3/16/2021 06:58 AM	Footpaths are n terr b e cond t on and are not cont nuous. We have to cross extra roads to fo ow the paths. The cross ngs do not ne up forc ng a onger path across roads. Lots of work to do
[redacted] 3/16/2021 09:30 AM	A ow ng h gher dens ty deve opment w thout adequate park ng puts ncreas ng pressure on res dent a areas w th regard to ega park ng and traff c congest on.
[redacted]	There s a grow ng demand for cyc ng resources, n add t on to the env ronmenta benef ts. It wou d be great to see V c park embrac ng th s and perhaps becom ng eaders n th s space.
[redacted] 3/16/2021 02:20 PM	I am 64 years of age and have arthr t s n my eft knee. I am one of an ncreas ng number of ong-term rate-payers n the TVP who s exper enc ng the d ff cu t es assoc ated w th ag ng. I cannot r de a b ke; I cannot wa k on a footpath any more than about 100 metres w thout exper enc ng pa n; therefore I cannot comfortab y wa k to the nearest bus-stop, get up the steps on the bus, wa k to my eventua dest nat on or make a s m ar return journey carry ng even a sma amount of shopp ng; my pr vate veh c e s my on y opt on to get to med ca appo ntments, v s t the nearest shopp ng centre etc. Even hav ng to park any d stance away from my dest nat on s a prob em.

	The TVP shou d be p ann ng for ALL ratepayers and res dents. Those who are, say n the r 50's, at the t me of th s survey w be n the r 60's n ten years t me and the r pr or t es WILL change. Sw mm ng s movement too. I try to manage my arthr t s w th aquat c wa k ng at Aqua fe. Desp te be ng a ong-term rate-payer and hav ng a Sen or's Card I have to pay $4.80 each t me I v s t Aqua fe for exerc se - even though t s recommended by my GP. At present the same fee app es to res dents (as opposed to rate-payers) and to v s tors from outs de the TVP. If I v s t just tw ce a week t equates to near y $500 per annum wh ch I essent a y have to add to my TVP rates expenses each year. P ease cons der a "one v s t a week free" po cy at Aqua fe for rate-payers who ho d concess on or sen ors cards.
[redacted] 3/16/2021 02:33 PM	Creat ng attract ve wa k ng env ronments encourages greater use of act ve transport and safer urban env ronments genera y. The stat on or bus stop seems much c oser w th a pos t ve exper ence.
[redacted] 3/16/2021 03:18 PM	More trees
[redacted] [redacted] 04:00 PM	A b ke ane a ong A bany H ghway
[redacted] 3/16/2021 05:30 PM	S nk Orrong Road for thru traff c... and e m nate the rat run thru Lath a n where these knobheads then take another short cut thru the Franc sco shop carpark to get onto Orrong Rd rather than wa t the r turn
[redacted] 3/16/2021 05:42 PM	I th nk the A bany Hwy str p needs to be better managed for congest on. We need to ook at ways to remove veh c es from th s sect on.
[redacted] 3/16/2021 07:55 PM	Ensure bus serv ces rema n re ab e w th bus pr or ty measures to ensure buses aren t de ayed by congest on n A bany H ghway and better wa k ng env ronment for pedestr ans (trees, shade, w der footpaths, better cross ng po nts, 40kph speed m t on res dent a streets)
[redacted] 3/16/2021 10:27 PM	A bany h ghway cou d be so great as a pedestr an fr end y zone, encourag ng more n ght fe and bus ness a ong the str p. It wou d a so make t more p easant to wa k down dur ng summer f there were more street trees
[redacted] 3/16/2021 10:41 PM	Connect ng ex st ng nks w th n suburbs w th safe protected (not just pa nted nes) b ke / scooter etc anes. E.g to gt eastern h ghway overpass, ra way ne overpass, orrong road over pass, a ong Robert s road between orrong, thru sheparton and A bany h ghway. Lett ng pedestr ans and b ke r ders know they are va ued as much as cars and that our streets are res dent a - where peop e ve, and to expect peop e wa k ng, r d ng b kes etc so s ow down / be aware
[redacted] 3/16/2021 11:07 PM	Na

[redacted] 3/17/2021 10:06 AM	My responses to Q1 - 10 above ref ect that I dr ve nto the c ty for work, however I answered th s survey because we wa k nto V c Park for coffee or unch 3 t mes a week. W der footpaths and a ded cated path for the Uber cyc sts wou d be dea .
[redacted] 3/17/2021 05:19 PM	Make pub c transport fr end er and nv t ng
[redacted] 3/17/2021 06:12 PM	Putt ng n footpaths on both s des of the street. Add t ona ded cated b ke paths
[redacted] 3/17/2021 07:54 PM	Footpaths tha5 are safe and ma nta ned. Burswood and South Perth are examp es of great paths a ong the r ver. V c Park s footpaths n the Town are n need of regu ar ma ntenance
[redacted] 57 PM	Better pub c transport nks. No bus n Lath a n to nk w th V ctor a Park tra n stat on. 15 m nute wa k tobtra n stat on on top of 1 hour journey to work just too much. Morer b ke paths, cont nuous cyc e paths ke a ong ra way ne shou d be expanded throughout the Town.
[redacted] 3/17/2021 10:46 PM	A bany h ghway and Berw ck cou d both use cyc e paths and/or a more ntergrated cyc e network
[redacted] 3/18/2021 07:28 AM	It's a ove y suburb but w th the separat on of the areas t wou d be great to have a cat bus or s m ar
[redacted] 09:40 AM	Safe and access b e b ke nfrastructure that s separate to the road and pedestr ans, that a so a ows peop e on mob ty dev ces to trave eas y. These shou d be ntegrated so that b ke r ders can arr ve at the r dest nat on qu ck y w thout hav ng to go through extens ve detours. We a so need much safer ntersect ons that favour peop e more than cars, and a ow ch dren to cross safe y.
[redacted] 3/18/2021 06:35 PM	I wou d r de my b ke more often, but just about everyone I know who r des a b ke oca y has had t sto en outs de the r dest nat on!
[redacted] 3/18/2021 07:02 PM	Access for a opt ons so that nd v dua s can chose wh ch su ts them
[redacted] 3/18/2021 07:27 PM	.
[redacted] 3/18/2021 08:21 PM	More cyc ng paths More shade trees Tunne s under sheparton road
[redacted] 3/18/2021 08:28 PM	Eas er to get around by b ke makes t more ke y I d break m ne out more, w th my w fe (better protect on from other traff c on the road)

[redacted] 3/18/2021 10:10 PM	Cyc ng s a very effect ve way to move around and keep f t, but the roads are becom ng ncreas ng y dangerous. W thout aws and nfrastructure to support cyc ng, t s s mp y becom ng too r sky to cons der as a re ab e form of transport.
[redacted] 3/18/2021 10:51 PM	Do not exacerbate the a ready unsafe, dangerous traff c congest on and nadequate park ng around UFCC (Pr mary) by agree ng to the Ch d Care proposa . The area s a ready very unsafe for pedestr ans and veh c es. Even one more car s one car too many. It s abso ute common know edge n the area about how unsafe those surround ng roads are. In 2017 the Town of V c Park dent f ed that there were ser ous safety concerns w th the traff c there. A r ng road was proposed, but after many d fferent p ans, a consensus cou d not be reached, so the proposa was she ved. These prob ems negat ve y affect and mpact the ves of nearby res dents, who are s mp y try ng to have qu et enjoyment of the r home. Four years ater the park ng and traff c prob ems are much worse. Th s year compounded by the extra ntake of a 3 year o d k ndergarten c ass. The m x of ma n y e der y and ret red peop e go ng to the church da y (both pedestr ans and veh c es) p us the schoo ch dren and the r parents and grandparents do ng drop off and p ck up (both pedestr ans and veh c es) s a dangerous s tuat on and one day an nnocent person/peop e w suffer because the Loca Counc d d not fu y understand "Duty of Care". Duty of care means that the Counc has both a mora and a ega respons b ty to ensure safe roads are prov ded for the commun ty. How dare the traff c dept of th s Counc abandon our r ghts to safety? Espec a y when the safety prob ems are ev dent to a n the commun ty.
[redacted] 3/19/2021 06:34 AM	B ke anes and better paths
[redacted] 3/19/2021 06:51 AM	The frequency of buses. Espec a y the route 220, to Armada e wh ch s the on y serv ce a ong A bany Hwy, between Bas ngha Street and Shepparton Rd/We shpoo Rd. Not everyone can wa k/r de/whee themse ves to/from para e serv ces on Shepparton Rd or Berw ck St.
[redacted] 3/19/2021 07:51 AM	V ctor a Park current y ags beh nd other suburbs n prov d ng safe cyc e anes and access. E.g. for me us ng A bany h ghway s a most unavo dab e and the road just sn t set up for cyc sts. PSPs urgent y needed to connect res dents to c ty, R ver PSPs, Curt n and oca cafe str ps/bus nesses.
[redacted] [redacted]12:13 PM	Tree canopy a ong A bany H ghway, part cu ar y the more open areas around the car yards
[redacted] 3/19/2021 01:49 PM	More nfrastructure for safe cyc ng and wa k ng s gna ng peop e have pr or ty n pub c spaces. B ke anes out of the door zone wou d be terr f c!
[redacted] 3/19/2021 03:13 PM	More shade on B shopsgate Street - t s so hot wa k ng a ong here to the stat on n summer. It a so needs to be eas er to cross Shepperton road.

[redacted] 3/20/2021 12:08 AM	Comfortab e, conv n ent, a day/a n ght pub c transport. Sma m n busses, w z ng pub c around. F ag ng sma pub c busses down at any po nt, not just bus stops.
[redacted] 3/20/2021 03:47 PM	More pub c transport opt ons ke tram or ded cated bus ane through A bany hwy. create arge mu t -storey car parks on A bany hwy
[redacted] 3/21/2021 08:27 AM	Less congest on and traff c
[redacted] 3/21/2021 08:40 AM	Improved pedestr an footpath networks and p ant more trees for shade.
[redacted] 3/21/2021 01:35 PM	Current y n Lath a n our verges are under cared for espec a y where our new ra way no se barr ers are. They have been eft ook ng ke a weedy, barren, construct on s te.

Mandatory Question (56 response(s))
Question type: Essay Quest on

Q13 Please rank the following in order of importance for your local area:Rank most important number 1 and least important number 5

OPTIONS	AVG. RANK
Improv ng pedestr an connect v ty, amen ty and safety	1.86
Improv ng b ke nfrastructure and cyc ng networks	2.46
Improv ng safety of the road network	3.09
Reduc ng congest on	3.61
Manag ng park ng /eas er to park c ose to my dest nat on	3.98

Mandatory Question (56 response(s))
Question type: Ranking Question

Q14 Please rank the following in order of importance for local activity centres (e.g Albany Hwy strip):Rank most important number 1 and least important number 5

OPTIONS	AVG. RANK
Improv ng pedestr an connect v ty, amen ty and safety	2.04
Improv ng b ke nfrastructure and cyc ng networks	2.77
Improv ng safety of the road network	3.14
Reduc ng congest on	3.27
Manag ng park ng /eas er to park c ose to my dest nat on	3.79

Mandatory Question (56 response(s))
Question type: Ranking Question

Q15 What else could be done to improve the way you travel around the Town - to improve safety, connectivity and sustainability of the transport system?

[redacted] 3/05/2021 04:21 PM	Better ght ng. Some qu te dark patches around eg pedestr an cross ng at the Cann ng hwy off ramp at A bany Hwy nrther ver
[redacted] 3/05/2021 09:50 PM	Free busses to go around V ctor a Park and East V ctor a Park.
[redacted] 3/05/2021 10:20 PM	Two deas. The f rst s hav ng a free cat bus up and down the str p. I wa k a ot to the shops and cafes etc. and somet me p aces are too far to wa k to so I have to put the baby n the car and dr ve (and then spend forever try ng to f nd park ng). Wou d be n ce to just hop on and off a bus to get where I want on the str p. Second y, cross ng roads wh e wa k ng down the str p (espec a y between Re d's and the servo) s pretty d ff cu t. Maybe some road s ands or roundabouts or more zebra cross ngs there wou d be handy. I ke roundabouts and they w a so he p dr vers at these ntersect ons and a ow pedestr ans to cross w thout dev at ng too far away from the str p just to cross the road, ke what s current y happens on the str p zebra cross ngs.
li_jin17 3/07/2021 01:26 PM	Can't th nk of any

[redacted] 3/08/2021 09:48 PM	- footpaths on both s des of every road - reduced car speed m ts - phys ca y separated b ke anes (from cars & pedestr ans) - mproved b ke nfrastructure: b ke anes, s gnage, surface treatments, ma ntenance, connect v ty, capac ty, end-of-tr p-fac t es, park ng
[redacted] 3/09/2021 11:09 AM	ToVP s a we connected and ntegrated oca government area w th a h gh number of serv ces and amen ty be ng ava ab e w th n wa k ng, cyc ng and pub c transport d stance. An mproved transport network w th h gh frequency pub c transport safe and attract ve cyc ng and wa k ng routes n concert w th str ng park ng management wou d promote shorter journeys to be undertaken v a a ternat ve transport modes to pr vate veh c es.
[redacted] 3/11/2021 08:46 AM	In event st ngs and webs tes nc ude nformat on for pub c transport users so more v s tors are aware of the serv ces ava ab e
[redacted] 3/11/2021 08:52 AM	Long term A bany H ghway w be the Chape Street on Perth. F nd a way to connect the who e str p from Shepparton to the R ver e.g. ght ra , tram car & move car park ng to para e to the str p so t can be a common area a the way up for wa k ng, enterta nment, etc
[redacted] 3/11/2021 09:27 AM	The east V c park A bany str p can be h gh y congested dur ng busy per ods, a way to re eve th s. D d cated cyc ng ane a so a must. Peop e won t cyc e through v c park as t s not safe. H gher take up of cyc ng w reduce car usage .
[redacted] 3/11/2021 10:22 AM	When cross ng Shepperton Road at Rushton St or Harvey St t wou d be good f there was some way of prevent ng turn ng veh c es from tak ng the traff c gap. Need more crosswa ks and s ower speed on Burswood Road - through traff c shou d use Great Eastern H ghway. Res dents shou d be requ red to park w th n the r own ot - not on the crossover or street verge eg 9 and 11 Benporath Street. It b ocks v s b ty when try ng to reverse out of my dr veway - dangerous w th the rat runners speed ng through.
[redacted] 3/15/2021 05:13 PM	See 12 above.
[redacted] 3/15/2021 06:49 PM	Des gnated b ke paths. The counc cou d a so ensure that a the foot paths are eve . There are a few that are frank y dangerous when t comes to go ng out for a b ke r de or even a run.
[redacted] 3/15/2021 08:13 PM	I m not sure.
[redacted] 3/15/2021 08:28 PM	Safety and patro around tra n stat ons around n ght t me and weekends
[redacted] 3/15/2021 09:42 PM	More shade for pedestr ans, espec a y ma n shopp ng areas. Improve pedestr an cross ng at Macm an and Berw ck. Its very pedestr an unfr end y that I usua y cross further up the road.

[redacted] 3/15/2021 10:28 PM	Reduce speed m t on streets jo n ng berw ck st and a bany hwy
[redacted] 3/15/2021 10:33 PM	Separat ng cyc sts from road traff c
[redacted] 3/16/2021 06:58 AM	Speed bumps are poor y and ncons stent y constructed. They requ re s ow ng to under 10km/hr to avo d damage to cars. The speed m t n these areas s 40/50km/hr. Construct the speed contro s to ref ect th s better.
[redacted] 3/16/2021 09:30 AM	Ensure traff c management and park ng around ALL schoo s n the areas s done un form y and fa r y (exact y the same park ng and road ru es app y for a schoo s I.e. no park ng on road and verge).
[redacted] 3/16/2021 02:04 PM	Increased street ght ng to ncrease fee ngs of safety.
[redacted] 3/16/2021 02:20 PM	There s an urgent need for the TVP to address traff c prob ems assoc ated w th the ntersect on of Roberts & Orrong Roads. Where and what are the resu ts of the traff c count ng undertaken n November/December 2020 dur ng the tr a no-r ght-turn? I apprec ate that Ma n Roads has jur sd ct on over nfrastructure on Orrong Road but the TVP s respons b e for the mpact on res dent a streets n Car s e nc ud ng Weston & Marcham ey Streets. The Archer/M nt Street p an refers vague y to MRD p ans to yet aga n upgrade the ntersect on at Archer/Orrong (wh ch I understand nvo ves another eft hand turn ane) but I've not been ab e to f nd any off c a nformat on about that p an f there s one. Increas ng traff c on Roberts Road (at east the same or c ose to the vo ume as that on Archer Street) has made act on n terms of p ac ng traff c ghts Roberts/Orrong a pr or ty for the safety of the res dents of TVP and so that they can cont nue to qu et y enjoy the r res dent a propert es. The traff c ghts at Franc sco P ace/Orrong Road, wh ch stop traff c on Orrong Road for the benef t of the users of a 20 bay car-park who want to turn eft or r ght onto Orrong Road or proceed onto Franc sco Street shou d be be removed and ghts nsta ed at Roberts/Orrong (where the vo ume of traff c s now n excess of 12,000) nstead to safe y a ow traff c to turn r ght onto Orrong Road nstead of forc ng traff c (nc ud ng traff c from Lath a n) down prev ous y qu et res dent a streets of Car se, where we have not had the same benef t of expend ture on traff c ca m ng, street s ands, g ve-way s gns etc as our ne ghbours n Lath a n.
[redacted] 3/16/2021 02:33 PM	Improved/ ncreased opt ons for cross ng major roads (Shepperton and GEH)
[redacted] 3/16/2021 03:18 PM	More trees
[redacted] 3/16/2021 04:00 PM	It's unsafe to r de a b ke n V ctor a Park. W th the ncreased number of ubereats cyc sts us ng the footpaths as the roads are unsafe, t's very

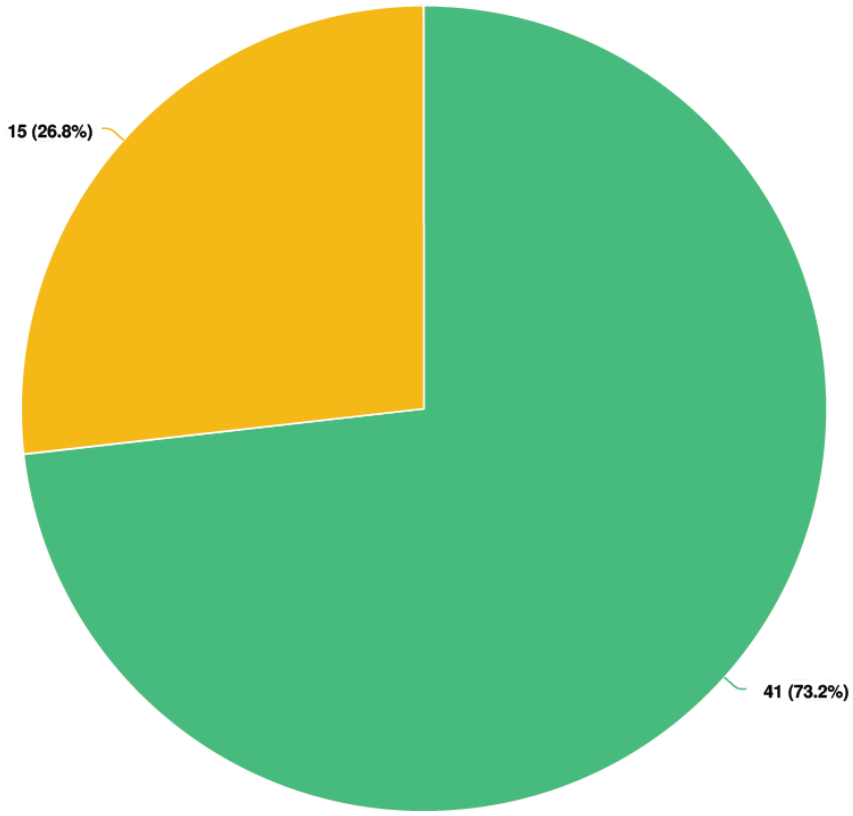
	crowded on the footpaths and the s tuat on s untenab e for everyone
[redacted] 3/16/2021 05:30 PM	L ght Ra / track ess trams on the A bany str p to Curt n Un vers ty
[redacted] 3/16/2021 05:42 PM	Better pub c transport and cyc e network
[redacted] 3/16/2021 07:55 PM	Reduce pr vate veh c e movements/ presence n A bany H ghway to make env ronment more p easant, safer for pedestr ans and ensure re ab e bus journeys.
[redacted] 3/16/2021 10:27 PM	I re y ent re y on buses, and wh st I m happy to do that, t s d ff cu t to get to the V ctor a park tra n stat on from east V ctor a park by bus w thout a great dea of wa k ng. Better nkages between bus and tra ns wou d make t more ke y that I can use the faster tra n system, and make t eas er to trave at n ght when ess bus serv ces are runn ng.
[redacted] 3/16/2021 10:41 PM	It has to be better / safer ways to get across sheparton and A bany h ghway, to the shops and the str p by b ke w thout m x ng w th cars. Tr a Ded cated protected anes or qu et street para e to Robert s road / ra way overpass near Lath a n tra n stat on Too far to wa k but b ke / scooter perfect d stance. Encourage peop e out of cars f t s eas er / qu cker more d rect by b ke
[redacted] 3/16/2021 11:07 PM	Na
[redacted] 3/17/2021 10:06 AM	As per comment above
[redacted] 3/17/2021 05:19 PM	More emphas s on pub c; tra ns and buses. More access b e
[redacted] 3/17/2021 06:12 PM	Footpaths on both s des of the street.
[redacted] 3/17/2021 07:54 PM	Free c rc e route bus that connects and prov des easy access to our bush anes and parks, as we as shopp ng centres
[redacted] [redacted]57 PM	Better transport nks. Access to Orrong road from Roberts Road mproved.
[redacted] [redacted]46 PM	C ear the pathways of shop s gnage - I understand seat ng, but the s gns f xed to ampposts or on sandwh ch boards take up too much room. Bravo s s gn f xed to the amppost s the worst!
[redacted] 3/18/2021 07:28 AM	I th nk a sma shutt e bus wou d reduce traff c and encourage more peop e to wa k

[redacted] 3/18/2021 09:40 AM	E m nate street park ng, espec a y a ong the V c Park str p, and open up the space for peop e and buses
[redacted] 3/18/2021 06:35 PM	More buses down A bany hwy
[redacted] 3/18/2021 07:02 PM	Stop peop e park ng across footpaths
[redacted] [redacted]27 PM	.
[redacted] 3/18/2021 08:21 PM	Create tunne under burswood stat on ne for pedestr ans and cyc sts
[redacted] 3/18/2021 08:28 PM	Short tr p hop on and off between the Causeway and We shpoo Road
[redacted] 3/18/2021 10:10 PM	It s mportant for the Town of V ctor a Park to cont nue work ng on prov d ng shade for common pedestr an thoroughfares. The new trees on A bany Hwy mmed ate y to the east of the A bany Hwy / M nt St ntersect on are a good start, but more needs to be done. It can be very b eak wa k ng around V c Park n summer.
[redacted] 3/18/2021 10:51 PM	Emp oy Traff c Department staff at a eve s of respons b ty who empath se w th the r res dents, who va ue and respect oca know edge and who are prepared to work w th the oca commun ty to make the roads safer p aces for a .
[redacted] [redacted]06:34 AM	Better park ng ang b ke paths and b ke park ng
[redacted] 3/19/2021 06:51 AM	I have no comment to make for th s.
[redacted] 3/19/2021 07:51 AM	Just prov de nfrastructure that a ows peop e to choose a ternat ve forms of transport other than cars. If we reduce car usage, we address most other ssues (congest on, safety for pedestr ans, cyc sts etc. I wou d a so add that we need to regu ate food de very cyc sts who often compete w th pedestr ans for space on s de wa k.
[redacted] 3/19/2021 12:13 PM	L ght Ra
[redacted] 3/19/2021 01:49 PM	Connect ng cyc e anes n the Town to ex st ng trans t routes. Smooth surfaces make a b g d fference to cyc ng journeys.

[redacted] 3/19/2021 03:13 PM	More b cyc e nfrastructure needs to be bu d on the connect ng routes n the Town such as Roberts rd, Oats St, Archer St and Berw ck St. Th s nfrastructure needs to be better than just shou ders or pa nted b cyc e anes, some sort of phys ca barr er s poss b e and shou d be pursued where appropr ate. The Town a so needs to nvest more of the r effort nto the s mp e mprovements to the oca network to make cyc ng n the commun ty more common p ace for oca tr ps - not just the ycra cyc sts. Improvements to the streets connect ng to tra n stat ons to promote wa k ng and cyc ng between the stat ons and A bany hwy s necessary. At the moment t s too d ff cu t to cross Shepperton road and t s too hot and host e to wa k th s regu ar y, part cu ar y n summer.
[redacted] 3/20/2021 12:08 AM	Prov de conven ent b ke ma ntenance po nts. Deve op, coffee and restaurant areas away from ma n roads, p aces ke parks, back anes and back streets, away from po ut on of ma n roads.
[redacted] 3/20/2021 03:47 PM	L ght ra or track ess tram
[redacted] 3/21/2021 08:27 AM	Dr vers need to be more aware and dr ve safe y
[redacted] [redacted]2021 08:40 AM	Better & safer road network, free cat bus a ong the str p to nk and act vate centra VP w th East VP, p ant more street trees to prov de shade and encourage b cyc ng/wa k ng.
[redacted] 3/21/2021 01:35 PM	Reduce park ng pr ces.

Mandatory Question (56 response(s))
Question type: Essay Quest on

Q16 Would you like to stay updated on this project?



Question options

Yes No

Mandatory Question (56 response(s))
Question type: Dropdown Question

Q17 **What is your email?**

[redacted]

[redacted]

[redacted]

Optional question (38 response(s), 18 sk pped)

Question type: Ema Quest on

APPENDIX D

INTERACTIVE MAP RESULTS

D1 INTERACTIVE MAP RESULTS

LOCATION	COMMENT
Burswood station	Opportunity – Tunnel or bridge over the (train) line for pedestrians and cyclists
Ruthland Ave, Lathlain	Opportunity – Bike path separate to road
Duncan St, Victoria Park	Opportunity – Duncan Street is an important street connecting the station to the Vic Park Town Centre area on Albany Hwy
Duncan St, Victoria Park	Opportunity – Pedestrian tunnel or bridge would allow easier flow for pedestrians without having to stop/cross busier road (at Albany Highway)
Albany Hwy, Victoria Park	Opportunity - State Gov't will be spending $50M on a new pedestrian & cycling bridge from the city. Opportunity to safely welcome people to Vic Park with high-quality pedestrian & cycling infrastructure
Albany Hwy, Victoria Park	Challenge – It's hard to get to the causeway on my bike from Albany hwy
Albany Hwy, Victoria Park	Challenge – The entire length of Albany Highway (Causeway to Shepperton Road) - currently no cycling infrastructure - riding on the road is very dangerous - too close to parked cars & no room for bikes + cars on the existing roadway. Also car speed limit too high. Riding on the footpath is not an option - too dangerous and not desirable
Miller St, East Victoria Park	Challenge - Not enough trees for shade when walking down most major roads
Albany Hwy, East Victoria Park	Challenge - Crossing point outside real estate agent across Basinghall is a 45 angle rather than the 20 degree. A guy in an electric wheelchair nearly tipped into the street
Albany Hwy, East Victoria Park	Challenge - Crosswalk here to help pedestrians cross especially on weekends when high traffic levels coming into cafe strip



TOWN OF VICTORIA PARK

Social Infrastructure Strategy (DRAFT)

OCTOBER 2021





Executive Summary

The Town of Victoria Park is amid an intense phase of future planning as it prepares for substantial population growth. Spearheaded by the preparation of the Town's first Local Planning Strategy and complimentary Local Planning Scheme No. 2, the full suite of Council's Integrated Planning and Reporting Framework (IPRF) supporting documents are being progressively completed and reviewed. The Social Infrastructure Strategy (SIS 2021) will be an integral component of the IPRF to help guide planning and delivery of social infrastructure for the growing community.

The SIS 2021 builds upon earlier work commenced in the Draft Social Infrastructure Plan 2017 (Draft SIP 2017) and the key strategic principles of the Draft Local Planning Strategy (Draft LPS) to provide a dynamic, flexible approach to collaborative and growth-responsive social infrastructure planning. A review of the Draft SIP 2017 assessment of need was undertaken alongside a desktop study of key strategic developments and several consultation processes with Town of Victoria Park administration, Elected Members, and key facility users. This process has positioned the SIS 2021 to be aligned to the Draft LPS and be formulated to consider both population capacity (that is, the absolute potential population having regard for local planning and development controls) and actual changes in population, growth, need and activity trends over time.

The SIS 2021 provides a series of actions and work programs to facilitate delivery of high-level social infrastructure planning needs, based on the principle that continuous refinement is an integral part of the social infrastructure planning process. It is not a prescription for facility delivery but rather a framework for future planning and facility management approach. In particular, the SIS 2021 lays out a social infrastructure hub hierarchy for the Town, based on the principles that social infrastructure should be agglomerated in community focal points for efficiency and neighbourhood-building purposes, and that all residents of the Town should have access to a community focal point within a 10-minute walk of their home. The Macmillan Precinct project will provide the primary social infrastructure hub for the Town, catering to a range of both district and neighbourhood level needs. It will be complemented by neighbourhood level hubs servicing the Lathlain and Aqualife/Oats Street areas. Finally, a series of social infrastructure investigation hubs have been identified, which are potential hubs requiring further investigation to determine the appropriate level of provision. These hub investigation areas will cater to the planned future communities in Burswood Peninsula and the Bentley-Curtin Specialised Activity Centre, and potentially address gaps in the Burswood South / Victoria Park and Carlisle areas as required.



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Part A

The Social Infrastructure Strategy

1 Social Infrastructure Vision

Residents of the Town of Victoria Park enjoy access to safe, welcoming and diverse social infrastructure spaces that support a diverse range of activities to build a stronger community for everyone.

2 Social Infrastructure Planning Principles

To achieve the social infrastructure vision, planning for social infrastructure will be guided by the following planning principles:

- Maximise the use of existing facilities owned or managed by the Town of Victoria Park.
- Future decisions on investment are to be evidence based.
- Provide accessible and equitable opportunities for all residents to enhance social connectivity and provide a positive social impact.
- To develop a coordinated network of multi-functional and co-located facilities.
- Develop facilities in an environmentally responsible and sustainable way.
- Ensure social infrastructure is financially viable with agreed funding parameters.
- Provide adaptable community facilities to facilitate the diverse level of service demand.
- Ensure that social infrastructure is safe and healthy in their design.
- All new and existing facilities are technologically responsive.

3 How to use the Social Infrastructure Strategy

The SIS 2021 provides a strategic approach for the Town to plan, deliver and manage social infrastructure, in alignment with population growth laid out in the Draft LPS, and based upon the assessment of facility need analyses provided in the Draft SIP 2017 and Social Infrastructure Benchmarking and Catchment Analysis 2021. The SIS 2021 should be read alongside these documents to fully understand the analysis underpinning the strategy actions.

The planning approach of the SIS 2021 is based upon the Planning Principles identified in section 2.2. Flexibility and responsiveness to growth are key philosophies of the strategy. For this reason, the SIS 2021 does not provide prescriptive recommendations but rather a program of sub-projects and actions that are intended to achieve high-level outcomes. At a broad scale, the implementation of the SIS 2021 over its lifetime should be able to address the need for the local government area's population capacity (as described in the Draft LPS), however, the exact form and timing of this will be dynamic and collaborative in response to actual growth. Therefore, implementing actions and work programs should always involve evaluation of context as strategic projects progress and the Town's population changes, and continuously build upon the ongoing process of social infrastructure planning.

4 Implementation and Recommendations

WORK PROGRAM	#	INITIATIVE	PLACE AREA	SIS HUB	RESPONSIBLE SERVICE AREA	SUPPORT SERVICE AREA	PRIORITY DRAFT: 1 = HIGH / 1–3 YEARS 2 = MID / 4–6 YEARS 3 = LOW / 7+ YEARS	COST – DIRECT DRAFT: $ = <$50K $$ = <$500K $$$ = <$1MIL $$$$ = <$5MIL $$$$$ = >$5MIL	COST – FUTURE DRAFT: $ = <$50K $$ = <$500K $$$ = <$1MIL $$$$ = <$5MIL $$$$$ = >$5MIL
ADAPT AND ACT PROGRAM									
PURPOSE: The program is a cross-functional effort to continuously monitor, understand and adapt the social infrastructure strategy to emerging needs and trends. **PRIORITIES:** 1. Alignment of key strategic documents and service areas responsible for the delivery of social infrastructure 2. Proactive monitoring of social infrastructure performance and trends to ensure the Town's facilities evolve with the community's needs	1	Establish a cross-functional social infrastructure working group to manage the ongoing review process and ensure collaboration between service areas in social infrastructure future planning.	Town-wide	All	Place Planning	PMO, Business Services, Urban Planning, Finance, Technical Services, Property & Leasing, Community, Asset Management	1	$	
	2	Establish a process to align regular review of the Social Needs Analysis, Social Infrastructure Strategy, Asset Management Plans and Land Asset Optimatisation Strategy to ensure consistency in strategic decisions regarding the Towns' landholdings. Incorporate milestones for review of the SIS to determine if additional land is required for future need.	Town-wide	All	Place Planning	Community, Property & Leasing, Asset Management	1	$	
	3	Establish a process to align annual review of Social Infrastructure Strategy progress with the annual budget process to ensure projects are delivered in an efficient and timely manner	Town-wide	All	Place Planning	Community, Asset Management	1	$	

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	4	Establish a regular program of Social Needs Analysis investigations (every 3 to 5 years) to understand changing needs and priorities in the Town's community	Town-wide	All	Community	Place Planning, Communications	1	$	$
	5	Through the preparation of Local Planning Scheme No. 2 audit current zone and reserve status for social infrastructure properties and determine appropriate zones and reserves to be aligned with social infrastructure properties in the future.	Town-wide	All	Place Planning	Property & Leasing, Urban Planning	1	$	
	6	Investigate whether a strategic leasing policy to attract priority social infrastructure types in the Town, informed by the Social Needs Analysis, is feasible and desirable	Town-wide	All	Property & Leasing; Community	Place Planning, Governance	2	$	
	7	Work with community members, groups and stakeholder organisations to monitor active recreation trends and incorporate infrastructure for informal and non-traditional sports (such as parkour, pickleball and street hockey) into Town reserves and facilities in response to demand.	Town-wide	All	Community	Place Planning, Property & Leasing, Parks, Leisure Facilities	3	$	$

WORK PROGRAM	#	INITIATIVE	PLACE AREA	SIS HUB	RESPONSIBLE SERVICE AREA	SUPPORT SERVICE AREA	PRIORITY DRAFT: 1 = HIGH / 1–3 YEARS 2 = MID / 4–6 YEARS 3 = LOW / 7+ YEARS	COST – DIRECT DRAFT: $ = <$50K $$ = <$500K $$$ = <$1MIL $$$$ = <$5MIL $$$$$ = >$5MIL	COST – FUTURE DRAFT: $ = <$50K $$ = <$500K $$$ = <$1MIL $$$$ = <$5MIL $$$$$ = >$5MIL
SHARING SPACES									
PURPOSE: The program guides the philosophical and administrative components of transition from the dominant single-use facility approach to the flexible, multi-purpose hub approach. **PRIORITIES:** 1. Rationalisation of leased and licensed spaces into shared, multi-purpose spaces as appropriate. 2. Educating and collaborating with users to ensure a positive experience in the transition to shared-used.	8	Review all leased and licensed spaces within the Town as leases and licenses reach end of term to achieve the objectives of the SIS and LAOS.	Town-wide	All	Property & Leasing	Community, Place Planning	1	$	
	9	Prepare and deliver a communications plan / change management plan to inform and assist the community during the transition to shared use.	Town-wide	All	Communications	Community Development, Property & Leasing, Place Planning	1	$	

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	10	Develop a series of performance guidelines for designing multi-purpose spaces to facilitate multiple and changing users over time, including: • Secure on-site storage for clubs and organisations using shared spaces • Building format, access and security arrangements to accommodate sensitive users (eg children's services, health services) • Flexible floorplans • Shopfront uses • Involving community and club representatives in the design process • Creating welcoming environments and a sense of place	Town-Wide	All	Place Planning	Community Development, Property & Leasing, Asset Management, Urban Planning	1	$	
	11	Investigate options to create secure storage within mixed-use facilities for clubs sharing spaces.	Town-wide	All	Asset Management	Community Development, Property & Leasing	1	$$	
	12	Review and formalise the Town's position on subletting of Town-owned properties by tenants, including consideration of leasing conditions and operating subsidies conditions, with the view to enabling broader users to have ad hoc access to facilities.	Town-Wide	All	Property & Leasing	Community, Governance	2	$	

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	13	Undertake a biennial audit of the Town's seasonal bookings for sports and active recreation and identify opportunities and strategies to maximise efficient usage and demand management.	Town-Wide	All	Community	Property & Leasing	1	$	$
	14	Work with the proposed Youth Changemakers group, Kensington PCYC, local schools and major youth service providers to develop guidelines for designing youth-friendly spaces within multi-purpose hubs.	Town-Wide	All	Community, Place Planning		2	$	$
	15	Investigate opportunities to incorporate Town of Victoria Park administration services with other community uses as part of multi-purpose hubs, particularly at 99 Shepperton Road, Macmillan/ Leisurelife precinct, and/or Aqualife precinct.	Town-Wide	All	PMO	Property & Leasing, Place Planning	1	$$	$$$$$

WORK PROGRAM	#	INITIATIVE	PLACE AREA	SIS HUB	RESPONSIBLE SERVICE AREA	SUPPORT SERVICE AREA	PRIORITY DRAFT: 1 = HIGH / 1–3 YEARS 2 = MID / 4–6 YEARS 3 = LOW / 7+ YEARS	COST – DIRECT DRAFT: $ = <$50K $$ = <$500K $$$ = <$1MIL $$$$ = <$5MIL $$$$$ = >$5MIL	COST – FUTURE DRAFT: $ = <$50K $$ = <$500K $$$ = <$1MIL $$$$ = <$5MIL $$$$$ = >$5MIL
STRATEGIC PARTNERSHIPS PROGRAM									
PURPOSE: To develop positive relationships with other social industry providers, including both government agencies and the private sector, to further develop collaboration and advocacy in social infrastructure projects **PRIORITIES:** 1. Building positive, mutually-beneficial relationships with other social infrastructure providers in the Town of Victoria Park	16	Establish a process to integrate annual review of Social Infrastructure Strategy progress with the delivery of the Town's advocacy program to ensure strategic partnership opportunities are identified and prioritised	Town-wide	All	Stakeholder Relations	Place Planning, PMO	1	$	
	17	Prepare a management practice for the planning and management of co-location of community facilities within private development, addressing matters such as site selection; standard conditions of development approval; legal position and process; distribution of expenses; expectations for access; and land use.	Town-wide	All	Property & Leasing	Place Planning, Urban Planning, Community, Assets	1	$	
	18	Continue to cultivate the Town's relationship with Curtin University, stakeholders at Mineral Resources Park and major stakeholders in the Burswood Peninsula and investigate opportunities for community use of facilities.	Curtin-Bentley, Lathlain, Burswood Peninsula	Bentley-Curtin SAC, Lathlain, Burswood	Place Planning	Property & Leasing, Stakeholder Relations	2	$	
	19	Support the Department of Education to identify opportunities to accommodate additional demand for student places in government schools, including through the redevelopment of existing sites and new sites as appropriate.	Town-wide	All	Place Planning	Property & Leasing	2	$	

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	20	Investigate the feasibility and benefit of a regional social needs and social infrastructure working group with neighbouring local governments and key stakeholders.	Town-wide	All	Place Planning	Community	2	$	
	21	Investigate opportunities to promote private social infrastructure facilities available to the community.	Town-wide	All	Community	Communications, Place Planning	2	$	
	22	Investigate opportunities to facilitate making underutilised private building spaces available to non-profits or service providers at a low cost to activate underperforming local centres.	Town-wide	All	Place Planning	Urban Planning, Community	3	$	
	23	Foster the Town's relationship with local schools and investigate opportunities for potential shared-use arrangements of school facilities.	Town-wide	All	Place Planning	Property & Leasing, Community	3	$	

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SMALL STEPS, BIG IMPACT PROGRAM									
PURPOSE: To deliver small projects that improve the usage and viability of the social and active recreation infrastructure facilities in the Town. **PRIORITIES:** 1) Upgrades to existing sporting facilities to improve usage and viability. 2) Small strategic interventions to broaden the possibilities for future social infrastructure provision.	24	Advocate for learning, culture and creative infrastructure spaces to be incorporated into the adaptive reuse strategy for the Edward Millen site.	East Victoria Park	Edward Millen	Property & Leasing	Place Planning, Community	1	$	$
	25	Support the preparation of a public open space cash-in-lieu expenditure plan through the Public Open Space Strategy implementation, to ensure that outdoor active recreation spaces meet the community's future needs.	Town-Wide	All	Place Planning	Finance, Parks, Community, Urban Planning	1	$	$$
	26	Investigate opportunities to secure community meeting infrastructure spaces in growth areas and social infrastructure hubs through development incentives for community benefit.	Town-wide	All	Place Planning	Property & Leasing, Urban Planning	2	$	$
	27	Continue to support the Maker Spaces project and investigate opportunities to implement future recommendations	Town-wide	All	Place Planning, Arts, Events and Funding	Community, Property & Leasing	2	$	$$
	28	Support the preparation of a playground audit and a playground strategy through the Public Open Space Strategy implementation, with the view to ensuring that a broad variety of play infrastructure is available across the Town catering to different age groups, abilities and play types.	Town-wide	All	Asset Management	Community, Place Planning, Parks	2	$	$$$

WORK PROGRAM	#	INITIATIVE	PLACE AREA	SIS HUB	RESPONSIBLE SERVICE AREA	SUPPORT SERVICE AREA	PRIORITY DRAFT: 1 = HIGH / 1–3 YEARS 2 = MID / 4–6 YEARS 3 = LOW / 7+ YEARS	COST – DIRECT DRAFT: $ = <$50K $$ = <$500K $$$ = <$1MIL $$$$ = <$5MIL $$$$$ = >$5MIL	COST – FUTURE DRAFT: $ = <$50K $$ = <$500K $$$ = <$1MIL $$$$ = <$5MIL $$$$$ = >$5MIL
	29	Through the preparation of the Town of Victoria Park Local Planning Scheme No. 2, review zoning and land use permissibilities and identify opportunities for social infrastructure to be located on zoned land where appropriate.	Town-wide	All	Place Planning	Urban Planning	1	$	
	30	Utilise the Town's building condition reports and asset management processes to develop Facility Management Plans for upgrading of clubhouse and changeroom facilities, including consideration of: a. Floodlighting b. Security and CPTED principles c. Toilets and changerooms d. Creating facilities that encourage flexible use and casual hire, such as kitchens, furniture, flexible floorplans, and storage lockers for club equipment. e. Incorporating additional uses, spaces or facility types where these are compatible with the facility context and formal sports activities. f. funding opportunities.	Town-wide	All	Asset Management	Property & Leasing, Place Planning, Parks, Community	1	$	$$$

WORK PROGRAM	#	INITIATIVE	PLACE AREA	SIS HUB	RESPONSIBLE SERVICE AREA	SUPPORT SERVICE AREA	PRIORITY DRAFT: 1 = HIGH / 1–3 YEARS 2 = MID / 4–6 YEARS 3 = LOW / 7+ YEARS	COST – DIRECT DRAFT: $ = <$50K $$ = <$500K $$$ = <$1MIL $$$$ = <$5MIL $$$$$ = >$5MIL	COST – FUTURE DRAFT: $ = <$50K $$ = <$500K $$$ = <$1MIL $$$$ = <$5MIL $$$$$ = >$5MIL
	31	Conduct an audit of the Town's public toilet infrastructure and assess demand, upgrade requirements and opportunities for reuse of aged public toilet infrastructure.	Town-wide	All	Asset Management	Place Planning	3	$$	$$$
	32	Monitor the progress of the Department for Planning, Lands and Heritage's Draft Position Statement: Special Entertainment Precincts and investigate opportunities to establish or protect live music and performance spaces in the Town	Town-wide	All	Urban Planning	Place Planning, Community, Health	3	$	
	33	Conduct an audit of passive recreation areas in the Town and work with the local community and Town advisory groups to identify sites and infrastructure suitable for local-scale informal outdoor recreation and social spaces, particularly in Burswood Peninsula and Carlisle Centre.	Town-wide	All	Place Planning	Parks, Community	3	$	$$
	34	Progress the amphitheatre facility identified in the Edward Millen Park Master Plan	East Victoria Park	Edward Millen	Property & Leasing	Place Planning, Community, Parks	1	$$	
	35	Undertake an audit of sports facilities and usage at Taylor Reserve and prepare actions to improve enjoyment and efficiency in facility management.	Victoria Park	N/A	Community	Parks, Property & Leasing, Asset Management, Place Planning	3	$$	$$$

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	36	Undertake an audit of sports facilities and usage at Raphael Park and prepare actions to improve enjoyment and efficiency in facility management.	Victoria Park	N/A	Community	Parks, Property & Leasing, Asset Management, Place Planning	3	$$	$$$
	37	Undertake and audit of sports facilities and usage at Fraser Park and prepare actions to improve enjoyment and efficiency in facility management.	East Victoria Park	N/A	Community	Parks, Property & Leasing, Asset Management, Place Planning	3	$$	$$$
	38	Investigate opportunities for pop-up and reimagined spaces that cultivate use of the public realm as community space, such as pop-up performances and semi-formal outdoor recreation activities.	Town-Wide	All	Community	Place Planning, Health, Rangers, Parks, Street Improvement, Urban Planning	3	$	$
	39	Investigate opportunities to provide facilities for the local population in social infrastructure serving a regional catchment where reasonable demand and local benefit can be demonstrated, particularly for: a. Multi-purpose netball or basketball courts b. Synthetic hockey turf c. Aquatic facilities d. Makers spaces and creative production spaces	Town-Wide	All	Community	Place Planning, Health, Rangers, Parks, Street Improvement, Urban Planning	1	$	$$$$

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MACMILLAN PRECINCT HUB PROGRAM									
PURPOSE: To create a vibrant and innovative hub for living, learning, culture, wellness, community and civic opportunities, that forms the social infrastructure 'heart' for the Town of Victoria Park. **PRIORITIES:** 1. Redevelopment of Leisurelife, Victoria Park Library and co-located social infrastructure facilities to service the Town's future community. 2. Creation of a flexible, multi-purpose hub that is welcoming to everyone that lives, works and visits the Town of Victoria Park. 3. Better integration of youth spaces with the Town Centre within a multi-purpose community setting. 4. Consolidation of Victoria Park Centre for the Arts as the Town's premier facility for arts and culture.	40	Support delivery of the Macmillan Precinct Redevelopment project including: a. Opportunities to upgrade facilities at Victoria Park Centre for the Arts, including potential expansion to support increasingly diversified offerings b. Redevelopment of the Town of Victoria Park Library c. Redevelopment of the Leisurelife facility d. Provision of active recreation spaces e. Provision of youth-friendly spaces f. Flexible, multi-purpose spaces that can cater to range of community meeting space and community support space uses	East Victoria Park	Macmillan Precinct Hub	PMO	Place Planning, Property & Leasing, Community, Leisure Facilities	2	$$	$$$$$
	41	Prepare a framework for development incentives for community benefit, aligned with the Albany Highway Precinct Structure Plan project.	East Victoria Park	Macmillan Precinct Hub	Place Planning	Community, Property & Leasing, Urban Planning	1	$	
	42	Alongside the Macmillan Precinct Redevelopment and Albany Highway Precinct Structure Planning processes, investigate the feasibility of a Developer Contribution Plan to fund major future infrastructure investment	East Victoria Park	Macmillan Precinct Hub	Place Planning	PMO, Urban Planning	2	$	$

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AQUALIFE PRECINCT NEIGHBOURHOOD HUB PROGRAM									
PURPOSE: To consolidate the Town's aquatic recreation facility with complimentary social infrastructure to create a hub servicing the southern population of the local government area. **FOCUS:** 1. Ongoing provision of an aquatic facility within the Town of Victoria Park, but with a long-term view of modernising and expanding offerings in response to population growth and impact of competing facilities. 2. Provision of sports and community meeting space offerings alongside the aquatic facility. in response to future demand.	43	Prepare a Masterplan to guide redevelopment of the site into a neighbourhood hub, potentially incorporating a. aquatic facility b. playing courts c. community support spaces and community meeting spaces where these complement precinct planning for the Oats Street Precinct Planning Area.	East Victoria Park	Aqualife Precinct Hub	PMO	Place Planning, Community, Property & Leasing, Leisure Facilities	2	$$	$$$$

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LATHLAIN NEIGHBOURHOOD HUB PROGRAM									
PURPOSE: To consolidate social infrastructure assets in Lathlain Park and Lathlain Place to create a hub servicing the northern population of the local government area. **PRIORITIES:** 1. Provision of sporting and active recreation facilities that deliver both a community and strategic benefit. 2. Efficient and diverse community meeting and community support offerings within the Lathlain local centre.	44	Ensure social infrastructure opportunities are considered and provided for in the Lathlain Park Management Plan review and Lathlain Park redevelopment.	Lathlain	Lathlain	PMO	Place Planning, Community	1	$	$$$$
	45	Work with the local community and lessees of the Lathlain Scout Hall and Keith Hayes Community Centre to develop a plan for flexible use of the site and rationalisation of lease and licence areas to broaden community access, at the end of the current lease periods.	Lathlain	Lathlain	Property & Leasing	Place Planning, Community	2	$	$$
	46	Work with the West Coast Eagles, Perth Football Club and other stakeholders to improve community access to facilities at Mineral Resources Park / Lathlain Park.	Lathlain	Lathlain	Property and Leasing	PMO, Community, Place Planning, Stakeholder Relations	1	$	

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BURSWOOD PENINSULA LOCAL HUB INVESTIGATION AREA PROGRAM									
PURPOSE: To proactively identify opportunities for strategic partnerships with major facilities in the Burswood Peninsula, and opportunities to deliver social infrastructure to the Peninsula's future population. **PRIORITIES:** 1. Provision of learning, arts and culture spaces for the future population. 2. Provision of formal sports facilities for the future population. 3. Provision of community meeting and community support spaces for the future population.	47	Investigate opportunities to secure the identified community facility needs within private development through the planning framework, including development incentives for community benefit where appropriate.	Burswood Peninsula	Burswood Peninsula	Place Planning	Urban Planning	1	$	
	48	Continue to work with the Burswood Parks Board and Burswood Peninsula Alliance to identify and advocate for social infrastructure opportunities in the future implementation of the Burswood Park Master Plan 2019.	Burswood Peninsula	Burswood Peninsula	Place Planning		2	$	
	49	Foster the Town's relationship with Perth Racing and ensure integration of social infrastructure with the redevelopment of the Belmont Park Grandstand in accordance with the Belmont Park Precinct C Local Development Plan.	Burswood Peninsula	Burswood Peninsula	Place Planning	Urban Planning	2	$	
	50	Foster the Town's relationship with Optus Stadium and advocate for community access to Stadium Park.	Burswood Peninsula	Burswood Peninsula	Place Planning		2	$	
	51	Assess opportunities to secure social infrastructure facilities for a future population, including through development incentives for community benefit and/or a development contribution plan, through any future precinct planning process for Burswood Station West.	Burswood Peninsula	Burswood Peninsula	Place Planning	Property & Leasing, Urban Planning, Community	2	$	$

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	52	Foster the Town's relationship with Department of Education and Department of Planning, Lands and Heritage to cement the Town's role as a major stakeholder for future school site decisions and explore opportunities for shared-user arrangements at the earliest site planning stages	Burswood Peninsula	Burswood Peninsula	Place Planning		2	$	
	53	Assess opportunities to secure social infrastructure facilities for a future population, including through development incentives for community benefit and/or a development contribution plan, through the precinct structure planning processes identified in the Draft Local Planning Strategy.	Burswood South	Burswood South	Place Planning	Property & Leasing, Urban Planning, Community	2	$	$
	54	Foster the Town's relationship with the Department for Planning, Lands and Heritage and explore opportunities for development of social infrastructure in the future Burswood Station West development area (identified in the Burswood Peninsula District Structure Plan).	Burswood Peninsula	Burswood Peninsula	Place Planning		3	$	

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BURSWOOD SOUTH LOCAL HUB INVESTIGATION AREA PROGRAM									
PURPOSE: To proactively plan for local-level social infrastructure facilities to serve the future population. **PRIORITIES:** 1. Learning, arts and culture spaces appropriate to the future population and development pattern. 2. Community meeting and community support spaces appropriate to the future population and development pattern. 3. Formal sports fields with potential to also cater to the future population of Burswood Peninsula.	55	Assess opportunities to secure community meeting spaces, community support spaces and arts and culture spaces for a future population, including through development incentives for community benefit and/or a development contribution plan, through the precinct planning process identified in the Draft Local Planning Strategy.	Burswood South	Burswood South	Place Planning	Property & Leasing, Urban Planning, Community	2	$	$
	56	Prepare a concept plan for Charles Paterson Park to guide provision of sporting fields to service Burswood South and adjacent place planning areas, including Burswood Peninsula.	Burswood South	Burswood South	Parks	Community, Place Planning	3	$	$$$

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BENTLEY-CURTIN SPECIALISED ACTIVITY CENTRE INVESTIGATION AREA PROGRAM									
PURPOSE: To collaborate with stakeholders in the delivery of social infrastructure aligned with the delivery of the Bentley-Curtin Specialised Activity Centre Structure Plan. **PRIORITIES:** 1. Sports and active recreation facilities that cater to the future population while accounting for existing facilities at Harold Rossiter at Curtin University. 2. Learning, arts and culture facilities that cater to the future population while accounting for existing facilities at Curtin University. 3. Community meeting and community support facilities that cater to the future population while accounting for existing facilities at Curtin University.	57	Foster the Town's relationship with Hockey WA and advocate for community access to hockey facilities should the opportunity arise.	Curtin-Bentley	Bentley-Curtin SAC	Place Planning	Community	1	$	$
	58	Advocate for development of the amphitheatre identified in the Kent Street Sandpit Design Opportunities and Constraints Report.	Curtin-Bentley	Bentley-Curtin SAC	Environment	Place Planning, Parks	1	$	$$$
	59	Work with key external stakeholders to establish a working group for implementation of the Bentley-Curtin Specialised Activity Centre Structure Plan, with social infrastructure to be included in the working group's remit.	Curtin-Bentley	Bentley-Curtin SAC	Place Planning		2	$	$
	60	Review the use of Harold Rossiter Reserve and the centrally located pavilion to seek to maximise use and opportunities for local residents	Curtin-Bentley	Bentley-Curtin SAC	Community	Property & Leasing, Place Planning	2	$	
	61	Review the scope and benefit of Memorandum of Understanding with Curtin University, with particular consideration for opportunities to share facilities.	Curtin-Bentley	Bentley-Curtin SAC	Place Planning	Governance, Property & Leasing, Community	2	$	

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4. Consolidation of 51 Anketell Road as a hub for multi-generational specialised services and community meeting spaces.	62	Assess opportunities to secure social infrastructure for a future population, including through development incentives for community benefit and/or a development contribution plan, through the implementation of the Bentley-Curtin Specialised Activity Centre Structure Plan.	Curtin-Bentley & East Victoria Park	Bentley-Curtin SAC	Place Planning	Urban Planning, Property & Leasing, Community	2	$$	
	63	Work with the proposed Youth Changemakers group, Kensington PCYC and other occupants of 51 Anketell Road to prepare a Master Plan for 51 Anketell Road considering: a) consolidation of the site as a multi-purpose youth services hub and determining b) future of the basketball courts c) potential for upgrading the Men's Shed	Curtin-Bentley	Bentley-Curtin SAC	Place Planning	Property & Leasing, Asset Management, Community	2	$$	$$$$
	64	Work with the proposed Youth Changemakers group, Kensington PCYC and other occupants of 51 Anketell Road to develop a streetscape improvement plan to improve connection between 51 Anketell Road and the Macmillan Hub.	Curtin-Bentley & East Victoria Park	Bentley-Curtin SAC	Place Planning	Street Improvement, Community	3	$	$$

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CARLISLE CENTRE LOCAL HUB INVESTIGATION AREA PROGRAM									
PURPOSE: To ensure appropriate provision of local-scale social infrastructure as the Carlisle centre and Carlisle and Oats Street station precincts are redeveloped. **PRIORITIES:** 1. Provision of community meeting spaces and community supports spaces for the future community 2. Creating people-friendly, functional spaces in the opportunities presented by METRONETetronet projects	65	Foster the Town's relationship with METRONET and negotiate for appropriately-scaled social infrastructure to be incorporated into the station redevelopment plans	Carlisle	Carlisle Centre	Place Planning		1	$	$$
	66	Investigate opportunities for shared-use arrangements associated with the government kindergarten at 6–8 Planet Street should the use be continued long-term	Carlisle	Carlisle Centre	Property & Leasing	Place Planning, Community	2	$	$$
	67	Assess opportunities to secure social infrastructure for a future population, including through development incentives for community benefit and/or a development contribution plan, through the future precinct structure planning process identified in the Local Planning Strategy.	Carlisle	Carlisle Centre	Place Planning	Urban Planning, Property & Leasing, Community	2	$$	
	68	Work with the local community and lessees of the Harold Hawthorne Centre to develop a business case and concept plan for transition of the facility to a flexible, multi-purpose, mixed-use space at the end of the current lease period.	Carlisle	Carlisle Centre	Property & Leasing	PMO, Urban Planning, Community,	3	$$	$$$$$

Part B

Social Infrastructure Strategy Context

1 Introduction

The Town of Victoria Park is amid an intense phase of future planning as it prepares for substantial population growth. Spearheaded by the preparation of the Town's first LPS and complimentary Local Planning Scheme No. 2, the full suite of Council's Integrated Planning and Reporting Framework (IPRF) supporting documents are being progressively completed and reviewed. The SIS will be an integral component of the IPRF to help guide planning and delivery of social infrastructure for the growing community.

The Town previously engaged a consultant to deliver its first Draft SIP 2017. The Draft SIP 2017, was considered by Council at its meeting of September 2017 but not endorsed. Since that time, the Town has made considerable progress on its broader planning program for population growth and it is necessary to review the Draft SIP 2017 to ensure its recommendations are current to the Town's present needs.

The review has taken the form of a rebranded SIS 2021, reflecting the broader intent of the document to guide future decision in response to growth rather than prescribe set solutions.

2 Review Methodology

Preparation of the Draft SIP 2017 involved extensive engagement and analytical processes. The value of these processes is recognised, and it was the intent of the SIS 2021 project to build upon this work rather than disregard or replace it. The review methodology is summarised below:

a. Formation of a multi-functional team to provide input into the review and develop strong integration of the SIS 2021 with other key strategies and administrative processes, including Place Planning, Community Development, Asset Management, Property and Leasing and Urban Planning.
b. Consultant appointed to review the Draft SIP 2017 analysis and conclusions, in particular the catchment and need analyses, including two cross-functional workshops and a series of one-on-one internal conversations.
c. Desktop review of major strategic projects and community engagement activities since preparation of the Draft SIP 2017 to identify any new issues or trends.
d. Targeted engagement (surveys and interviews) with tenants and lessees of Town owned social infrastructure facilities to identify any new issues or trends and 'pulse check' the experiences of these users since preparation of the Draft SIP 2017.
e. Workshop with Place Planning to develop the spatial hub hierarchy.
f. Internal review of Draft SIP 2017 recommendations and workshopping of these with relevant service areas, including refinement of recommendations to better reflect local government level of influence.
g. Concept Forum with Elected Members workshopping priorities for social infrastructure planning, to inform refinement of the strategy actions.
h. Workshop with impacted service areas and Concept Forum with Elected Members to review and agree upon strategy actions.

It was determined that major community engagement was not necessary for the review project due to:

- Substantial engagement activities having informed the Draft SIP 2017, and the broad intent of the review being to build upon rather than replace this work.
- The project occurring alongside preparation of the Draft LPS and Strategic Community Plan Review, both of which involved significant consultation activities with cross-over of broad issues.
- The project timeframe and budget; and
- An assessment that the most meaningful community feedback and best use of community members' time could be achieved through discussion on a draft plan of action (ie Draft SIS 2021 document) rather than a broader conversation on social infrastructure concepts.

3 Key Strategic changes from Draft Social Infrastructure Plan 2017

3.1 Alignment to the Draft Local Planning Strategy

At the time that the Draft SIP 2017 was prepared, the Town did not have a Local Planning Strategy providing direction on future growth. Work has since progressed on this vital work culminating in the Draft LPS being advertised for public comment in early 2021. The Draft LPS provides a blueprint for the planning and development of neighbourhoods and centres in the Town to accommodate future population growth. It also forms the basis for preparation of the Town's Local Planning Scheme No. 2.

The SIS 2021 has been developed to respond to the growth patterns and opportunities laid out in the Draft LPS. These include:

- Social infrastructure planning decisions consider the impact of both actual / estimated population (through a process of continual monitoring and review), and population capacity. This provides a perspective of both immediate need and potential long-term demand.
- Consolidation of key social infrastructure hubs with identified centres in East Victoria Park / Albany Highway and Lathlain.
- Social Infrastructure Hub Investigation Areas designated in the Burswood Peninsula and Bentley-Curtin Specialised Activity Centre Structure Plan Areas, both "planned areas" with the highest population capacity under current planning controls.
- Social Infrastructure Hub Investigation Areas aligned with Precinct Planning Areas and Future Investigation Areas in Burswood South and Carlisle Centre, where there is potential for significant growth subject to further detailed planning.
- The strategic approach to social infrastructure planning reflects the intent of the Draft LPS actions for infrastructure, specifically action 7.3:
  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.

The Draft LPS approach to understanding future population as it relates to the SIS 2021 is worthy of further explanation. There are two conceptualisations of growth over time relevant to the SIS. Firstly, the Draft LPS considers the overall dwelling (and subsequent population) capacity of the local government area. In total, the Draft LPS concludes that the planning framework can deliver a minimum of 18,711 additional dwellings over its lifetime, with a total approximate population of 79,500. The second conceptualisation of growth is the population forecasting based on the likely rate of growth, which concludes that the Town will have a population of approximately 53,000 at 2036. This latter population estimate is based on what is the most likely practical outcome, regardless of the ability of the planning framework to achieve housing for greater numbers. In view of these two complimentary pictures, the SIS approach to growth and demand analysis is based on the following:

- The Town will likely have a maximum District-level infrastructure catchment population of 53,000 over the life of the SIS and Draft Local Planning Strategy; and
- The Town can achieve a District-level infrastructure catchment of 80,000+ over time and forward planning should monitor population growth, dwelling capacity and social infrastructure opportunities to ensure proactive forward planning.

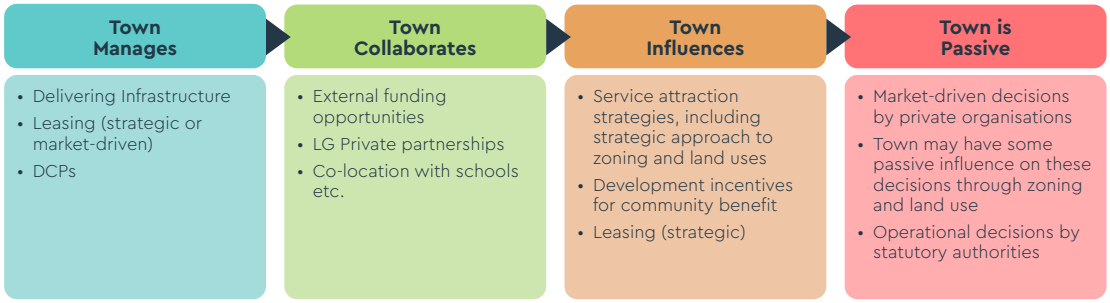
The SIS 2021 does not provide a detailed prescription for social infrastructure in growth areas identified by the Draft LPS, but rather identifies the need for social infrastructure to be considered as part of the overall detailed planning for growth in these areas.

3.2 Local Government Levels of Responsibility in Delivery

Social infrastructure is provided by a range of government bodies, statutory agencies, non-profit organisations, and private businesses. The Town has a significant role in the delivery of district and local level infrastructure, but this does not occur in isolation. The SIS 2021 refocuses the strategy actions to reflect the level of influence and responsibility the Town has in providing for the various infrastructure needs. For example, the Draft SIP 2017 identifies a need for a government primary school site to service the future population. Delivering this infrastructure will be the responsibility of the Department of Education, although the Town has a role in advocating for the community in this process. Strategy actions are therefore crafted to reflect the Town's role as an influencer, rather than presented as a committed need/project.

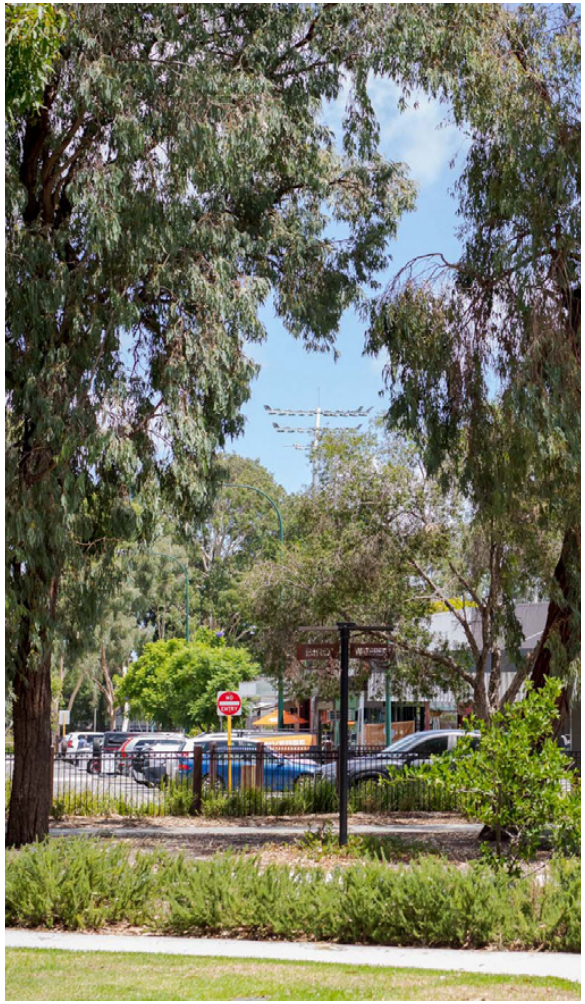
This shift in focus has in turn informed a simplification of the categorisation of social infrastructure addressed in the SIS 2021. Categories have been refined to four category types, reflecting the local government's key areas of interest in social infrastructure facility delivery, and better reflecting the principles of flexible, multi-purpose spaces.

It is important to note that the Town must consider Competitive Neutrality as per the State Governments 'Policy Statement on Competitive Neutrality' (1996) especially in the manages, collaborates and influences roles that are shown in the figure above.



3.3 Social Infrastructure Categories

The categorising of social infrastructure types has been simplified and broadened to better reflect the overarching principle for flexible, multi-purpose spaces and narrow the focus of detailed analysis on infrastructure the Town manages. The categories reflect an intent for spaces to be suitable for a broad range of activities and acknowledge that the nature of activities is not always singular. For instance, an art therapy class could potentially be a creative activity, community support activity, educational activity, and charity/non-profit activity all at the same time. Broad categories provide greater flexibility when designing the ultimate use of spaces, and attempt to avoid an overly narrow approach to planning.



3.4 Spatial Hub Hierarchy

The Draft SIP 2017 considers the various neighbourhoods within the Town and makes some recommendations based on local need. It also establishes the general planning principle of social infrastructure being provided in flexible, multi-purpose hubs. The SIS 2021 takes this a step further and elevates the resolution and status of social infrastructure hubs within the Town through developing a spatial hub hierarchy. The purpose of social infrastructure hubs is to:

- Provide focal points for the location and consolidation of social infrastructure, as appropriate, to improve efficiency and access across the local government area.
- Ensure most residential properties within the Town are within a nominal 2km catchment of social infrastructure facilities.
- Acknowledge the need for social infrastructure hubs to be integrated into future planning for growth areas where demand for social infrastructure is anticipated to increase.
- Identify and secure the key opportunities for future infrastructure within the Town, particularly where this is connected to substantial Town land-holdings suitable for use as social infrastructure; and
- Provide a blueprint for integration of planning for social infrastructure with the implementation of the Draft LPS.

3.5 Work Programs Approach

It is intended that the SIS 2021 will be implemented through a serious of inter-related sub-projects, referred to as "work programs", rather than as a list of actions. To facilitate this, the strategy actions have been organised into work programs within the strategy document. The benefits of this approach include:

- Reflects the Town's current approach to implementation for major strategic plans
- Elevates the key principles for social infrastructure planning through embedding these in work programs, in particular, "Adapt and Act" which refocuses social infrastructure planning to be more dynamic, growth-responsive and integrated with the Town's other key strategic programs, and "Strategic Partnerships" which focuses on improved efficiency and access to Town-managed facilities across the community.
- Responds to the Social Infrastructure Hub Hierarchy and need to provide place-specific, growth-driven solutions through establishing a work program for each hub.
- Provides for identification of aligned strategic actions without embedding these in the strategy actions, to create clearer delineation of which strategy and projects an action will be delivered through.
- Provides a simpler framework for planning for delivery of the strategy and reporting on progress.

4 Summary of Social Infrastructure need

4.1 Sports and Active Recreation Infrastructure

Sports and active recreation facilities are those spaces suitable for hosting formal sporting activities and active recreation activities in general. Traditional sports with formal facilities, such as AFL, cricket, basketball and lawn bowls, are often clearly defined in the urban fabric with formally marked activity spaces (eg playing fields), clubhouse facilities, and planned, regular use by organised clubs. However, sports and active recreation activities do not always take place within these environments – informal activities for pleasure and many so-called 'new sports' such as street hockey and ultimate frisbee also occur within public recreation spaces, including formal sporting grounds when not in use. A common factor for all of these activity types is the general need for large, open (although not necessarily outdoor) areas.

The Town's Public Open Space Strategy 2019 (POSS 2019) provides an overview of the need and general recommendations for active recreation reserves within the local government area. It does not provide detailed guidance for the arrangement of formal sports and playgrounds on these reserves and does not consider indoor recreation facilities. While there is considerable overlap between the POSS 2019 and SIS in the planning for these types of facilities and both must be acknowledged, the POSS will be the primary strategy for planning.

Of note, the SIS 2021 categorises Skate and BMX Parks as sports and active recreation infrastructure for facility planning purposes. Frequently these are treated as youth infrastructure for planning purposes, including within the Town's own Youth Plan. However, this approach has the risk of inadvertently ignoring the needs of users outside of the youth (~12–25) age bracket, and conversely, underservicing young people if too much reliance is placed on skate and BMX parks as youth-friendly spaces. With the increasing recognition and professionalisation of skating and BMX as sports, the inclusion of the associated infrastructure as sports and active recreation facilities is important.

The above foreshadows a broader cycle of trends and innovations in sports that the Town should be mindful of over long-term planning. New sports and active recreation activities will gain favour in the community over time, and planning should be flexible to accommodate changes in demand.



Figure 1: Public Open Space x Function

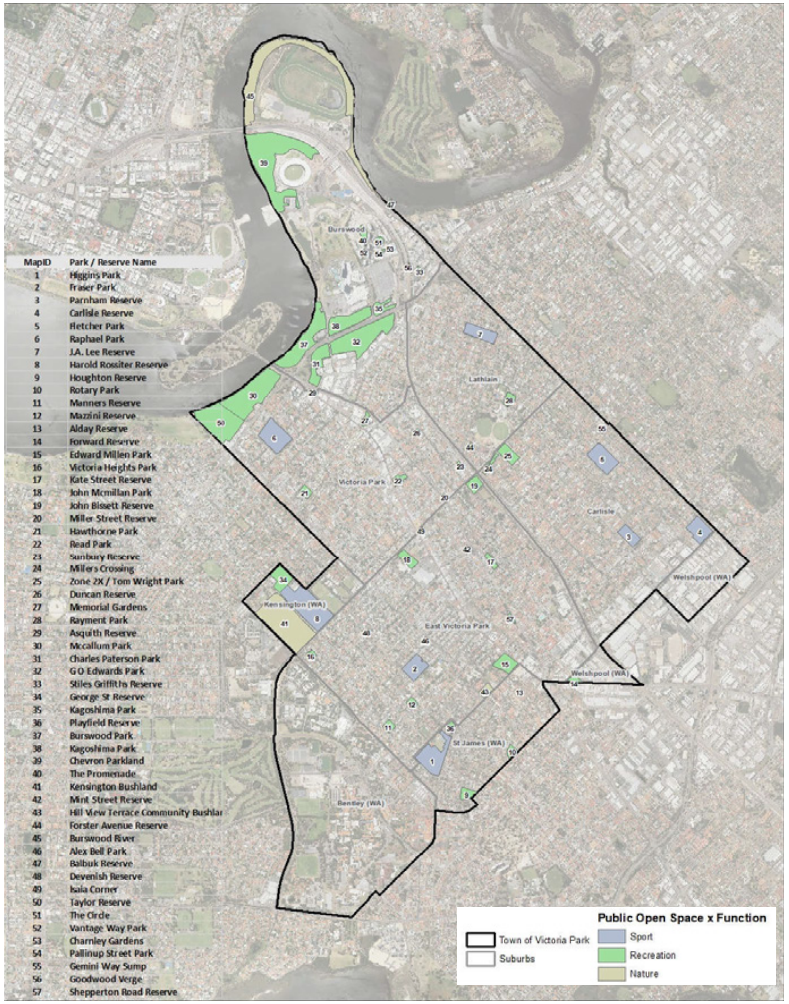


Figure 2: Residential Meshblocks – Access (m) to closest SPORT-POS

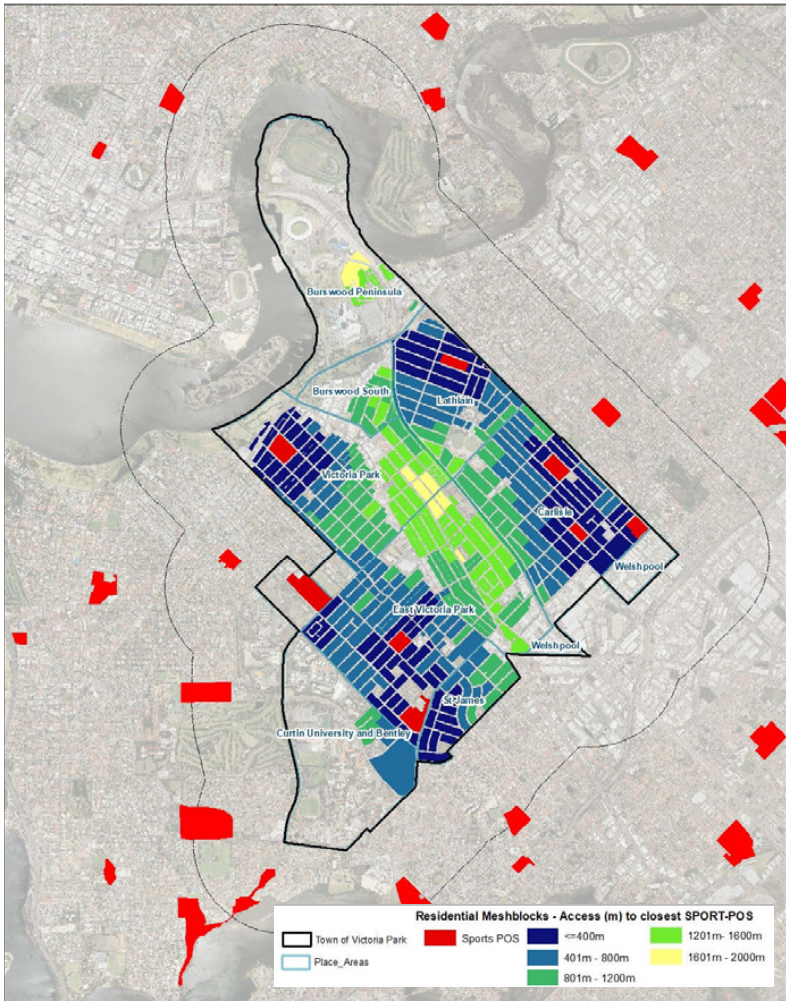


Figure 3: Sport / Recreation POS Catchment Area x Size Hierarchy

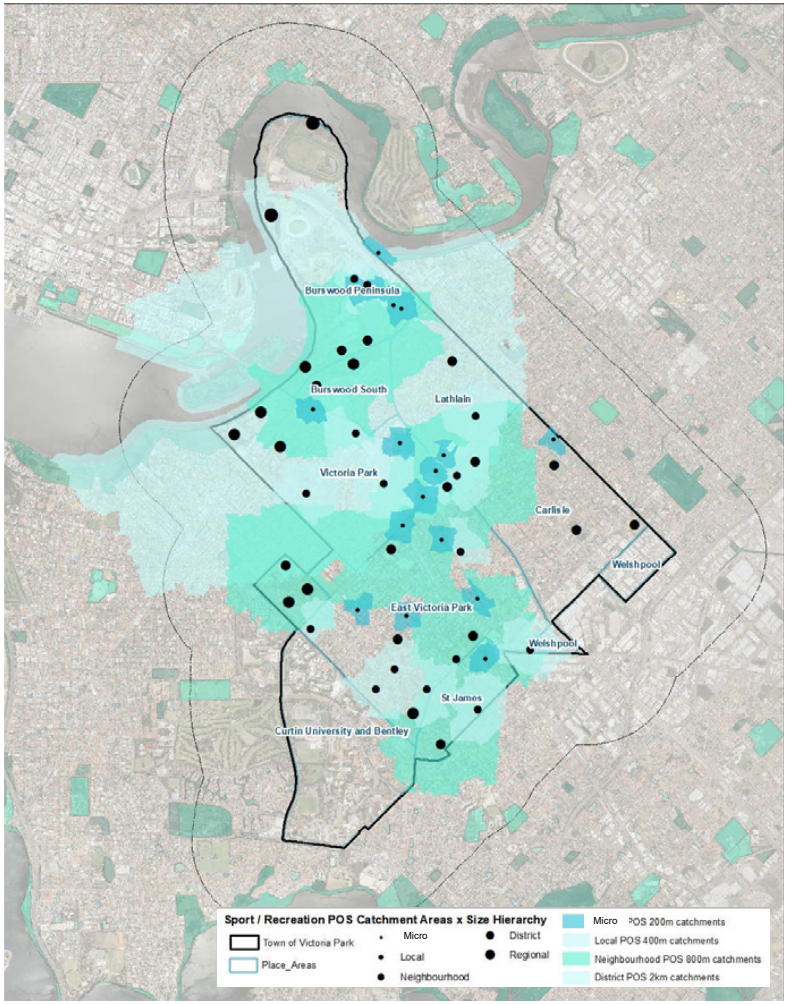


Figure 4: Sports & Recreation Facilities & 2km catchment areas

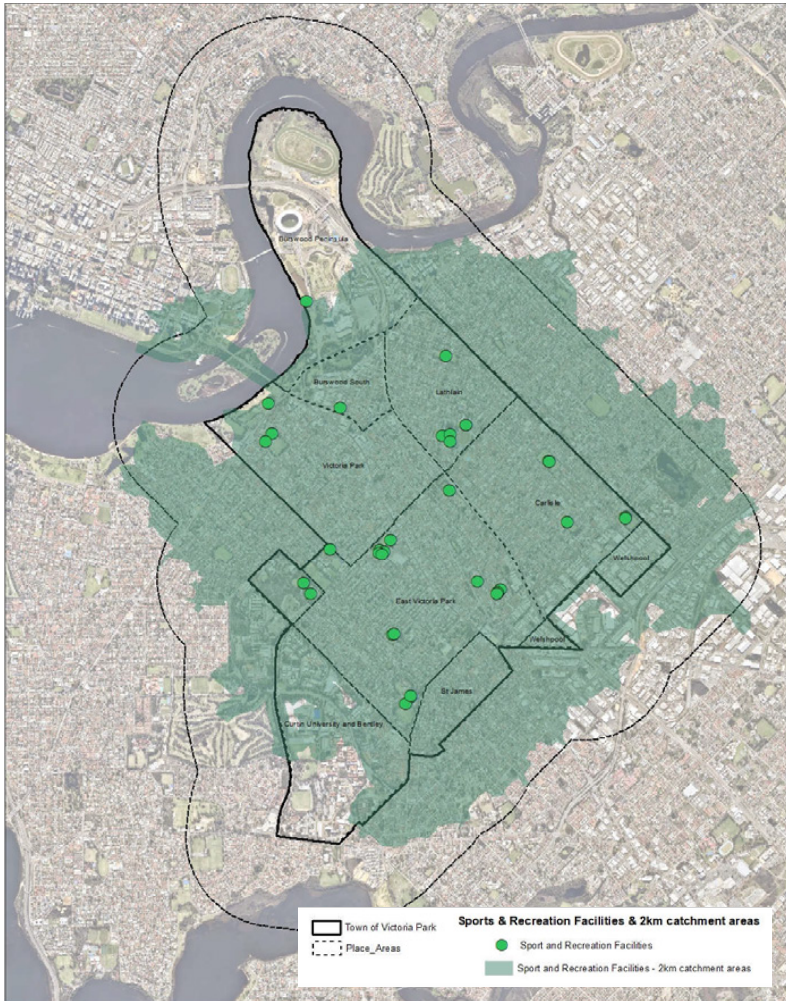


Table 1: Sports and Active Recreation Facility Types

FACILITY TYPE	LG LEVEL OF RESPONSIBILITY				PRIMARY TOWN OF VICTORIA PARK STRATEGY/S FOR FUTURE PLANNING DECISIONS	SUPPORTING TOWN OF VICTORIA PARK STRATEGIES
	MANAGE	COLLABORATE	INFLUENCE	PASSIVE		
Sporting Fields	X				Public Open Space Strategy 2019	• SIS • Concept Plans and Masterplans (where applicable)
Playing Courts	X				SIS	• Concept Plans and Masterplans (where applicable)
Clubhouses	X				Public Open Space Strategy 2019	• SIS • Concept Plans and Masterplans (where applicable) • Asset Management Plans
Community recreation & aquatic centres	X	X			SIS	• Concept Plans and Masterplans (where applicable) • Community Facilities Needs Assessment
Skate & BMX Parks	X				Concept Plans and Masterplans (where applicable)	• SIS • Public Open Space Strategy 2019
Playgrounds	X				Public Open Space Strategy 2019	• SIS • Concept Plans and Masterplans (where applicable)
Regional sports institutes			X	X		• Regional Planning Framework (where applicable)
Regional sports stadiums		X	X	X		• Regional Planning Framework (where applicable)
Private gyms, studios and training centres				X	Local Planning Framework	
Sporting facilities co-located with schools and institutions				X		• Regional Planning Framework (where applicable)

4.1.1 Need for Sports and Active Recreation Infrastructure Managed by the Local Government

This table summarises needs for future active recreation infrastructure, for which the Town of Victoria Park has a management role, that have been identified in the SIS 2021 Benchmarking & Catchment Analysis, Draft SIP 2017, and aligned strategic documents. Where infrastructure is not specifically addressed in this table, both social infrastructure analyses have determined that the current level of provision is sufficient to meet the needs of the future population.

Table 2: Sports and Active Recreation Infrastructure Need Summary

IDENTIFIED NEED / RECOMMENDED ACTION	SOURCE	SUMMARY/CONCLUSION
Sporting Fields:		
Benchmarking indicates an undersupply of AFL ovals, although this is likely overstated. An additional neighbourhood sporting space should be provided in or adjacent to Burswood Peninsula to a single AFL senior football oval size with associated amenities.	SIS 2021 Benchmarking & Catchment Analysis	The current level of provision should be maintained and strategies to optimise access and usage should be explored. An active recreation space to service the future population of Burswood Peninsula is required, which may be achieved through improving facilities and/or access to Stadium Park, Belmont Park or Charles Paterson Park. Future planning for playing fields at active recreation reserves should be primarily driven by the POSS 2019.
Encourage use of Charles Paterson Park for sporting / playing field use.	POSS 2019	
Retain formal sporting uses on existing active recreation reserves and look for opportunities to increase summer/winter use.	POSS 2019	
Belmont Park redevelopment should include active sporting facilities for future population	POSS 2019	
Future population will need more playing fields. Consider strategies to increase capacity and demand management. Consider developing an additional AFL oval if community demand indicates it is required.	Draft SIP 2017	
Prepare a Master Plan for Raphael Park to maximise use of the playing pitch, consider changing room improvements and cricket net training facilities.	Draft SIP 2017	
Skate and BMX Parks:		
By 2036, the Town will require the following skate parks: • 1–2 regional level • 2–5 district level • 5–11 neighbourhood level • McCallum Park Active Area will address higher level need. Provision of neighbourhood level skate parks will need to be addressed as population grows.	SIS 2021 Benchmarking & Catchment Analysis	Delivery of the McCallum Park Active Area project (which incorporates multi-age and multi-skill-level skate facility, BMX pump track, outdoor event space, outdoor gathering space and basketball courts) will substantially address regional-level need and district-level need. Neighbourhood-level facilities should be provided in growth areas, particularly in conjunction with open space or large facilities, with particular consideration given to the southern and eastern parts of the LGA. Need is likely to be at the lower level of benchmarking assessment.
Based on benchmarking, 5–11 neighbourhood level BMX parks will be required by 2036.	SIS 2021 Benchmarking & Catchment Analysis	

IDENTIFIED NEED / RECOMMENDED ACTION	SOURCE	SUMMARY/CONCLUSION
By 2036, a district-level skate or BMX park will be required. Extend upon the existing skate park perhaps adding street elements and possibly BMX jumps.	Draft SIP 2017	
Recreation Centres:		
Aqualife can meet aquatic needs however it requires master planning and gradual implementation of improvements including: • Rationalisation of existing building • Review of single use clubrooms adjacent to 50m pool • Review of current detached staff room and storage at rear of site • Realignment of external carpark • Potential realignment of retail, kiosk and creche activity space • Review of office space in the facility • Realignment of changing infrastructure	SIS 2021 Benchmarking & Catchment Analysis	The 2021 analysis uses a benchmark of 1 district-level facility per 30,000 to 50,000 people. While demand in 2036 does not warrant two facilities, the total dwelling capacity of the Town will likely generate demand for a second facility. This can substantially be achieved through ensuring appropriate ongoing facility provision within both Aqualife and Leisurelife.
Leisurelife can provide indoor sport and recreation needs.		
Aqualife Centre can provide aquatic needs. Refurbish/upgrade facility.	Draft SIP 2017	
Leisurelife Centre can provide indoor recreation needs. Refurbish/upgrade facility – look at opportunities to repurpose to a multipurpose hub.	Draft SIP 2017	
Field Hockey:		
The future of the hockey club needs to be determined in accordance with land availability in the Town.	SIS 2021 Benchmarking & Catchment Analysis	A need to secure an appropriate home-ground for local hockey, potentially including a synthetic turf, remains. Resolving this will primarily be achieved through the Hockey Working Group.
Burswood Peninsula/Burswood South should consider the potential relocation of Victoria Park Xavier Hockey Club synthetic turf provision	SIS 2021 Benchmarking & Catchment Analysis	
Synthetic turf is needed to service Victoria Park Xavier Hockey Club. Synthetic turf, 3x grass turfs and collocated clubrooms are needed.	Draft SIP 2017	
Indoor/Outdoor Courts:		
There is an ongoing demand for additional netball and basketball courts which could potentially be met in partnership with school sites and/or redevelopment of Leisurelife.	SIS 2021 Benchmarking & Catchment Analysis	There is a continued need to provide more playing courts to meet future needs. Redevelopment of the Leisurelife and Aqualife centres should prioritise investigating options to increase court provision.
More indoor/outdoor courts are needed. Consider multi-use courts to meet demand. Look at options within Leisurelife, Aqualife and Lathlain Precinct to meet future court needs.	Draft SIP 2017	
Work with schools to make their tennis and netball courts available for public hire.	Draft SIP 2017	
Prepare a plan for the Kensington PCYC site. In particular look at better use of the space occupied by the three disused basketball courts.	Draft SIP 2017	

IDENTIFIED NEED / RECOMMENDED ACTION	SOURCE	SUMMARY/CONCLUSION
Playgrounds:		
Prepare a playground strategy particularly looking at the quality and range of play items to ensure that all age groups have appropriate play items.	Draft SIP 2017	Planning and delivery of playgrounds will be guided by the POSS 2019 and the 2021 analysis does not consider playground provision in detail. However, there is a need to continually assess the community structure, needs and trends, and ensure play infrastructure caters to a range of ages, abilities and activity types.



4.2 Learning, Culture and Creative Spaces Infrastructure

Learning, culture, and creative spaces are those spaces where the predominant use/activity is the production, consumption or sharing of knowledge or creative or cultural output. It must be acknowledged that the location of these activities is often quite unclear – for example, artists working from home studios in residential areas, original music performance taking place in pubs, and arts training within larger educational institutions. Similarly, spaces principally used for learning, culture and creative practice can also foster other activities, such as art therapy sessions offered by the Vic Park Centre for the Arts. For the sake of consistency, the catchment and benchmarking analyses have focused on dedicated learning, culture, and creative spaces, but the transience of learning, culture and creative practices over multiple spaces must be acknowledged. Notably, the catchment and benchmarking analyses also do not include the following:

- Ephemeral art and pop-up cultural events have a prominent role in arts and cultural activities and can utilise a range of transformative spaces.
- Public art installations located on public land.
- Creative-aligned practices, such as graphic design services and technology incubators.
- European Heritage sites.
- Indigenous Sites of Significance.

Table 3: Learning, Culture and Creative Spaces Facility Types

FACILITY TYPE	LG LEVEL OF RESPONSIBILITY				PRIMARY TOWN OF VICTORIA PARK STRATEGY/S FOR FUTURE PLANNING DECISIONS	SUPPORTING TOWN OF VICTORIA PARK STRATEGIES
	MANAGE	COLLABORATE	INFLUENCE	PASSIVE		
Libraries and community learning spaces (eg Digital Hub)	X	X			• SIS • Concept Plans and Masterplans (where applicable)	
Arts Centres	X	X	X		• Arts & Culture Plan 2020 • Concept Plans and Masterplans (where applicable)	• SIS
Performance Spaces	X	X	X		• Arts & Culture Plan 2020 • Concept Plans and Masterplans (where applicable)	• SIS
Museums	X	X	X	X	• SIS • Concept Plans and Masterplans (where applicable)	
Studios & Maker Spaces	X	X	X	X	• Arts & Culture Plan 2020 • Concept Plans and Masterplans (where applicable)	• SIS • Making Space for Culture Study (2021)
Private galleries and theatres		X	X	X	• Local planning framework	
Primary and secondary schools				X		• Regional planning framework
TAFE and universities				X		• Regional planning framework
Private Registered Training Organisations (RTO)TOs				X	• Local planning framework	
Regional public arts and culture facilities				X		• Regional planning framework
Private learning spaces (eg dance schools)				X	• Local planning framework	
Live music and exhibition spaces within pubs, cafes etc				X	• Local planning framework	

Figure 5: Social Infrastructure x Classification

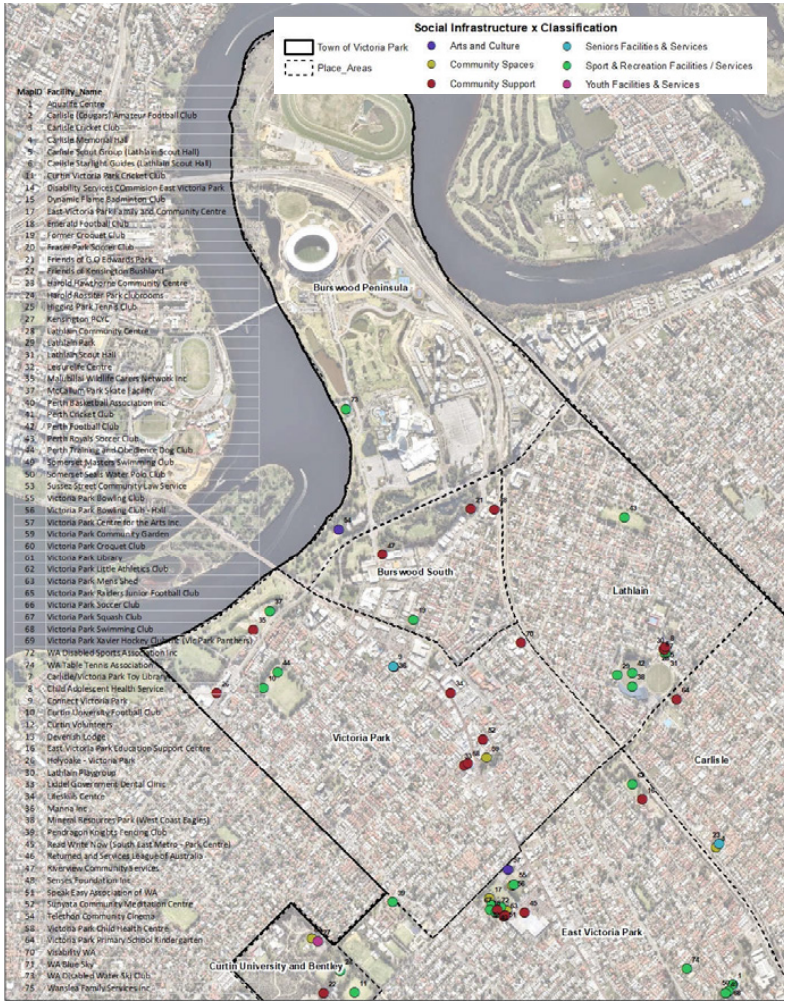
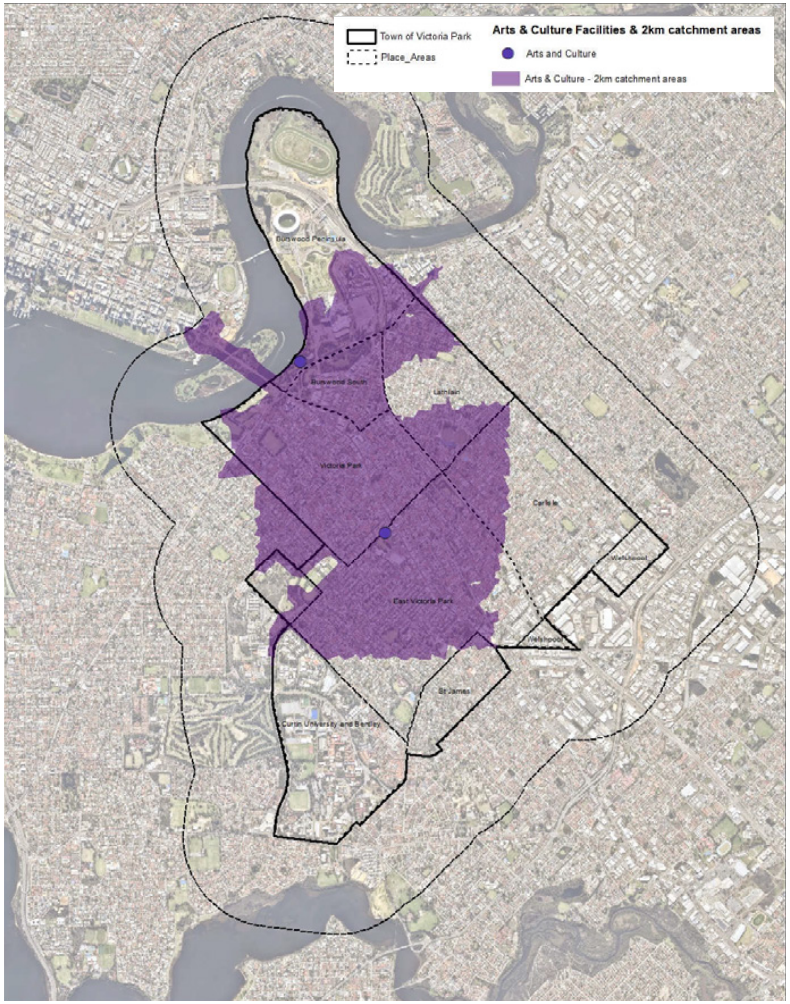


Figure 6: Arts & Culture Facilities & 2km catchment areas



4.2.1 Need for Learning, Culture and Creative Spaces Infrastructure Managed By The Local Government

This table summarises needs for future learning, culture and creative spaces infrastructure, for which the Town of Victoria Park has a management role, that have been identified in the SIS 2021 Benchmarking & Catchment Analysis, Draft SIP 2017, and aligned strategic documents. Where infrastructure is not specifically addressed in this table, both social infrastructure analyses have determined that the current level of provision is sufficient to meet the needs of the future population.

Table 4: Learning, Culture and Creative Spaces Infrastructure Need Summary

IDENTIFIED NEED / RECOMMENDED ACTION	SOURCE	SUMMARY/CONCLUSION
Arts Centres:		
The Town is well-serviced by the Victoria Park Centre for the Arts, although the facility does require upgrades. Retention of the Victoria Park Centre for the Arts in the Macmillan Precinct Masterplan is essential. Regional arts and culture assets in the Perth CBD are a significant drawcard for Town of Victoria Park residents that reduces demand for local-level facilities.	2021 SIP Benchmarking & Catchment Analyses	The 2021 assessment bases its conclusion on the Town being well-serviced from a catchment perspective, substantially upon its proximity to regional facilities. However, as regional facilities, programming choices and accessibility vary from what may be provided at a neighbourhood-level facility. There remains a need for local-scaled arts spaces catering to early-career artists, hobbyists and locally-based creatives, as well as providing activities and activity spaces for the local community. There is no need to provide further regional-scale facilities, but the capacity of local facilities to continue to cater to community-scale needs as the population grows should be addressed. This should occur through: • Expansion of the district-level community arts centre through the Macmillan Precinct Masterplan project • Provision of small-scale creative production and retail exhibition spaces through the Joint Maker Spaces Study • Provision of flexible local-level spaces in hubs that are suitable for arts activities • Support for private (ie non-Town managed or funded) arts organisations and spaces through implementation of the Arts and Culture Plan 2020
By 2036, the Town will need to provide a Performing Arts / Theatre / Cultural Centre	Draft SIP 2017	
Curtin Master Plan proposals for social infrastructure will service the future population in the Curtin-Bentley Specialised Activity Centre Structure Plan	Draft SIP 2017	
Look at options to transform existing Arts Centre into an Arts and Culture Hub similar to Fremantle Arts Centre.	Draft SIP 2017	
By 2036, a local-level arts and cultural facility will be required in Burswood Peninsula, Victoria Park and East Victoria Park (the latter potentially through enhanced utilisation of Victoria Park Centre for the Arts). Make provision for local arts and cultural centre / spaces within multi-purpose facilities, other venues such as 'maker spaces' located in satellite sites to create and arts corridor.	Draft SIP 2017	
Explore options for the Curtin University arts spaces to be meet the needs for local arts and cultural spaces and work with Curtin University to establish whether the proposed arts hub with community facilities (Bentley-Curtin Specialised Activity Centre Structure Plan) can be used by local residents.	Draft SIP 2017	

IDENTIFIED NEED / RECOMMENDED ACTION	SOURCE	SUMMARY/CONCLUSION
Museums:		
By 2036, the Town will need to provide a district-level museum. Look at options to include a museum and local history space in any redevelopment of the Arts Centre and/or library.	Draft SIP 2017	The source for this need is driven primarily by benchmarking, with little known community demand. Notwithstanding this, opportunities to create spaces for sharing history and culture should be considered within larger infrastructure hub projects in anticipation of future demand.
Libraries & Learning:		
Current provision of Victoria Park is unlikely to meet the long-term needs of the community. Benchmarking indicates 0–1 Regional and 1–3 District libraries required in 2036.	2021 SIP Benchmarking & Catchment Analysis	Upgrading and expanding the Victoria Park library will be necessary to serve the future population and has been identified in the Macmillan Precinct Masterplan. The upgrade should cater to a minimum population of 50,000. The 2021 analysis concludes that appropriate upgrade of the existing library will be sufficient to service the future population. It should also be considered that there are six libraries in neighbouring LGAs within 5km of properties in the Town of Victoria Park. However, the substantial growth expected to occur in the Burswood Peninsula may lead to future demand for library and learning spaces. The Town should Investigate opportunities to secure flexible, multi-functional social infrastructure spaces in the Burswood Peninsula that are suitable for conversion to a Local-level library shopfront and/or community learning space in the future, should this be required.
Additional district-level library to be catered through upgrade/expansion and modernisation of existing library	Draft SIP 2017	
Make provision for a library shopfront in Burswood collocated with Arts & Cultural Centre to create a cultural precinct.	Draft SIP 2017	
Performance Spaces:		
Benchmarking indicates 0–1 district-level facilities will be required at 2036. Regional-level infrastructure provides for this need.	2021 SIP Benchmarking & Catchment Analysis	The 2021 assessment is based on a benchmark of 1 performing arts space per 50,000–150,000 people. The Town's population is expected to meet this threshold within the life of the SIS, and while need is not critical, early planning is essential. Further, there is an absence of smaller performance spaces suitable for local productions in the LGA in addition to the regional facilities.
Look at options to include a performance space in any redevelopment of the existing arts centre and/or library	Draft SIP 2017	
By 2036, the Town will need to provide a Performing Arts / Theatre / Cultural Centre	Draft SIP 2017	

4.3 Community Meeting Spaces Infrastructure

Community meeting places are spaces that allow people from different households to come together and share interests, participate in formal or informal activities, and build relationships.

Traditionally, facilities for different demographic cohorts (eg families and children, seniors, people from culturally and linguistically diverse backgrounds) are often considered separately. However, this is not consistent with the SIS principles of flexible, multi-purpose facilities and there are advantages to having people from different backgrounds casually mixing within community spaces. Therefore, the SIS has taken the approach of considering the unique needs of major demographic cohorts, but for the most part does not differentiate these in spatial and overarching facility recommendations unless there is a unique, specific need.



Figure 7: Community Spaces & 2km catchment areas

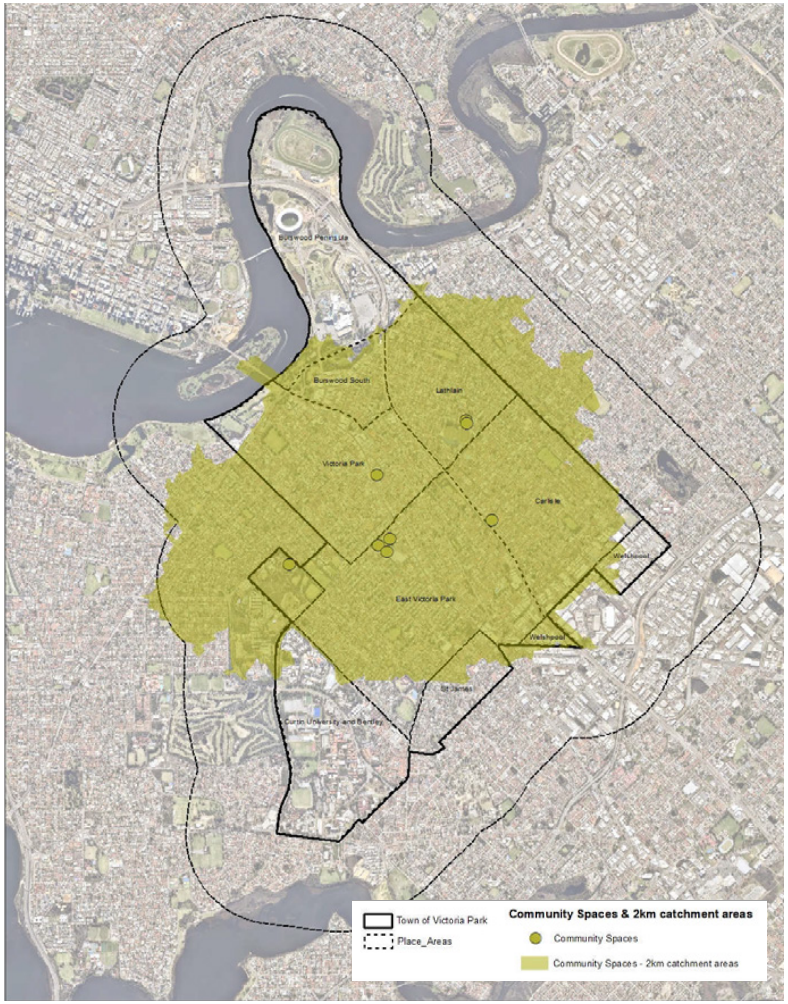


Figure 8: Senior Facilities & 2km catchment areas

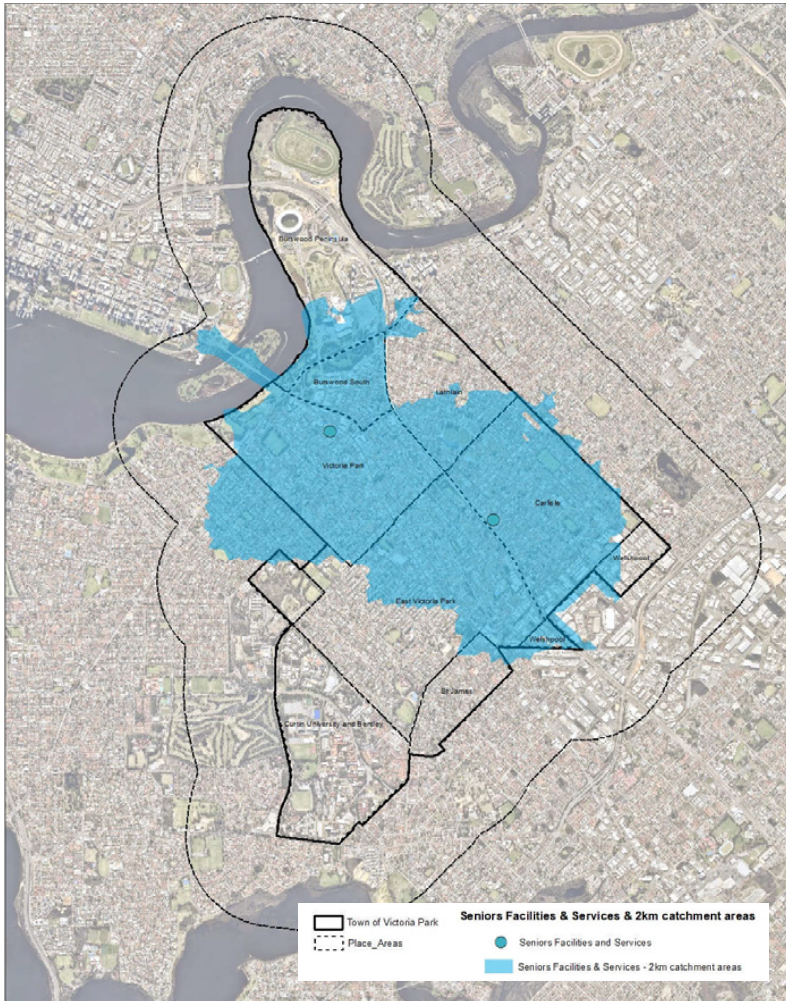


Figure 9: Youth Facilities & 2km catchment areas

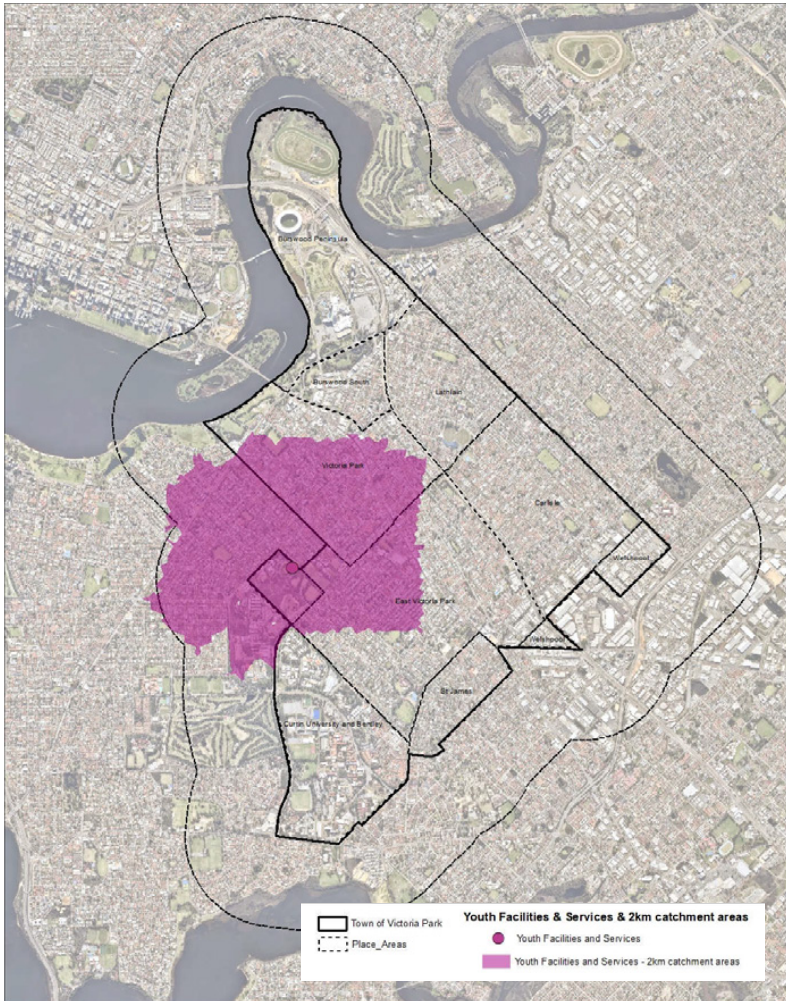


Table 5: Community Meeting Places Facility Types

FACILITY TYPE	LG LEVEL OF RESPONSIBILITY				PRIMARY TOWN OF VICTORIA PARK STRATEGY/S FOR FUTURE PLANNING DECISIONS	SUPPORTING TOWN OF VICTORIA PARK STRATEGIES
	MANAGE	COLLABORATE	INFLUENCE	PASSIVE		
Youth Spaces	X	X	X		• Draft Youth Plan 2021 • Concept Plans and Masterplans (where applicable)	
Seniors Spaces	X	X	X	X	• SIS • Concept Plans and Masterplans (where applicable)	
Community centres and halls	X	X	X		• SIS • Concept Plans and Masterplans (where applicable)	
Community gardens	X	X	X		• Public Open Space Strategy 2019 • Concept Plans and Masterplans (where applicable)	• SIS
Men's Sheds	X	X	X		• SIS • Concept Plans and Masterplans (where applicable)	
Playgroups	X	X	X		• SIS • Concept Plans and Masterplans (where applicable)	
Informal outdoor meeting spaces (eg parks)	X				• Public Open Space Strategy 2019 • Concept Plans and Masterplans (where applicable)	
Function centres				X	• Local planning framework	

4.3.1 Need for Community Meeting Spaces Infrastructure Managed by the Local Government

This table summarises needs for community meeting spaces infrastructure, for which the Town of Victoria Park has a management role, that have been identified in the SIS 2021 Benchmarking & Catchment Analysis, Draft SIP 2017, and aligned strategic documents. Where infrastructure is not specifically addressed in this table, both social infrastructure analyses have determined that the current level of provision is sufficient to meet the needs of the future population.

Table 6: Sports and Active Recreation Infrastructure Need Summary

IDENTIFIED NEED / RECOMMENDED ACTION	SOURCE	SUMMARY/CONCLUSION
Youth Spaces:		
Benchmarking indicates that 2 to 3 youth spaces will be required by 2036. PCYC and delivery of McCallum Park Active Area will meet this need. PCYC is the primary youth venue in the Town, and it continues operations need to be secured.	SIS 2021 Benchmarking & Catchment Analysis	The need to retain PCYC and provide further youth-friendly spaces remains. This does not necessarily mean dedicated new infrastructure, however, but can be achieved through creating youth-friendly spaces within and alongside other facilities. In particular, youth-friendly spaces should be located in places that are safe, accessible and in destinations young people want to spend time at. The McCallum Park Active, Macmillan Precinct Masterplan, Edward Millen Park Masterplan and Higgins Park Masterplan projects provide opportunities to improve the provision of youth-friendly spaces. General infrastructure design and facility programming should also consider youth needs, under the direction of the Youth Plan 2021.
A general youth / hang-out space at a multi-purpose community centre is needed (PCYC is perceived as being for at-risk youth only), ideally located with active open space	Draft SIP 2017	
Multi-Purpose Spaces:		
Review the Harold Hawthorne community centre with a view to the long term development of a multi-functional community centre which supports seniors as well as other local user groups	SIS 2021 Benchmarking & Catchment Analysis	Both documents note that Carlisle is currently under-serviced by social infrastructure. While the current additional dwelling capacity for the precinct is limited, future planning along station corridors may provide for further population increase (as well as social infrastructure opportunities). The need for a multi-purpose facility to service the future Burswood Peninsula population is a significant finding of both reports. This facility should be designed to accommodate a broad range of activities and people. Benchmarking indicates that the general level of provision is likely to sit at the lower range of the benchmark as the population grows, and improvements to the efficiency and accessibility of community meeting spaces should be considered.
Multi-functional district level community centre with a hall, 2 large meeting rooms / activity areas, 2 small meeting rooms, toilets, office, storage in Burswood Peninsula	SIS 2021 Benchmarking & Catchment Analysis	
Plan and complete the redevelopment of Lathlain Park Zone 1 including a multipurpose community facility.	Place Plans	
Curtin Master Plan proposals for social infrastructure will service the future population in the Curtin-Bentley Specialised Activity Centre Structure Plan	Draft SIP 2017	
A multi-purpose community centre in Burswood to service new community, potentially co-located with new library and/or arts centre	Draft SIP 2017	

IDENTIFIED NEED / RECOMMENDED ACTION	SOURCE	SUMMARY/CONCLUSION
Assess and promote opportunities for community use within facilities that may be underutilised: • Carlisle Memorial Hall • Carlisle/Lathlain Scout Hall • Victoria Park Bowling Club (Hall) • Leisurelife Centre • Aqualife Centre • Harold Hawthorne Centre	Draft SIP 2017	
Seniors' Centres:		
2 to 3 district-level seniors' centres will be required by 2036, depending on the ageing demographic. Harold Hawthorne Community Centre and private facilities currently meet this need. Long-term, redevelopment of the Harold Hawthorne Community Centre to a multi-functional space should be considered.	SIS 2021 Benchmarking & Catchment Analysis	Additional spaces suitable for seniors' activities will be required as the population grows. This will likely be particularly felt in Burswood Peninsula and creating senior-friendly spaces within multi-purpose facilities should be prioritised.
Benchmarking indicates that an additional seniors' centre will be required. Incorporate spaces for seniors at multi-purpose community centres.	Draft SIP 2017	
Facilities and services to support seniors should be provided through a future multi-purpose community centre in Burswood.	Draft SIP 2017	
Community Gardens:		
The current community garden meets local needs.	SIS 2021 Benchmarking & Catchment Analysis	There is not a pressing real need for additional community garden spaces within the Town. However, the Town should continue to monitor any increase in local demand and seek opportunities to respond through implementation of the Public Open Space Strategy 2019.
Consider a community garden space at Burswood collocated with a community centre or other community spaces	Draft SIP 2017	
Look at opportunities for community garden spaces within the context of an Open Space Strategy	Draft SIP 2017	
Men's Shed:		
Consideration is to be given to facilitating an upgrade to the Men's Shed infrastructure through upgrading services and the replacement of non-compliant buildings.	SIS 2021 Benchmarking & Catchment Analysis	Both assessments have identified that the Men's Shed requires upgrades and capacity increase to serve the current and future population. The Draft SIP 2017 suggests that this be achieved through provision of an additional facility, which may be considered if there is significant community demand, but preference should be given to expansion of the of the current facility.
Relocate the existing Men's Shed to achieve expanded capacity to service the existing and future population	Draft SIP 2017	
New Men's Shed when population reaches threshold for provision (~60,000)	Draft SIP 2017	

IDENTIFIED NEED / RECOMMENDED ACTION	SOURCE	SUMMARY/CONCLUSION
Playgroups:		
Make provision for playgroup spaces within existing facilities and spaces and incorporate suitable spaces within any redevelopment/development of multi-purpose community centres	Draft SIP 2017	No significant change in need from Draft SIP 2017.
Meeting/Activity Spaces:		
Develop meeting spaces and social areas within pocket parks to service Carlisle place area	SIS 2021 Benchmarking & Catchment Analysis	No significant change in need from Draft SIP 2017.
Consider fitting out some of the clubrooms with basic items such as tables and chairs and tea-making facilities to attract external hirers	Draft SIP 2017	

4.4 Community Support Spaces Infrastructure

Community support spaces are those places where social support services are offered to the community. Generally, the Town does not directly deliver services of this nature, however, it has an important role in providing tenancies and operating subsidies to many organisations that do. The Town's role should continue in this way.

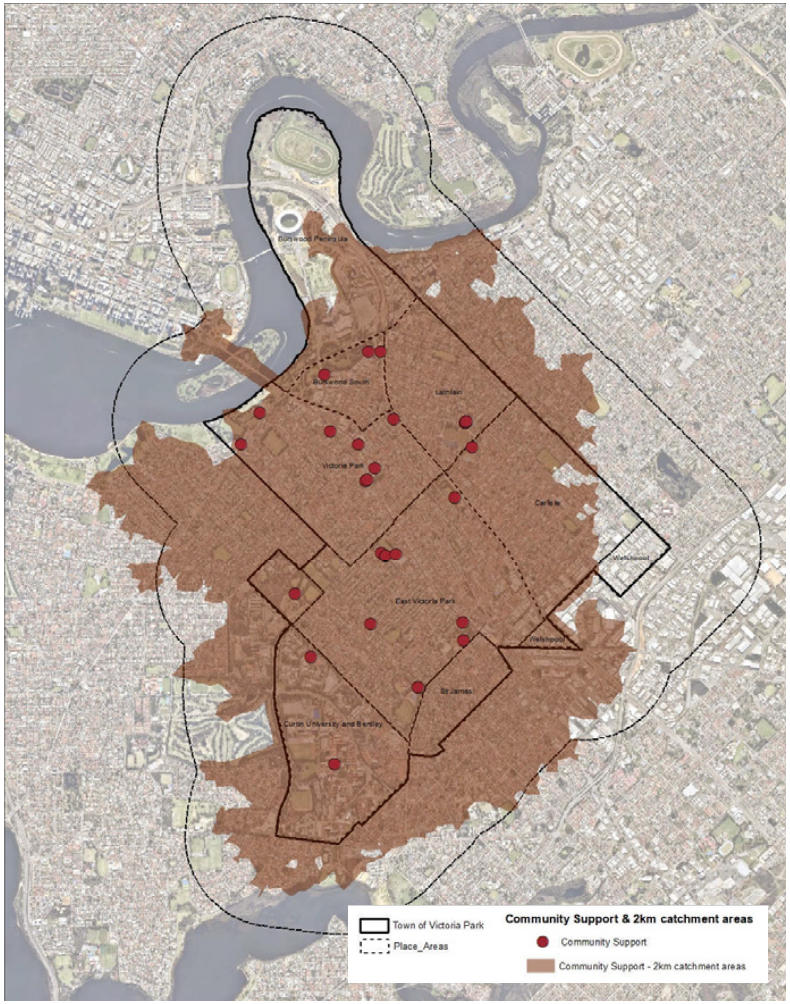
Anecdotally, the Town has received ad hoc feedback that there are organisations and service providers interested in locating within the local government area but unable to secure affordable premises. This can be problematic if much-needed services are not able to be matched where there is a community need. The Town has two key infrastructure options to address this need – firstly, to provide affordable properties for lease by service providers in general, and secondly, to proactively target services with high demand through preferential leasing practices.

It is also of note that the Town has committed to undertaking its first Social Needs Analysis Study, with the intention of conducting reviews on a regular (3 to 5 yearly) basis. The Social Needs Analysis Study will provide further insight into the priority support services required by the Town's community and should be utilised to inform decisions in facility provision and strategy.

Table 7: Community Support Spaces Facility Types

FACILITY TYPE	LG LEVEL OF RESPONSIBILITY				PRIMARY TOWN OF VICTORIA PARK STRATEGY/S FOR FUTURE PLANNING DECISIONS	SUPPORTING TOWN OF VICTORIA PARK STRATEGIES
	MANAGE	COLLABORATE	INFLUENCE	PASSIVE		
Other government agency services (eg infant health clinics, emergency service depots)	X	X	X	X	Local planning framework	Regional planning framework
Community service, charity and NGO service providers (eg Connect Victoria Park, VisAbility)	X	X	X	X	Local planning framework	
Private business service providers (eg daycare centres)		X	X	X	Local planning framework	

Figure 10: Community Support & 2km catchment areas



4.4.1 Summary of Need for Community Support Spaces Infrastructure Managed by the Local Government

This table summarises needs for community support spaces infrastructure, for which the Town of Victoria Park has a management role, that have been identified in the SIS 2021 Benchmarking & Catchment Analysis, Draft SIP 2017, and aligned strategic documents. Where infrastructure is not specifically addressed in this table, both social infrastructure analyses have determined that the current level of provision is sufficient to meet the needs of the future population.

Table 8: Community Support Spaces Infrastructure Need Summary

IDENTIFIED NEED / RECOMMENDED ACTION	SOURCE	SUMMARY/CONCLUSION
Other Government agency services:		
There is a significant need to provide supporting services for community members in Carlisle place area	SIS 2021 Benchmarking & Catchment Analysis	No significant change in need for Town-managed infrastructure. The 2021 assessment focuses on Town-delivered infrastructure and does not provide a significant analysis of any change in demand for community support spaces. The Draft SIP 2017 identifies several general needs, but for the most part the Town has limited involvement in planning and delivery of these services and the understanding of need is limited. The Town should seek to further its understanding of community need and the Town's strategic role in community support service delivery. The planned Social Needs Analysis Study will be a key driver of addressing these issues. More broadly, the Town should provide a range of flexible spaces within its social infrastructure hubs that can be utilised by community support services, such as offices, shopfronts, consulting rooms and activity spaces.
Recommendations for: • At least one new primary school located at Burswood • Assess the need for Child & Parents Centres • Encourage Community Language Schools • Work with schools to expand pastoral care services • Opportunities to provide alternative education programs in the Town • Community Health Centre in Burswood • Investigate need for additional emergency services • Private sector to provide childcare centres • Outside of school hours care spaces within existing facilities and spaces • Work with existing service providers to meet the needs of CALD community • Look at opportunities for space within existing spaces for outreach services to CALD community • Work with NGO service providers to deliver homelessness and mental health services and facilities	Draft SIP 2017	

Part C

Social Infrastructure Spatial Approach & Hub Hierarchy



1 Hub Hierarchy Definition

The Social Infrastructure Strategy is underpinned by a commitment to transitioning to flexible, multi-purpose, mixed-use social infrastructure hubs. The spatial approach reflects this by identifying a series of hub opportunities, based upon social infrastructure need, social infrastructure opportunities, and the growth trends laid out in the Draft LPS. Each hub has a defined purpose and place in the overarching hub hierarchy, ensuring broad coverage of the local government area.

The 'catchment' for a social infrastructure hub is the indicative breadth of service area. There are multiple ways that the breadth of service can be measured, typically including:

- Population – the number of people the facility can service.
- Area – the extent of the surrounding area the facility can service, usually based on what is assumed to be a reasonable travelling distance between facility and user; and/or
- Level of service – the scale and status of the facility within the urban fabric and infrastructure network.

The Draft SIP 2017 and 2021 SIP Catchment and Need Analysis provide use benchmarking which provides a broad indicator of catchment by population, but the proposed hub hierarchy builds upon this to also consider the two other measures. The hierarchy is laid out as follows:

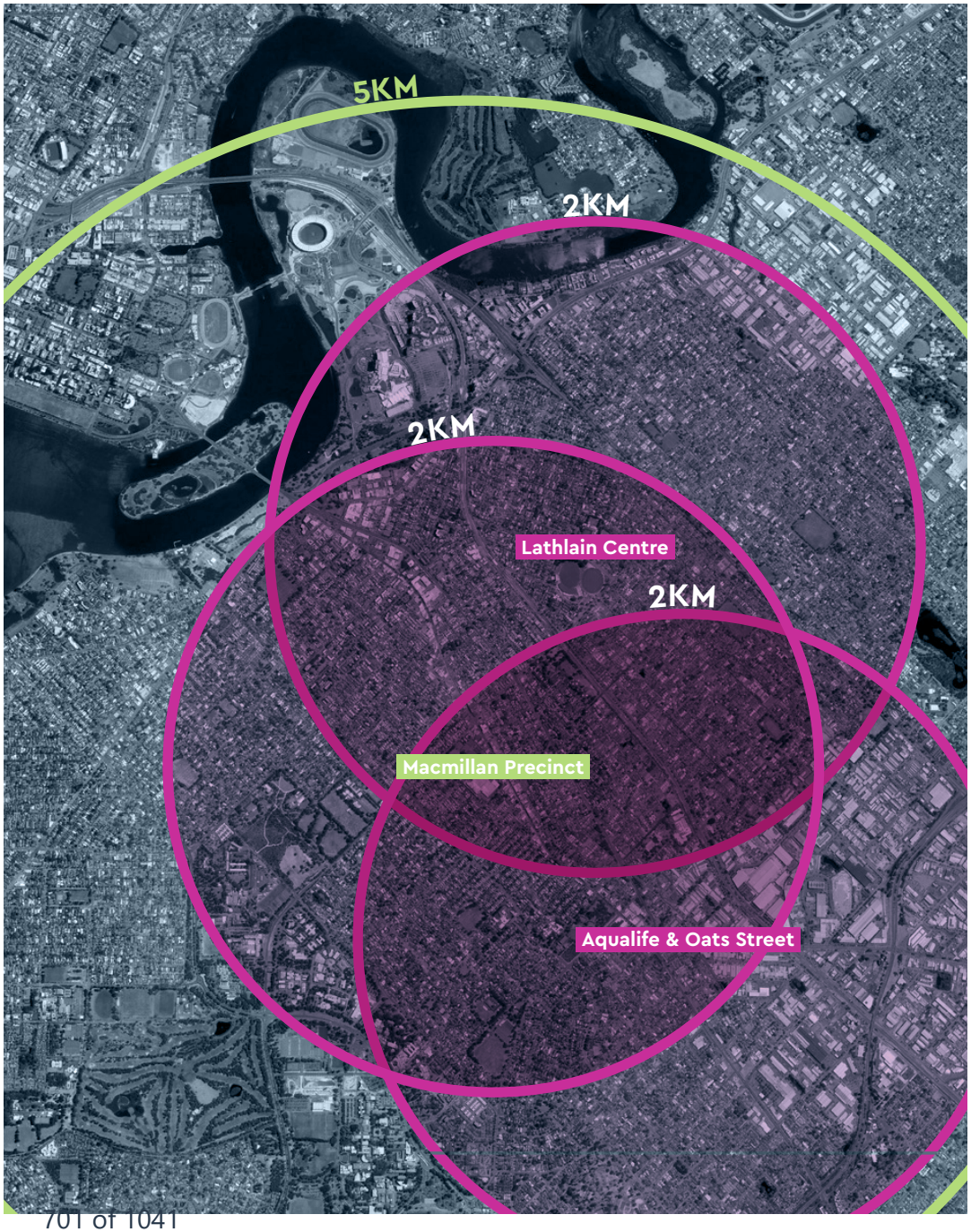
HUB HIERARCHY LEVEL	KEY CHARACTERISTICS	SIS 2021 PROPOSED HUBS
Regional	• Purpose is to meet a high level of needs that support quality of life and are likely to attract a significant number of visitors to the area. • Indicative catchment of 5+km and 150,000+ people • Delivery primarily managed by specialist agencies and government departments (eg Department of Education, VenuesWest)	• No hubs proposed in SIS 2021 – regional infrastructure planning should be considered collaboratively with neighbouring local governments and relevant agencies and departments
District	• Purpose is to address a broad range of community needs to support people's lifecycle needs and address issues of disadvantage • Indicative catchment of 5km and 50,000 people • Delivery primarily managed by ToVP	• Macmillan Precinct
Neighbourhood	• Purpose is to address the key social infrastructure needs of the local neighbourhood • Indicative catchment of 2km and 25,000 people • Delivery primarily managed by ToVP	• Lathlain Centre • Aqualife and Oats Street Precinct* • Burswood Peninsula and Bentley-Curtin Specialised Activity Centre, subject to further planning of Hub Investigation Areas • Macmillan Precinct**
Local	• Purpose is to provide for all residents to have access to an appropriately scaled social infrastructure community focal point within a 10-minute walk of their home • Indicative catchment of 800m and 10,000 people • Delivery primarily managed by ToVP	• Carlisle Centre and Burswood South and Victoria Park, subject to further planning of Hub Investigation Areas
Hub Investigation Area	• Purpose is to resolve opportunities for local infrastructure provision in areas with high growth potential and/or complex development issues • Catchment is to be refined through further detailed planning • Potential for further detailed planning to conclude that a social infrastructure hub is not required in a Hub Investigation Area • Complex delivery environment involving multiple stakeholders	• Burswood Peninsula • Burswood South • Carlisle Centre • Bentley-Curtin Specialised Activity Centre

*The aquatic facility serves a District function within the LGA, however, the level of provision for collocated social infrastructure will achieve a Neighbourhood level.

**The proposed Macmillan Precinct hub will serve both District and Neighbourhood Social Infrastructure needs as indicated in Map 1.

The level of service and types of facilities provided in each hub should be considered on case-by-case basis, having regard for the hub context and local population needs.

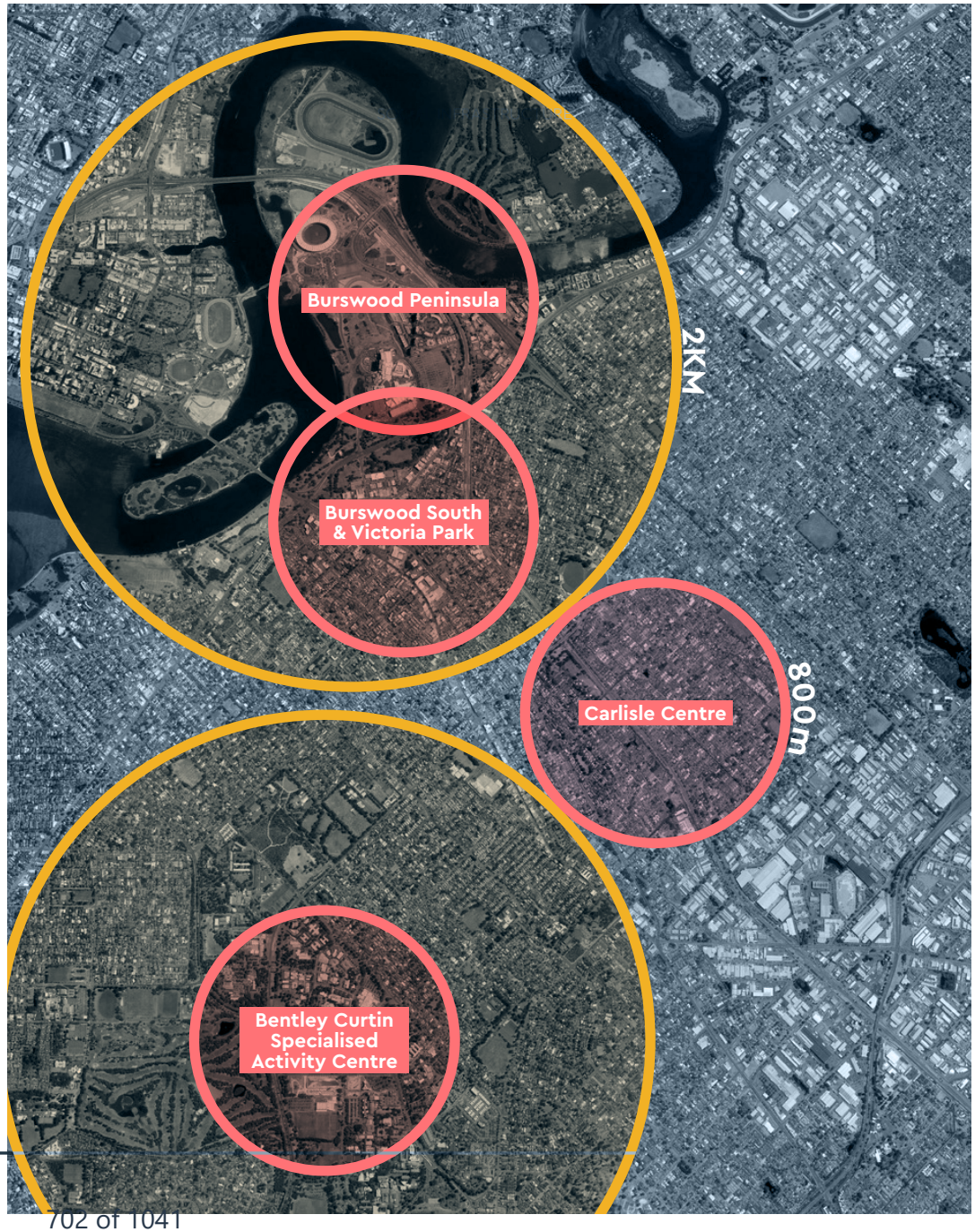
Map 1: District and Neighbourhood Social Infrastructure Hubs



LEGENDS

- District Social Infrastructure Hub
- Neighbourhood Social Infrastructure Hub

Map 2: Social Infrastructure Hub Investigation Areas



LEGENDS

- Indicative Social Infrastructure Hub catchment area
- Secondary Social Infrastructure Hub catchment area

2 Macmillan Precinct District Hub



LEGENDS

- TOVP Facility
- Private Facility
- TOVP Zoned Landholding
- LPS Precinct Planning Area
- Built infrastructure opportunity area
- Recreation infrastructure opportunity area
- Landmark

Target Level of Provision

District / Neighbourhood (District-level provision will service the LGA and local precinct needs)

LPS Future Growth Snapshot

Current Population Estimate*	LPS Additional Population Capacity @2050 Estimate	Total Population Capacity Estimate
37,800	41,200	79,000+

*Town of Victoria Park - ABS Estimated Resident Population 2020

Social Infrastructure Priorities

1. Redevelopment of existing social infrastructure facilities provided by the local government (Leisurelife Centre, Victoria Park Library, Victoria Park Bowling Club, Vic Park Centre for the Arts) to service a future population of 60,000 to 80,000.
2. Creation of a flexible, multi-purpose hub that is welcoming to everyone that lives, works and visits the Town of Victoria Park.
3. Better integration of youth spaces with the Town Centre within a multi-purpose community setting.
4. Consolidation of Victoria Park Centre for the Arts as the Town's premier facility for arts and culture, including investigating opportunities to provide performance spaces.
5. Investigate feasibility of increasing the number of multi-purpose playing courts at Leisurelife Centre, having regard for potential capacity at Aqualife Centre (preferred location) and neighbouring LGA facilities.
6. Provision of a range of community meeting spaces and community support spaces that can accommodate a range of uses including meetings, classes, group activities, consultation appointments, office/administration; and are suitable for leasing to individual groups or businesses.
7. Creating youth, seniors and family-friendly environments within the precinct.

2.1 Macmillan Precinct District Hub Purpose

To create a vibrant and innovative hub for living, learning, culture, wellness, community and civic opportunities, that forms the social infrastructure 'heart' for the Town of Victoria Park.

2.2 Social Infrastructure Opportunities

- The Macmillan Precinct Masterplan provides an outstanding opportunity to upgrade and expand social infrastructure in the precinct and create the Town's social infrastructure "heart".
- The Macmillan Precinct has an excellent location in the heart of East Victoria Park with sound connections to all parts of the local government area and surrounds.
- Progress to date on the Macmillan Precinct Masterplan has laid the foundation for transformation of the site and its character with the community.
- The Town has substantial landholdings in the precinct.
- The adjacent Parks Centre and Albany Highway Precinct Planning Area provide opportunities for smaller scale uses to compliment the main hub.

2.3 Social Infrastructure Challenges

- Implementing the Macmillan Precinct Masterplan and consolidating the social infrastructure hub involves significant costs.
- Varying views in the local community on the project form, particularly in relation to the 'stacked' versus 'clustered' building format for social infrastructure facilities which will impact the type and scale of facilities that can be integrated into the site.
- Balancing the creation of new social infrastructure spaces with uses that can potentially provide financial return.
- Provision of functional complimentary social infrastructure within the Albany Highway Precinct Planning Area that supports rather than fragments the central hub.

2.4 Social Infrastructure Approach

The key facilities in the Macmillan Precinct District Hub will be delivered through the Macmillan Precinct Masterplan project. These include the expanded library, Leisurelife facility, bowling club and outdoor meeting and event spaces. As the Masterplan is refined, consideration should also be given to incorporating flexible indoor spaces for community meetings and community support services. Particular consideration should be given to making spaces that are youth-friendly. The overall cost for implementing the Macmillan Precinct Masterplan is substantial, and the Town should further investigate a developer contribution scheme and/or incorporating revenue-generating tenancies into the precinct to aid viability.

The Masterplan area environs also offer potential to incorporate some complimentary facilities within private land. Alongside the Albany Highway Precinct Structure Plan project, opportunities to secure usable, flexible, accessible community spaces within private development should be investigated, in particular, a robust framework for implementing development incentives for community benefit. The incentives framework should provide clear guidance to the Town and developers on the locations, characteristics and contractual expectations preferred by the Town to achieve social infrastructure objectives. The incentives framework should give particular consideration to the provision of community support spaces within commercial and mixed-use developments.

2.5 Social Infrastructure Recommendations

MACMILLAN PRECINCT HUB PROGRAM									
PURPOSE: To create a vibrant and innovative hub for living, learning, culture, wellness, community and civic opportunities, that forms the social infrastructure 'heart' for the Town of Victoria Park. **PRIORITIES:** 1. Redevelopment of Leisurelife, Victoria Park Library and co-located social infrastructure facilities to service the Town's future community 2. Creation of a flexible, multi-purpose hub that is welcoming to everyone that lives, works and visits the Town of Victoria Park. 3. Better integration between of youth spaces with the Town Centre within a multi-purpose community setting. 4. Consolidation of Victoria Park Centre for the Arts as the Town's premier facility for arts and culture.	40	Support delivery of the Macmillan Precinct Redevelopment project including: a. Opportunities to upgrade facilities at Victoria Park Centre for the Arts, including potential expansion to support increasingly diversified offerings b. Redevelopment of the Town of Victoria Park Library c. Redevelopment of the Leisurelife facility d. Provision of active recreation spaces e. Provision of youth-friendly spaces f. Flexible, multi-purpose spaces that can cater to range of community meeting space and community support space uses	East Victoria Park	Macmillan Precinct Hub	PMO	Place Planning, Property & Leasing, Community, Leisure Facilities	1	$$	$$$$$
	41	Prepare a framework for development incentives for community benefit, aligned with the Albany Highway Precinct Structure Plan project.	East Victoria Park	Macmillan Precinct Hub	Place Planning	Community, Property & Leasing, Urban Planning	1	$	
	42	Alongside the Macmillan Precinct Redevelopment and Albany Highway Precinct Structure Planning processes, investigate the feasibility of a Developer Contribution Plan to fund major future infrastructure investment	East Victoria Park	Macmillan Precinct Hub	Place Planning	PMO, Urban Planning	2	$	$

3 Aqualife and Oats Street Precinct Neighbourhood Hub



LEGENDS

- TOVP Facility
- Private Facility
- TOVP Zoned Landholding
- LPS Precinct Planning Area
- Built infrastructure opportunity area
- Recreation infrastructure opportunity area
- Landmark

Target Level of Provision

District (Aquatic Centre & Potential multi-purpose courts) Neighbourhood

LPS Future Growth Snapshot

DISTRICT

Current Population Estimate*	LPS Additional Population Capacity @2050 Estimate	Total Population Capacity Estimate
37,800	41,200	79,000+

*ABS Estimated Residential Population 2020

NEIGHBOURHOOD*

Current Population Estimate	LPS Additional Population Capacity @2050 Estimate	Total Population Capacity Estimate
12,900	4,200	17,100

*Estimated & additional population capacity for Aqualife and Oats Street Precinct Neighbourhood Hub catchment area (See Map 1)

Priority Local Government Social Infrastructure Projects

1. Ongoing provision of an aquatic facility within the Town of Victoria Park, but with a long-term view of modernising and expanding offerings in response to population growth and impact of competing facilities.
2. Investigate feasibility of expanding facility footprint to provide minimum 6 multi-purpose courts, to be determined alongside feasibility of incorporating additional multi-purpose courts in the Leisurelife facility.
3. Provision of a range of active recreation spaces, community meeting spaces and community support spaces that can accommodate local community meeting and group activity needs, and office/administration spaces suitable to the Aqualife Centre setting.

3.1 Aqualife and Oats Street Precinct Neighbourhood Hub Purpose

- To consolidate the Town's aquatic recreation facility with complimentary social infrastructure, with a particular focus on sports and recreation, to create a hub servicing the southern population of the local government area.

3.2 Social Infrastructure Opportunities

- The Aqualife Centre will require upgrading in the mid-term, creating opportunity for a broader transformative project.
- The facility is set on a large landholding with room to expand.
- The Aqualife Centre is within a 30min walk of the Leisurelife Centre. Facilities offered at the two centres can be designed to be complimentary.
- The Aqualife Centre is located within 5min walk of the Oats Street Station. Potential redevelopment of the station and surrounds may provide opportunity for small-scale infrastructure to complement the hub focal point.
- METRONET project may create opportunities for small-scale infrastructure within the revitalised rail corridor.

3.3 Social Infrastructure Challenges

- Upgrading the aquatic facilities will involve substantial costs.
- Careful consideration must be given to the duplication of facilities also available at the Leisurelife Centre given the proximity of these facilities.
- The Town's main areas of population growth (future demand) are located away from the site.
- The site is located near residential areas and potential for land use conflict.
- Potentially conflicting priorities and goals of multiple agencies with an interest in the METRONET project and Oats Street Station Precinct development

3.4 Social Infrastructure Approach

The Aqualife Centre provides a substantial Town-owned parcel with established active recreation and community uses. Previous business cases and strategic project consultations have found that the community value the Aqualife Centre and it should be retained. The significant land parcel provides opportunity to expand the offerings at the site, in particular, addressing the deficit in multi-purpose playing courts

The nearby Oats Street Station will be subject to further station precinct planning through the METRONET project and implementation of the Draft Local Planning Strategy. This will render the Aqualife Centre site on the outskirts of the precinct centre, although still highly walkable and accessible from the Oats Street Station (5 minutes). In response to this anticipated future precinct structure, the Aqualife Centre Neighbourhood Hub will prioritise active recreation and aligned uses (such as function space, community meeting space and allied office and consultation space). Future redevelopment and expansion of the facility should ensure that spaces are designed to be flexible in use, but the scale of upgrades to the facility should reflect its predominant use as a recreation centre.
The Precinct Planning process around Oats Street Station will then consider strategies to complement the Aqualife Centre and 'stretch' the extent of the hub to the station area.
Opportunities for small-scale community meeting spaces and community support spaces in this precinct should be explored through advocacy and the local planning framework.

3.5 Social Infrastructure Recommendations

AQUALIFE PRECINCT NEIGHBOURHOOD HUB PROGRAM									
PURPOSE: To consolidate the Town's aquatic recreation facility with complimentary social infrastructure to create a hub servicing the southern population of the local government area. **PRIORITIES:** 1. Ongoing provision of an aquatic facility within the Town of Victoria Park, but with a long-term view of modernising and expanding offerings in response to population growth and impact of competing facilities. 2. Provision of sports and community meeting space offerings alongside the aquatic facility. in response to future demand.	43	Prepare a Masterplan to guide redevelopment of the site into a neighbourhood hub, potentially incorporating a. aquatic facility b. playing courts c. community support spaces and community meeting spaces where these complement precinct planning for the Oats Street Precinct Planning Area.	East Victoria Park	Aqualife Precinct Hub	PMO	Place Planning, Community, Property & Leasing, Leisure Facilities	2	$$	$$$$

4 Lathlain Centre Neighbourhood Hub



LEGENDS

- TOVP Facility
- Private Facility
- TOVP Zoned Landholding
- LPS Precinct Planning Area
- Built infrastructure opportunity area
- Recreation infrastructure opportunity area
- Landmark

Target Level of Provision

Neighbourhood

LPS Future Growth Snapshot

NEIGHBOURHOOD*

Current Population Estimate	LPS Additional Population Capacity @2050 Estimate	Total Population Capacity Estimate
3,900	14,700	18,600

*Estimated & additional population capacity for Lathlain Centre Neighbourhood Hub catchment area (See Map 1)

Priority Local Government Social Infrastructure Projects

1. Provision of sporting and active recreation facilities that deliver both a community and strategic benefit.
2. Investigate feasibility of providing a community access gym within the Mineral Resources Park / Perth Football Club facilities, to be determined alongside feasibility of increasing provision of multi-purpose courts at Aqualife Centre.
3. Efficient and diverse community meeting and community support offerings within the Lathlain local centre.

4.1 Lathlain Centre Neighbourhood Hub Purpose

To consolidate social infrastructure assets in Lathlain Park and Lathlain Place to create a hub servicing the northern population of the local government area.

4.2 Social Infrastructure Opportunities

- Several modern and diverse facilities are provided within the Lathlain Centre, including Mineral Resource Park and the Keith Hayes Community Centre.
- Lathlain Centre is compact and provides a generally pleasant and legible walking environment.
- Planned redevelopment of Perth Football Club facilities provides opportunity to upgrade social infrastructure facilities within the site.

4.3 Social Infrastructure Challenges

- The majority of Town-owned facilities within Lathlain Centre are currently subject to exclusive leases that may require future negotiation to broaden access.
- Previous strategic engagements have indicated the local community is concerned about the impact of activities at Mineral Resources Park and Lathlain Park on local car parking.
- Future Precinct Planning around Burswood South, Albany Highway and Carlisle Centre (identified in the Draft Local Planning Strategy) may reshape the population and urban structure surrounding this hub; social infrastructure provision will need to respond accordingly.
- The site is located near residential areas and potential for land use conflict.



4.4 Social Infrastructure Approach

Lathlain Centre already enjoys a number of Town-managed social infrastructure facilities and there is limited need to add to these. Rather, the Town's focus should be on broadening access and the range of activities offered within these existing facilities so that they are more efficiently utilised. This will be achieved through advocacy and oversight of the facility leasing and licensing processes, on a case by case basis.

A notable exception to the above is the planned redevelopment of the Perth Football Club facilities at Lathlain Park. This project provides the opportunity to provide additional new or upgraded social infrastructure within the Lathlain Centre Neighbourhood Hub. Particular consideration should be given to investigating:

1. community support spaces, particularly office/ administration and consultation room spaces suitable for leasing to individual groups or businesses;
2. a community meeting space suitable for a large group activity, which may be provided through the on-site function centre or future review of access to the Keith Hayes Community Centre of Lathlain Scout Hall; and
3. a space suitable for conversion to use as a community gym in the future, should feasibility investigations conclude that the Aqualife Centre community gym must be relocated or downsized to accommodate an increase in multi-purpose playing courts.

4.5 Social Infrastructure Recommendations

LATHLAIN NEIGHBOURHOOD HUB PROGRAM									
PURPOSE: To consolidate social infrastructure assets in Lathlain Park and Lathlain Place to create a hub servicing the northern population of the local government area. **PRIORITIES:** 1. Provision of sporting and active recreation facilities that deliver both a community and strategic benefit. 2. Efficient and diverse community meeting and community support offerings within the Lathlain local centre.	44	Ensure social infrastructure opportunities are considered and provided for in the Lathlain Park Management Plan review and Lathlain Park redevelopment.	Lathlain	Lathlain	PMO	Place Planning, Community	1	$	$$$$
	45	Work with the local community and lessees of the Lathlain Scout Hall and Keith Hayes Community Centre to develop a plan for flexible use of the site and rationalisation of lease and licence areas to broaden community access, at the end of the current lease periods.	Lathlain	Lathlain	Property & Leasing	Place Planning, Community	2	$	$$
	46	Work with the West Coast Eagles, Perth Football Club and other stakeholders to improve community access to facilities at Mineral Resources Park / Lathlain Park.	Lathlain	Lathlain	Stakeholder Relations	PMO, Community, Place Planning	2	$	

5 Burswood Peninsula Hub Investigation Area



LEGENDS

- TOVP Facility
- Private Facility
- TOVP Zoned Landholding
- LPS Precinct Planning Area
- Built infrastructure opportunity area
- Recreation infrastructure opportunity area
- Landmark

Target Level of Provision

Hub Investigation Area – Neighbourhood
(subject to further planning)

LPS Future Growth Snapshot

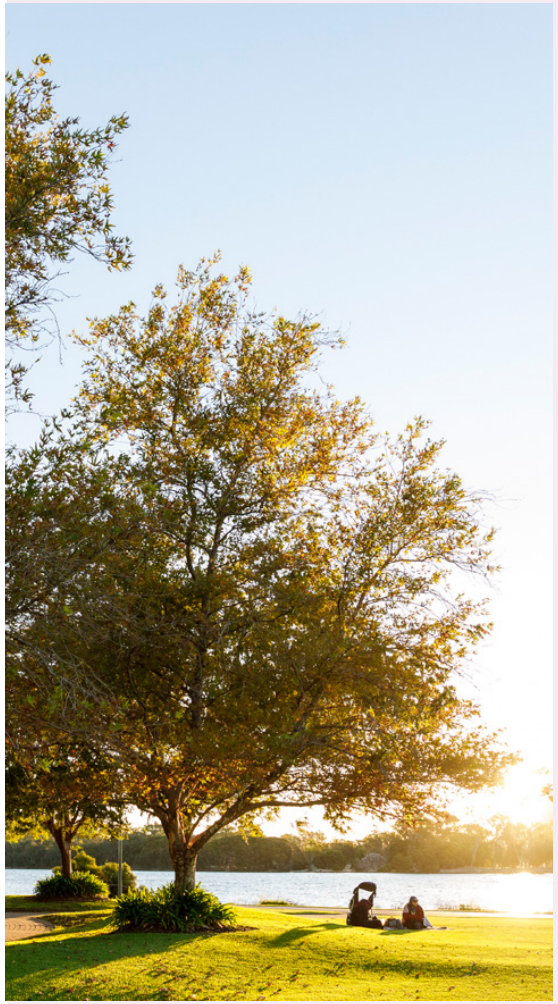
NEIGHBOURHOOD*

Current Population Estimate	LPS Additional Population Capacity @2050 Estimate	Total Population Capacity Estimate
2,300	17,100	19,400

*Estimated & additional population capacity for Burswood Peninsula Hub catchment area (See Map 2)

Priority Local Government Social Infrastructure Projects

1. Provision of senior-size playing field active recreation space.
2. Monitor demand and investigate feasibility for a local library, culture and learning space.
3. Provision of a range of community meeting spaces and community support spaces that can accommodate a range of uses including meetings, classes, group activities, consultation appointments, office/administration.
4. Creating seniors and family-friendly environments within the precinct



5.1 Burswod Peninsula Local Hub Investigation Area Purpose

To proactively identify opportunities for strategic partnerships with major facilities in the Burswood Peninsula, and opportunities to deliver social infrastructure to the Peninsula's future population.

5.2 Social Infrastructure Opportunities:

- Belmont Park and Burswood Station East planning frameworks anticipate substantial high-density, mixed-use development
- Belmont Park Precinct C Local Development Plan flags a future community site within the redevelopment of the grandstand
- Major regional entertainment and sporting infrastructure facilities are already established in area
- Proximity to Perth CBD provides opportunities for access and cross-pollination
- Expansive foreshore areas, Burswood Park Water Sports Centre and Belmont Park Structure Plan area provide opportunities to be an inner-city water recreation destination
- Expansive open spaces and large facilities provide excellent opportunities for pop-up community events

5.3 Social Infrastructure Challenges

- Timing of delivery to align with population growth and demand
- Town of Victoria Park has limited landholdings in this area
- Coordination and negotiation with multiple major agencies required
- Uncertainty of development timing and format for Burswood Station West planning area
- Graham Farmer Freeway, Great Eastern Highway and the railway corridor create major access barriers between sub-precincts and outside of the Burswood Peninsula

5.4 Social Infrastructure Approach

The Burswood Peninsula is home to several regional entertainment and recreation facilities, including the Burswood Theatre, Optus Stadium, State Tennis Centre, Belmont Park Racecourse, Burswood Water Sports Centre and extensive open spaces managed by Burswood Parks Board. The precinct has an important regional function and is a significant attractor for visitors to the Town. The functionality and reputation of the precinct as a regional destination should be capitalised on, while ensuring small-scale local facilities to serve the future population are also provided.

The land tenure and development structure in Burswood Peninsula will make securing a consolidated site for future social infrastructure challenging. There are two key paths to achieving this outcome:

1. Securing a site within the Burswood Station West structure planning area, potentially as part of a joint venture, which is reliant on support from the major landowners, regulators and stakeholders in the precinct; or
2. Securing a series of smaller facilities located within local centres to form a mixed-use hub/s.

Relying wholly on the first option is a significant risk, as the timing and ultimate outcomes of any attempts to secure social infrastructure in Burswood Station West is highly uncertain. Further, concentrating social infrastructure in this sub-precinct does not offer the best access to areas of significant planned population growth in Belmont Park and Burswood Station East.

The Town will proactively seek opportunities to locate social infrastructure facilities in collaboration with private/government landowners and within growth pockets, in particular, the Belmont Park Grandstand (Precinct C) redevelopment; Belmont Park Activity Centre (Precinct B) redevelopment; properties located on Burswood Station East "Urban Avenues"; Burswood Station West precinct planning area; Burswood Parks Board Masterplan Festival Precinct; and any future government school site. Identifying and realising these opportunities will be achieved through advocacy with key stakeholders and the planning framework.

The hub has been assigned an indicative "Neighbourhood" hierarchy level. This is based upon the population capacity of the area under current planning controls; it is not necessary to achieve a Neighbourhood level of provision to address gaps in catchment areas. Further refinement of the appropriate level of provision will occur through implementation of the SIS 2021 actions.



5.5 Social Infrastructure Recommendations

BURSWOOD PENINSULA LOCAL HUB INVESTIGATION AREA PROGRAM									
PURPOSE: To proactively identify opportunities for strategic partnerships with major facilities in the Burswood Peninsula, and opportunities to deliver social infrastructure to the Peninsula's future population. **PRIORITIES:** 1. Provision of learning, arts and culture spaces for the future population. 2. Provision of formal sports facilities for the future population. 3. Provision of community meeting and community support spaces for the future population.	47	Investigate opportunities to secure the identified community facility needs within private development through the planning framework, including development incentives for community benefit where appropriate.	Burswood Peninsula	Burswood Peninsula	Place Planning	Urban Planning	1	$	
	48	Continue to work with the Burswood Parks Board and Burswood Peninsula Alliance to identify and advocate for social infrastructure opportunities in the future implementation of the Burswood Park Master Plan 2019.	Burswood Peninsula	Burswood Peninsula	Place Planning		2	$	
	49	Foster the Town's relationship with Perth Racing and ensure integration of social infrastructure with the redevelopment of the Belmont Park Grandstand in accordance with the Belmont Park Precinct C Local Development Plan.	Burswood Peninsula	Burswood Peninsula	Place Planning	Urban Planning	2	$	
	50	Foster the Town's relationship with Optus Stadium and advocate for community access to Stadium Park.	Burswood Peninsula	Burswood Peninsula	Place Planning		2	$	
	51	Assess opportunities to secure social infrastructure facilities for a future population, including through development incentives for community benefit and/or a development contribution plan, through any future precinct planning process for Burswood Station West.	Burswood Peninsula	Burswood Peninsula	Place Planning	Property & Leasing, Urban Planning, Community	2	$	$
	52	Foster the Town's relationship with Department of Education and Department of Planning, Lands and Heritage to cement the Town's role as a major stakeholder for future school site decisions and explore opportunities for shared-used arrangements at the earliest site planning stages	Burswood Peninsula	Burswood Peninsula	Place Planning		2	$	

BURSWOOD PENINSULA LOCAL HUB INVESTIGATION AREA PROGRAM									
	53	Assess opportunities to secure social infrastructure facilities for a future population, including through development incentives for community benefit and/or a development contribution plan, through the precinct structure planning processes identified in the Draft Local Planning Strategy.	Burswood South	Burswood South	Place Planning	Property & Leasing, Urban Planning, Community	2	$	$
	54	Foster the Town's relationship with the Department for Planning, Lands and Heritage and explore opportunities for development of social infrastructure in the future Burswood Station West development area (identified in the Burswood Peninsula District Structure Plan).	Burswood Peninsula	Burswood Peninsula	Place Planning		3	$	

6 Bentley-Curtin Hub Investigation Area



LEGENDS

- TOVP Facility
- Private Facility
- TOVP Zoned Landholding
- LPS Precinct Planning Area
- Built infrastructure opportunity area
- Recreation infrastructure opportunity area
- Landmark

Target Level of Provision

Hub Investigation Area – Neighbourhood
(subject to further planning)

LPS Future Growth Snapshot

NEIGHBOURHOOD*

Current Population Estimate	LPS Additional Population Capacity @2050 Estimate	Total Population Capacity Estimate
1,900	13,900	15,900

*Estimated & additional population capacity for Bentley-Curtin Hub catchment area (See Map 2)

Priority Local Government Social Infrastructure Projects

1. Providing sports and active recreation facilities that cater to the future population while accounting for existing facilities at Harold Rossiter at Curtin University.
2. Providing learning, arts and culture facilities that cater to the future population while accounting for existing facilities at Curtin University.
3. Providing a range of community meeting spaces and community support spaces that can accommodate a range of uses including meetings, classes, group activities, consultation appointments and office/administration, while accounting for existing facilities at Curtin University.
4. Consolidation of 51 Anketell Road as a hub for multi-generational specialised services and community meeting spaces.

6.1 Local Hub Investigation Area Purpose

To collaborate with stakeholders in the delivery of social infrastructure aligned with the delivery of the Bentley-Curtin Specialised Activity Centre Structure Plan.

6.2 Social Infrastructure Opportunities

- The Bentley-Curtin Specialised Activity Centre Structure Plan (BCSACSP) provides a high-level footprint for population growth and increased land-use diversity within the precinct.
- The Curtin University campus is home to several high-standard facilities that may be of benefit to the broader population, including the John Curtin Gallery, Hayman Theatre, Hockey WA, small-scale commercial / service provider office space, meeting rooms, event venues and sporting grounds.
- Two large aged-care and residential facilities in the precinct may provide opportunities to increase engagement between older people and the broader community.

6.3 Social Infrastructure Challenges

- The Bentley-Curtin Specialised Activity Centre Structure Plan currently lacks a clear implementation pathway and requires further refinement to fully understand the future community composition and urban structure.
- Community access to assets within the Curtin University site is not well-defined, and the non-university community is not generally well informed of what is open to the public
- Significant opening of high-cost facilities at the University campus, such as Hockey WA playing fields and the Hayman Theatre, may involve costs (such as maintenance, staffing, security) that limit viability of broader use.
- The precinct's current major land uses are tertiary education and aged care. These uses tend to concentrate older and younger people in the area as well as on-site facilities catering to their needs. This creates communities that are self-sustaining, having both positive and negative impacts for social infrastructure more broadly.
- While the formal setting and significant population of aged-care and residential facilities does provide opportunity for further engagement with seniors (listed in opportunities above), the format of these facilities is quite insular and may not readily encourage interaction.

- The Bentley Technology Park area and other major developments along Jarrah Road lack permeability and present a perceived barrier between residential areas and the Curtin University campus.

6.4 Social Infrastructure Approach

The Social Infrastructure approach for Bentley-Curtin will be substantially aligned with the Bentley-Curtin Specialised Activity Centre Structure Plan (BCSACSP) and Greater Curtin Master Plan (GCMP). Within the BCSACSP area there are three distinct zones (within the Town's local government area) for social infrastructure planning purposes:

1. The area west of Kent Street, which comprises reserved land substantially owned or managed by the Town, including Harold Rossiter Reserve, Kensington PCYC site and the Jirdarup Bushland Precinct.
2. The Curtin University campus.
3. The area north of Hayman Road and south of Jarrah Road, which includes part of Bentley Technology Park and several large institutional land uses.

The opportunities presented by these respectively are:

1. Provision of facilities delivered by the Town of Victoria Park, operated either by the Town or lessees or licensees, on Town-owned land.
2. Provision of facilities by Curtin University where these are made available for the broader community to utilise.
3. Provision of facilities through mechanisms that can be integrated into the local planning framework, subject to further detailed planning and implementation of the BCSACSP.

The preferred approach for this hub is to upgrade and consolidate the Town-owned facilities at 51 Anketell Street to ensure these remain suitable for the future community, alongside advocacy for increased community access to facilities within the Curtin University campus. This will limit duplication of facilities within a small geographic area and deliver benefits to all parties. Provision of facilities through the planning framework is not a preferred option unless further detailed planning identifies a unique, specific need which would be best addressed through facility provision in this location.

The hub has been assigned an indicative "Neighbourhood" hierarchy level. This is based upon the population capacity of the area under current planning controls; it is not necessary to achieve a Neighbourhood level of provision to address gaps in catchment areas. Further refinement of the appropriate level of provision will occur through implementation of the SIS 2021 actions.

6.5 Social Infrastructure Recommendations

BENTLEY-CURTIN SPECIALISED ACTIVITY CENTRE INVESTIGATION AREA PROGRAM									
PURPOSE: To collaborate with stakeholders in the delivery of social infrastructure aligned with the delivery of the Bentley-Curtin Specialised Activity Centre Structure Plan. **PRIORITIES:** 1. Sports and active recreation facilities that cater to the future population while accounting for existing facilities at Harold Rossiter at Curtin University. 2. Learning, arts and culture facilities that cater to the future population while accounting for existing facilities at Curtin University. 3. Community meeting and community support facilities that cater to the future population while accounting for existing facilities at Curtin University. 4. Consolidation of 51 Anketell Road as a hub for multi-generational specialised services and community meeting spaces.	57	Foster the Town's relationship with Hockey WA and advocate for community access to hockey facilities should the opportunity arise.	Curtin-Bentley	Bentley-Curtin SAC	Place Planning	Community	1	$	$
	58	Advocate for development of the amphitheatre identified in the Kent Street Sandpit Design Opportunities and Constraints Report.	Curtin-Bentley	Bentley-Curtin SAC		Place Planning, Parks	1	$	$$$
	59	Work with key external stakeholders to establish a working group for implementation of the Bentley-Curtin Specialised Activity Centre Structure Plan, with social infrastructure to be included in the working group's remit.	Curtin-Bentley	Bentley-Curtin SAC	Place Planning		2	$	$
	60	Review the use of Harold Rossiter Reserve and the centrally located pavilion to seek to maximise use and opportunities for local residents	Curtin-Bentley	Bentley-Curtin SAC		Property & Leasing, Place Planning	2	$	
	61	Review the scope and benefit of Memorandum of Understanding with Curtin University, with particular consideration for opportunities to share facilities.	Curtin-Bentley	Bentley-Curtin SAC	Place Planning	Governance, Property & Leasing, Community	2	$	
	62	Assess opportunities to secure social infrastructure for a future population, including through development incentives for community benefit and/or a development contribution plan, through the implementation of the Bentley-Curtin Specialised Activity Centre Structure Plan.	Curtin-Bentley & East Victoria Park	Bentley-Curtin SAC	Place Planning	Urban Planning, Property & Leasing, Community	2	$$	

BENTLEY-CURTIN SPECIALISED ACTIVITY CENTRE INVESTIGATION AREA PROGRAM									
	63	Work with the proposed Youth Changemakers group, Kensington PCYC and other occupants of 51 Anketell Road to prepare a Master Plan for 51 Anketell Road considering: a) consolidation of the site as a multi-purpose youth services hub and determining b) future of the basketball courts c) potential for upgrading the Men's Shed	Curtin-Bentley	Bentley-Curtin SAC	Place Planning	Property & Leasing, Asset Management, Community	2	$$	$$$$
	64	Work with the proposed Youth Changemakers group, Kensington PCYC and other occupants of 51 Anketell Road to develop a streetscape improvement plan to improve connection between 51 Anketell Road and the Macmillan Hub.	Curtin-Bentley & East Victoria Park	Bentley-Curtin SAC	Place Planning	Street Improvement, Community	3	$	$$

7 Carlisle Centre Local Hub Investigation Area



LEGENDS

- TOVP Facility
- Private Facility
- TOVP Zoned Landholding
- LPS Precinct Planning Area
- Built infrastructure opportunity area
- Recreation infrastructure opportunity area
- Landmark

Target Level of Provision

Hub Investigation Area – Local (subject to further planning)

LPS Future Growth Snapshot

NEIGHBOURHOOD*

Current Population Estimate	LPS Additional Population Capacity @2050 Estimate	Total Population Capacity Estimate
7,000	900	7,900

*Estimated & additional population capacity for Carlisle Centre Local Hub catchment area (See Map 2)

Priority Local Government Social Infrastructure Projects

1. Provision of community meeting spaces and community supports spaces for the future community
2. Creating people-friendly, functional spaces in the opportunities presented by METRONET projects

7.1 Carlise Centre Hub Investigation Area Purpose

To ensure appropriate provision of local-scale social infrastructure in the Carlisle centre as the Carlisle and station precinct is redeveloped.

7.2 Social Infrastructure Opportunities

- METRONET project may create opportunities for small-scale infrastructure within the revitalised rail corridor.
- Development of a Carlisle Station Precinct can create a highly connected community focal points.
- Harold Hawthorne Centre site provides a significant landholding with established community uses
- Proximity to Aqualife Centre for access to active recreation and sporting facilities

7.3 Social Infrastructure Challenges

- Potentially conflicting priorities and goals of multiple agencies with an interest in the METRONET project and station precinct development
- The Town's major landholdings are not located in the immediate Carlisle Station environs.
- Existing underservicing of community support and community meeting infrastructure.
- Need to balance the focus of a Carlisle Station Precinct with the existing Archer Street local centre.

7.4 Social Infrastructure Approach

A preparation of a Precinct Structure Plan for the Carlisle Station Precinct and Carlisle Town Centre (Archer St) has been identified as an action of the Draft Local Planning Strategy. This planning exercise would likely result in the development potential and population capacity of the neighbourhood increasing. There may also be opportunities to explore social infrastructure within METRONET's newly upgraded rail corridor with elevated rail infrastructure.

Further consideration of social infrastructure need in the Carlisle Station Precinct and Carlisle Town Centre is required, to ensure that future residents have convenient access to community facilities that contribute to neighbourhood cohesiveness. However, the scale and extent of this need requires further investigation alongside the planned changes to the local planning framework. Through the Precinct Structure Planning process, further guidance for the format, scale and development funding approach of the Carlisle Station Precinct and Carlisle Town Centre hub investigation area will be determined.

7.5 Social Infrastructure Recommendations

CARLISLE CENTRE LOCAL HUB INVESTIGATION AREA PROGRAM									
PURPOSE: To ensure appropriate provision of local-scale social infrastructure as the Carlisle centre and Carlisle and Oats Street station precincts are redeveloped. **PRIORITIES:** 1. Provision of community meeting spaces and community supports spaces for the future community 2. Creating people-friendly, functional spaces in the opportunities presented by Metronet METRONET projects	65	Foster the Town's relationship with Metronet METRONET and negotiate for appropriately-scaled social infrastructure to be incorporated into the station redevelopment plans	Carlisle	Carlisle Centre	Place Planning		1	$	$$
	66	Investigate opportunities for shared-use arrangements associated with the government kindergarten at 6–8 Planet Street should the use be continued long-term	Carlisle	Carlisle Centre	Property & Leasing	Place Planning, Community	2	$	$$
	67	Assess opportunities to secure social infrastructure for a future population, including through development incentives for community benefit and/or a development contribution plan, through the future precinct structure planning process identified in the Local Planning Strategy.	Carlisle	Carlisle Centre	Place Planning	Urban Planning, Property & Leasing, Community	2	$$	
	68	Work with the local community and lessees of the Harold Hawthorne Centre to develop a business case and concept plan for transition of the facility to a flexible, multi-purpose, mixed-use space at the end of the current lease period.	Carlisle	Carlisle Centre	Property & Leasing	PMO, Urban Planning, Community,	3	$$	$$$$$

8 Burswood South and Victoria Park Local Hub Investigation Area



LEGENDS

- TOVP Facility
- Private Facility
- TOVP Zoned Landholding
- LPS Precinct Planning Area
- Built infrastructure opportunity area
- Recreation infrastructure opportunity area
- Landmark

Target Level of Provision

Hub Investigation Area – Local (subject to further planning)

LPS Future Growth Snapshot

NEIGHBOURHOOD*

Current Population Estimate	LPS Additional Population Capacity @2050 Estimate	Total Population Capacity Estimate
4,600	2,100	6,700

*Estimated & additional population capacity for Burswood South and Victoria Park Local Hub catchment area (See Map 2)

Priority Local Government Social Infrastructure Projects

1. Learning, arts and culture spaces appropriate to the future population and development pattern.
2. Community meeting and community support spaces appropriate to the future population and development pattern.
3. Formal sports fields with potential to also cater to the future population of Burswood Peninsula.

8.1 Burswood South and Victoria Park Hub Investigation Area Purpose

To proactively plan for local-level social infrastructure facilities to serve the future population.

8.2 Social Infrastructure Opportunities

- Current planning controls allow for substantial densification and mixed-use development
- Proposed review of the local planning framework (identified in the Draft Local Planning Strategy) provides an opportunity to embed social infrastructure planning in planning strategy and controls
- Proximity to major infrastructure and the Perth CBD

8.3 Social Infrastructure Challenges

- Redevelopment potential of precinct has not been fully realised
- Major roads and the rail corridor create perceived barriers to access
- Fragmented land ownership
- Competing interests for publicly owned land
- The high water table a physical constraint to major infrastructure, especially where underground parking might be contemplated.

8.4 Social Infrastructure Approach

The local planning framework allows for significant redevelopment in the Burswood South precinct, however, there is no specific guidance for social infrastructure provision. A review of the planning framework has been identified as an action of the Draft Local Planning Strategy, which also flags that the review might result in the development potential and population capacity of the neighbourhood increasing. Simultaneously, the Town has recently commenced project planning for its Albany Highway Precinct Plan, which will investigate opportunities for infill development along the Albany Highway corridor. Further consideration of social infrastructure need in the Burswood South precinct and Victoria Park / northern section of the Albany Highway corridor is required, to ensure that future residents have convenient access to community facilities that contribute to neighbourhood cohesiveness. However, the scale and extent of this need requires further investigation alongside the planned changes to the local planning framework. Through the review process, further guidance for the format, scale and development funding approach of the Burswood South and Victoria Park hub investigation area will be determined.



8.5 Social Infrastructure Recommendations

BURSWOOD SOUTH LOCAL HUB INVESTIGATION AREA PROGRAM									
PURPOSE: To proactively plan for local-level social infrastructure facilities to serve the future population. **PRIORITIES:** 1. Learning, arts and culture spaces appropriate to the future population and development pattern. 2. Community meeting and community support spaces appropriate to the future population and development pattern. 3. Formal sports fields with potential to also cater to the future population of Burswood Peninsula.	69	Assess opportunities to secure community meeting spaces, community support spaces and arts and culture spaces for a future population, including through development incentives for community benefit and/or a development contribution plan, through the precinct planning process identified in the Draft Local Planning Strategy.	Burswood South	Burswood South	Place Planning	Property & Leasing, Urban Planning, Community	2	$	$
	70	Prepare a concept plan for Charles Paterson Park to guide provision of sporting fields to service Burswood South and adjacent place planning areas, including Burswood Peninsula.	Burswood South	Burswood South	Parks	Community, Place Planning	3	$	$$$

TOWN OF VICTORIA PARK

30 September 2021 **Our Ref: PSA008**

Anthony Vuleta
Chief Executive Officer
Town of Victoria Park

Dear Anthony

The First Step for WA Local Governments Sustainable Energy Future

On behalf of the Association, I would like to thank you for committing your energy supply to the Energy Sustainability and Renewables Tender. Due to your commitment to participate in the project, the Tender has reached a critical size to collectively deliver an immediate saving estimated at $5 million per annum from current electricity spend to Western Australian Local Governments. Your collaboration with 51 other Local Governments has delivered a more affordable option to obtain renewable energy. The offering now represents the most cost-effective, Western Australian-sourced method for Local Governments to reduce carbon emissions.

The project will assist to meet the renewable energy and carbon reduction targets set into policy at the Local, State and Federal levels of Government. The sector is in a unique position to lead the sustainability charge in Western Australia by adopting for locally sourced renewable energy derived from Albany Wind Farm, Collgar Wind Farm and Emu Downs Wind Farm. A complete renewable adoption from the Sector is the carbon reduction equivalent to planting 14 million new trees.

Participants in the Tender are being provided provisions for the development of a Local Government Power Purchase Agreement (PPA) following the initial 3-year term. Cooperating with our Members within the Sector, the Local Government Steering Group has sought an energy partner to help guide the sector into an uncertain future of the Western Australian energy network. The Tender process has been conducted in consideration for compliance with *Local Government (Functions and General) Regulations 1996*, internal Local Government Procurement Policies and has been granted Authorisation from the Australian Competition and Consumer Commission.

The offer has been designed for integration and encouragement of existing and new Local Government infrastructure or efficiency projects with full flexibility to adapt future joint ventures with other organisations in the community. By collaborating, aggregating, and aligning our energy, renewable and carbon spending, the sector is best positioning itself as a leading industry sector to achieve net zero energy policy targets.

ONE70, LV1, 170 Railway Parade, West Leederville, WA 6007
PO Box 1544, West Perth, WA 6872
T: (08) 9213 2000 F: (08) 9213 2077
info@walga.asn.au
www.walga.asn.au

An executive summary of the project outcomes is appended. In conjunction with this letter, the material can be utilised as draft text for a Council Agenda item, where required. The specific details of the offer for your organisation are also appended alongside a process of formalising your acceptance of the offer.

Critical Action Required

The offer has a strict validity period for acceptance and is contingent on a collective minimum scaled volume of 60 Gigawatt hours across a three-year term. Due to market pricing processes and vesting arrangements, no extensions can be sought, and if WALGA is not able to accept this offer due to a lack of collective participation levels then it will lapse. It is therefore critical that this offer is accepted in writing from tender participants as soon as possible with a deadline of 19th November. WALGA will then proceed to facilitate contracting with each participating Member.

The renewable component is also contingent on a minimum volume being achieved on each contract year. WALGA encourages all tender participants to adopt 100% renewable energy. For participants who are restricted by budget, we recommend adopting a stepped approach to renewables by adopting the renewable energy option in the final contract year.

If your Local Government requires Council resolution to accept this offer, please be aware that it will be essential to incorporate this into your October or November Council meeting. I commend this outcome and extend my appreciation to the Steering Group, Evaluation Panel and officers driving the Sustainable Energy Project. To be able to achieve both price aggregation and sustainability solutions within the same process is testament to the complex work involved and a clear demonstration of the collective strength of Local Government procurement capability.

This project, if it proceeds to contract, will represent a leading approach for energy buying within Australia. Local Government can set the standard for innovation for the Western Australian energy market, allowing the Local Government sector to secure access for the limited supply and competitive demand for renewable energy. Above all else, this project marks the first time an Australian body has been established for the purpose of procuring Australian-sourced carbon offsets alongside energy and renewables. The initiative is an impressive example of Local Government leadership, collaboration and sustainability.

For further information please contact project manager, Toby Costanzo on (08) 9213 2024 or tcostanzo@walga.asn.au

Yours Sincerely,



Nick Sloan
Chief Executive Officer

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synergy

Business Terms and Conditions

Version 15 - April 2021

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Synergy (ABN 58 673 830 106)
Business
Terms and Conditions

(Version 15, April 2021)

Items in bold and italics have the meaning set out in clause 23.1 of the ***terms and conditions.***

1 Agreement

1.1 Order of precedence

These ***terms and conditions*** form an integral part of the ***agreement***. In the event of any conflict or inconsistency between the terms contained in the ***form of agreement***, the terms contained in the ***terms and conditions*** and (if the ***agreement*** is an ***unsolicited consumer agreement***) the coversheet attached to the ***form of agreement***, the following order of precedence applies:

(a) the terms contained in the ***unsolicited consumer agreement*** coversheet which is attached to the ***form of agreement***;

(b) the terms contained in the ***form of agreement***; and

(c) these ***terms and conditions***.

1.2 Credit assessment

This ***agreement*** is conditional upon and does not come into force and effect or become binding on the parties until ***Synergy*** undertakes a credit assessment on ***you***. If ***Synergy*** determines in its absolute discretion that:

(a) ***you*** meet the requisite level of credit worthiness, ***Synergy*** will notify ***you*** and this ***agreement*** will commence on the later of the "Start Date" specified in the ***form of agreement*** or in accordance with clause 3 of these ***terms and conditions***; or

(b) ***you*** do not ***meet*** the requisite level of credit worthiness, ***Synergy*** will notify ***you*** and this ***agreement*** will not commence.

2 Supply of electricity

Synergy will sell electricity to ***you***, and ***you*** will purchase electricity from ***Synergy*** at the ***premises*** in accordance with the ***agreement***.

3 When the electricity sale starts

Synergy will start selling ***you*** electricity at the ***premises*** under the ***agreement*** on the later of the following dates:

(a) if ***you*** move into the ***premises*** and it has an existing electricity connection, then the ***agreement*** will start and ***Synergy*** will charge ***you*** for electricity supplied to the ***premises*** from the date that the ***meter*** at the ***premises*** was last read, unless ***you*** read the ***meter*** and advise ***Synergy*** of the ***meter*** reading within 3 ***business days*** of the day that ***you*** move in. If ***you*** do provide ***Synergy*** with this ***meter*** reading the ***agreement*** will start and ***Synergy*** will charge for electricity supplied from the date ***you*** read the ***meter***;

(b) a ***meter*** is installed at the ***premises*** (if a new ***meter*** is required under this ***agreement***) and is energised or if a ***meter*** is already installed at the ***premises*** but it must be reprogrammed, then when it is reprogrammed;

(c) a transfer request made by ***Synergy*** in relation to ***your premises*** becomes effective under the ***customer transfer code***, if ***you*** are transferring ***your*** electricity supply from another retailer; or

(d) if ***you*** are an existing ***Synergy*** customer entering into the ***agreement***, the first day after the end of the last ***billing cycle*** applicable to ***your*** previous ***agreement*** with ***Synergy***, but in no event earlier than the "Start Date" listed on the ***form of agreement***.

4 Charges

(a) ***You*** must pay the ***charges***, which will include the costs of installation of a new ***meter*** (if applicable).

(b) Subject to clause 5 of the ***terms and conditions***, the ***charges*** specified in the ***form of agreement*** include the ***access charge*** and ***regulatory charge***.

(c) If the ***form of agreement*** specifies that any of the ***charges*** will be adjusted for ***CPI***, then the ***charges*** will be adjusted on and from each ***quarterly adjustment date*** in accordance with the following formula:

$$R_n = R_b \times \left\{1 + \left(\frac{(CPI_n - CPI_b)}{CPI_b}\right)\right\}$$

where:

R_n means the relevant ***charge*** applying on and from the relevant ***quarterly adjustment date***;

R_b means the relevant base ***charge***, as set out in the ***form of agreement***, disregarding any adjustments made in accordance with this clause 4(c) (but taking into account any adjustments made in accordance with clause 5);

CPI_n means the ***CPI*** for the ***quarter*** (Q_{n-2}) ending immediately before the ***quarter*** (Q_{n-1}) preceding the relevant ***quarterly adjustment date***;

CPI_b means the ***CPI*** for the ***quarter*** (Q_{n-2}) ending immediately before the ***quarter*** (Q_{n-1}) preceding the ***quarter*** in which the "Start Date" listed on the ***form of agreement*** falls; and

quarterly adjustment date means 1 January, 1 April, 1 July and 1 October in each calendar year.

5 Increase in charges

Change in access charge or regulatory charge

If any ***access charge*** or ***regulatory charge*** is varied at any time or a new ***access charge*** or a new ***regulatory charge*** is imposed (***change in charges***), ***Synergy*** may adjust the ***charges*** (including the relevant base ***charges*** for the purposes of clause 4) to pass through the net increased effect of the ***change in charges*** to ***you*** from the date that the ***change in charges*** takes effect. ***Synergy*** will use reasonable endeavours to provide to ***you*** reasonable information on any ***change in charge*** (to the extent the information is available to ***Synergy***) either before the date that the ***change in charge*** takes effect, or as soon as practicable after that date.

6 Technical code

You must comply with all relevant provisions of the ***Technical Code*** (as if ***you*** are a "user" or a "load" as referred to in the ***Technical Code***). ***Synergy*** can provide ***you*** with a copy of the ***Technical Code*** on request.

7 How Synergy will calculate your electricity use

7.1 *Meter* reading

Synergy uses ***meter*** readings to prepare ***your bill***. ***Synergy*** will use its best endeavours to ensure that ***Western Power Networks*** reads the ***meter*** once every ***billing cycle***. However, ***you*** can agree with ***Synergy*** to read the ***meter*** yourself if ***Western Power Networks*** has not done the ***meter*** reading and provide ***Synergy*** with the ***meter*** readings. In that case, ***Synergy*** will ***bill you*** on the basis of ***your meter*** readings.

In any event, ***Synergy*** will use its best endeavours to ensure that ***Western Power Networks*** reads the ***meter*** at the ***premises*** at least once every 12 months.

If ***Synergy*** cannot reasonably base a ***bill*** on ***Western Power Networks***' reading of the ***meter***, then ***Synergy*** will provide ***you*** with an estimated ***bill*** based on:

(a) ***your*** reading of the ***meter***; or

(b) ***your*** prior billing history; or

(c) if ***Synergy*** does not have ***your*** prior billing history, an estimate undertaken by ***Western Power Networks*** based on the average usage of electricity by those customers who ***Western Power Networks*** considers are in a comparable position to ***you*** (generally by location or usage pattern).

If ***Synergy*** has provided ***you*** with an estimated ***bill*** and ***Western Power Networks*** subsequently reads the ***meter***, then ***your*** next ***bill*** will be adjusted to take account of ***Western Power Networks***' ***meter*** reading.

7.2 You can request a *meter* test

You can ask ***Synergy*** to test the ***meter*** to ensure that it is measuring accurately and ***Synergy*** will arrange for ***Western Power Networks*** to test the ***meter*** if ***you*** first pay to ***Synergy*** a ***meter*** testing fee. If ***Synergy*** finds that the ***meter*** is not measuring accurately, then ***Synergy*** will refund the ***meter*** testing fee to ***you***.

If the ***meter*** is not measuring accurately, ***Synergy*** will also arrange for ***Western Power Networks*** to either repair or replace the ***meter*** at no charge to ***you***.

By "accurate" in this clause means the ***meter*** is measuring as accurately as the law requires.

8 Bills

8.1 When *Synergy* will *bill you*

Synergy will use reasonable endeavours to ***bill you*** in accordance with the ***billing cycle*** specified in the ***form of agreement*** or otherwise agreed between ***you*** and ***Synergy*** from time to time. For quality control reasons ***Synergy*** may sometimes be delayed in sending ***you*** a ***bill***. In these circumstances ***Synergy*** will endeavour to send ***you*** a ***bill*** as soon as reasonably practicable.

8.2 Paying *your bill*

You must pay the total amount payable for each ***bill*** by the due date specified in that ***bill***. The due date will be at least 12 ***business days*** from the date of the ***bill***.

You can find out the range of payment options that ***you*** can choose from by referring to ***your bill***, by visiting ***Synergy's*** website or by calling ***Synergy's*** retail sales team.

8.3 Alternative payment arrangements

Synergy will consider a request by ***you*** for ***Synergy*** to provide ***you*** an alternative payment arrangement in relation to a ***bill***.

8.4 If *you* do not pay *your bill*

(a) If ***you*** do not pay the total amount payable for any ***bill*** by the due date, then ***Synergy*** can:

  (1) send a disconnection warning to ***you***; and

  (2) charge ***you*** a fee for each overdue account notice ***Synergy*** sends to ***you***; and

  (3) charge ***you*** interest on the amount ***you*** have not paid; and

  (4) disconnect ***your*** electricity supply; and

  (5) shorten ***your billing cycle***.

(b) If ***you*** do not pay the total amount payable for any ***bill*** after ***Synergy*** sends a disconnection warning to ***you***, then ***Synergy*** can refer ***your*** debt to a debt collection agency for collection and if ***Synergy*** does so, ***you*** must pay any costs that ***Synergy*** incurs in connection with the recovery of the unpaid ***bill*** (including the agency's fees and legal fees).

(c) If ***you*** pay a ***bill*** and the payment is dishonoured or reversed and, as a result, ***Synergy*** has to pay fees to any other person, ***you*** must reimburse ***Synergy*** for those fees.

9 Reviewing your bill

9.1 Reviewing a *bill*

If ***you*** have a query about ***your bill*** and ***you*** ask ***Synergy*** to review the ***bill***, then ***Synergy*** will review it.

In the meantime, ***you*** must pay to ***Synergy*** the balance of the ***bill*** that is not being queried or an amount equal to the average amount of ***your*** bills over the previous 12 months (excluding the ***bill*** that ***you*** are querying), whichever is less. If ***you*** have any other bills that are due, then ***you*** must also pay those bills by the due dates.

9.2 Undercharging and overcharging

(a) If ***Synergy*** undercharges ***you*** for any reason (including where the ***meter*** has been found to be defective), ***Synergy*** can require ***you*** to make a correcting payment and ***Synergy*** will offer ***you*** the option to pay the correcting payment by instalments. In any event, ***Synergy*** will only require ***you*** to make a correcting payment for amounts undercharged in the 12 months prior to the date that ***Synergy*** advises ***you*** that ***you*** have been undercharged.

(b) If ***Synergy*** overcharges ***you*** for any reason (including where the ***meter*** has been found to be defective), then ***Synergy*** will credit the amount to ***your*** account or ***you*** have the option of having the amount repaid to ***you***. The 12 month limit referred to in clause 9.2(a) does not apply to amounts that ***Synergy*** has overcharged ***you***.

10 Electricity supply equipment and your equipment

10.1 *Electricity supply equipment*

The ***electricity supply equipment*** remains the property of ***Western Power Networks*** at all times and ***Western Power Networks*** is responsible for installing and maintaining the ***electricity supply equipment***.

You must not do anything that will damage or interfere with the ***electricity supply equipment*** or use electricity in a way that interferes with that equipment.

Electricity supply equipment means the ***meter*** and all wiring, apparatus or other works which are located up to the point that the ***meter*** is attached to the ***premises*** and which are used for, or in connection with, the supply of electricity by ***Western Power Networks***.

10.2 *Your equipment*

You are responsible for keeping ***your equipment*** in good working order and condition, safe and secure and free from unauthorised interference or damage. ***You*** are also responsible for ensuring ***your equipment*** complies with the ***Technical Code***.

10.3 Prohibited activity

You must not:

(a) tamper with, bypass, circumvent or otherwise interfere with the ***electricity supply equipment***, or do anything that will prevent ***Synergy*** or ***Western Power Networks*** from accessing the ***electricity supply equipment***, or allow anyone else to do so; or

(b) use electricity in a way that interferes with the supply of electricity to anyone else or causes loss to anyone else.

11 Access to the premises

(a) ***You*** must let ***Synergy*** or persons nominated by ***Synergy*** (including ***Western Power Networks***) have safe and unrestricted access to the ***premises*** when ***Synergy*** needs it:

(1) to read the ***meter***; or

(2) to inspect or work on the ***electricity supply equipment***; or

(3) to disconnect ***your*** electricity supply; or

(4) to inspect or work on ***your equipment***; or

(5) for any other reason relating to the supply of electricity to the ***premises*** (including to fulfil any obligations under the ***Electricity Transfer Access Contract***).

(b) ***Synergy*** will give ***you*** at least 5 ***business days*** notice before ***Synergy*** enters the ***premises*** unless:

(1) ***Synergy*** wishes to inspect, read or examine the ***meter*** or any of the ***electricity supply equipment***; or

(2) in an ***emergency***; or

(3) if ***Synergy*** reasonably suspects that electricity is being used illegally at the ***premises***,

in which case, ***Synergy*** may enter the ***premises*** without notice.

(c) ***Western Power Networks*** may enter ***your premises*** for any of the reasons set out in clause 11(a) and in that case, ***Western Power Networks*** is required to give ***you*** the appropriate notice where required.

(d) A person entering the ***premises*** on ***Synergy's*** behalf will clearly display identification that identifies the person as a ***Synergy*** employee or agent and show his or her identification to ***you*** if ***you*** ask to see it.

12 Interruptions to your electricity supply

12.1 ***Emergency***

Synergy can interrupt or disconnect ***your*** electricity supply at any time without notice to ***you*** in an ***emergency***, if ***Synergy*** is permitted or required by law or if ***Western Power Networks*** requires ***Synergy*** to do so. ***Synergy*** will use its best endeavours to turn ***your*** electricity on again as soon as possible.

If ***Synergy*** disconnects ***your*** electricity supply because ***you*** cause that ***emergency***, then ***Synergy*** will reconnect ***your*** electricity supply when ***you*** ask ***Synergy*** to do so and ***Synergy*** is satisfied that the ***emergency*** no longer exists. In that case, ***Synergy*** can also charge ***you*** a *fee* for reconnecting ***your*** electricity supply.

12.2 Planned work on *distribution system*

Western Power Networks can interrupt or disconnect ***your*** electricity supply at any time if ***Western Power Networks*** needs to carry out planned work on a ***distribution system***. ***Western Power Networks*** will advise ***you*** directly if it needs to carry out planned work.

12.3 ***Events beyond your control***

If an ***event beyond your control*** occurs that affects ***your*** ability to perform any of ***your*** obligations under the ***agreement***, ***you*** must tell ***Synergy*** immediately and ***you*** will not be required to perform that obligation for as long as the event continues. However, ***you*** must pay ***your bill*** by the due date shown on the ***bill***, even if an ***event beyond your control*** occurs.

12.4 ***Event beyond Synergy's control***

If an ***event beyond Synergy's control*** affects ***Synergy's*** ability to perform any of ***Synergy's*** obligations under the ***agreement***, then ***Synergy*** is not required to perform that obligation for as long as the ***event beyond Synergy's control*** continues. If such an event occurs and ***Synergy*** considers it appropriate to do so, ***Synergy*** may notify ***you*** of the event by a public announcement (for example, on television, radio or in a newspaper).

12.5 Disconnection due to *your* actions

Synergy can arrange for ***Western Power Networks*** to disconnect ***your*** electricity supply. If ***you*** are a ***small use customer*** that disconnection will follow the procedures set out in clause 12.6 and otherwise in accordance with ***Synergy's*** own internal procedures, if:

(a) ***you*** fail to pay a ***bill*** in full by the due date shown on the ***bill***; or

(b) ***you*** do not give ***Synergy*** safe and unrestricted access to the ***premises*** or the ***meter***; or

(c) ***you*** commit a fraud relating to the supply of electricity to ***you*** at the ***premises*** or any other ***premises***; or

(d) ***you*** get electricity supplied to the ***premises*** illegally; or

(e) ***you*** fail to keep ***your equipment*** in good working order or condition; or

(f) ***you*** get electricity supplied to the ***premises*** in breach of the ***agreement***.

12.6 Things *Synergy* must do before disconnecting *your* electricity supply

If ***you*** are a ***small use customer*** and ***Synergy*** wishes to disconnect ***your*** electricity supply because ***you*** fail to pay a ***bill*** within the meaning of clause 7.1 of the ***Code of Conduct***, ***Synergy*** will:

(a) give ***you*** a reminder notice not less than 13 ***business days*** from the date that ***Synergy*** sent ***you*** the ***bill***; and

(b) if ***you*** still have not paid ***Synergy*** after the reminder notice, then give ***you*** a disconnection warning not less than 18 ***business days*** from the date that ***Synergy*** sent ***you*** the ***bill***, advising ***you*** that ***Synergy*** will disconnect ***you*** on a day that is at least 5 ***business days*** after ***you*** receive the disconnection warning; and

(c) not disconnect ***you*** until at least 1 ***business day*** after the date that ***Synergy*** says it will disconnect ***your*** electricity supply in the disconnection warning.

If ***Synergy*** wishes to disconnect ***your*** electricity supply because ***you*** fail to give ***Synergy*** or ***Western Power Networks*** access to the ***meter***, ***Synergy*** will:

(d) only disconnect ***you*** if ***you*** have denied access for at least 12 months; and

(e) give ***you*** at least a 5 ***business days*** written request for access to the ***meter***; and

(f) if ***you*** still have not given ***Synergy*** or ***Western Power Networks*** access, then ***Synergy*** will give ***you*** a disconnection warning advising ***you*** that ***Synergy*** will disconnect ***you*** on a day that is at least 5 ***business days*** after ***you*** receive the disconnection warning.

Unless ***you*** have requested ***Synergy*** to disconnect ***your*** electricity supply or ***Synergy*** is required to disconnect ***your*** electricity supply due to an ***emergency***, ***Synergy*** will not arrange for disconnection:

(g) if ***you*** have made a complaint in relation to the reason for the proposed disconnection and that complaint has not been resolved;

(h) after 3.00 pm Monday to Thursday;

(i) after 12.00 noon on a Friday; and

on a Saturday, Sunday, public holiday or on the ***business day*** before a public holiday except where ***Western Power Networks*** has arranged for a planned interruption under clause 12.2.

12.7 Reconnection of electricity supply

If ***your*** electricity supply is disconnected under clause 12.5, then ***Synergy*** will arrange for ***Western Power Networks*** to reconnect ***your*** electricity supply when ***you*** ask ***Synergy*** to reconnect ***your*** electricity supply and ***Synergy*** is reasonably satisfied that the circumstances giving rise to the disconnection no longer exist.

Before ***Synergy*** arranges for ***Western Power Networks*** to reconnect your electricity supply under this clause 12.7, ***you*** must pay ***Synergy***:

(a) all reasonable costs ***Synergy*** incurs in disconnecting ***your*** electricity supply;

(b) a fee for reconnecting ***your*** electricity supply under this clause 12.7; and

(c) all electricity that ***you*** used (or which ***Synergy*** estimates that ***you*** used) and have not paid for.

12.8 Consequences of disconnecting *your* electricity supply

If ***Synergy*** requests ***Western Power Networks*** to disconnect ***your*** electricity supply under clause 12.5, then:

(a) ***Synergy*** can or can arrange for ***Western Power Networks*** to remove or physically disconnect the ***meter*** at the same time that the supply of electricity to ***you*** is disconnected, or at a later time; and

(b) ***Synergy*** can charge ***you*** a fee for removing or physically disconnecting the ***meter*** and replacing or physically reconnecting the ***meter***; and

(c) ***you*** must not reconnect the electricity supply.

12.9 Reporting illegal use

If ***Synergy*** is of the reasonable opinion that ***you*** have used, or are obtaining, electricity illegally, then ***Synergy*** can advise the ***Director of Energy Safety***, ***Western Power Networks*** and the police (as appropriate) and give them any information that ***Synergy*** has in relation to ***your*** electricity use.

13 Limitation on liability in certain circumstances

13.1 The nature of electricity supplied to *you*

In order to sell electricity to ***you***, ***Synergy*** asks ***Western Power Networks*** to deliver the electricity through the electricity network.

The electricity network is operated by ***Western Power Networks*** and ***Synergy*** cannot control the way in which ***Western Power Networks*** operates the electricity network. For example, ***Synergy*** cannot control the quality, frequency or continuity of electricity being supplied to ***you*** through the electricity network.

As a result, the electricity supplied to ***you***:

(a) may not be free from interruptions or fluctuations and may fluctuate in quality from time to time;

(b) will be of the quality of electricity contained in the electricity network; and

(c) may not suit ***your*** specific needs if, for example, ***you*** have specific goods or equipment at ***your premises*** that require a continuous electricity supply free from interruptions or fluctuations in supply or fluctuations in quality.

If ***you*** do have particular needs or specific goods or equipment that require a continuous electricity supply free from interruptions or fluctuations in supply or fluctuations in quality, then ***you*** should take reasonable care to:

(a) address ***your*** particular needs, including making suitable alternative arrangements (for example a back-up supply or alternative power source);

(b) protect persons, property, goods and equipment at the ***premises*** from any loss, harm or damage that arises if the electricity supplied to ***you*** is not free from interruptions or fluctuations in supply or fluctuations in quality (for example, installing surge protection devices for sensitive equipment); and

(c) otherwise do what ***you*** reasonably can to mitigate ***your*** loss arising from any interruptions or fluctuations in supply or fluctuations in quality.

Accordingly, subject to clause 14, ***Synergy*** will not be liable to ***you*** for any loss, damage or liability of any kind (including without limitation any ***excluded loss***) ***you*** suffer because ***you*** fail to sufficiently protect ***your*** goods and equipment or fail to make suitable alternative arrangements to address ***your*** particular needs or fail to mitigate ***your*** loss, as required by this clause.

Further, as electricity is by its nature inherently dangerous (including risks of fire and electrocution) ***you*** must take care in relation to ***your*** use and treatment of electricity supplied. ***You*** must only use electricity with appropriate wiring, fittings, appliances and installations that comply with applicable laws and relevant safety standards (including as regards to their proper installation, use and maintenance) and in accordance with the instructions for safe use provided by the manufacturer or a licensed electrician. For more information on electricity safety please contact Energy Safety – Department of Commerce by telephone on (08) 6251 1900 or via their website at www.commerce.wa.gov.au/EnergySafety.

13.2 Operation of the electricity network

As an electricity retailer, ***Synergy*** is not responsible for matters relating to the operation of the electricity network. However, to assist ***you*** when ***you*** raise a concern with ***Synergy*** about ***your*** electricity supply, ***Synergy*** can:

(a) supply ***you*** with a copy of the distribution standards if ***you*** pay ***Synergy*** a fee; and

(b) respond to a request about changes in the quality of ***your*** electricity supply that exceed the distribution standards; and

(c) advise ***you*** about things ***you*** can do to avoid interfering with electricity network equipment or another person's electricity supply; and

(d) forward ***your*** concerns to ***Western Power Networks***.

You may be eligible for a payment from ***Western Power Networks*** in certain circumstances related to a failure in the supply of electricity under the *Electricity Industry (Network Quality and Reliability of Supply) Code 2005*. ***You*** can obtain more information about this payment by contacting ***Synergy*** or ***Western Power Networks***.

13.3 *Synergy* will not compensate *you* for loss related to *Western Power Networks* operation of the electricity network or matters outside of *Synergy's* control

(a) ***Synergy*** will not be liable to ***you*** for any loss, damage, claim, charge or liability of any kind arising from or in connection with:

(1) ***Western Power Networks*** operation of, or acts or omissions in relation to, the electricity network (including any interruption or surge in ***your*** electricity supply); or

(2) the acts or omissions of any other third party.

(b) Subject to clauses 13.1, 13.3(d) and 14, to the extent permitted by law, any liability of ***Synergy*** to ***you*** under or in connection with this ***agreement*** is limited (in aggregate) to the ***Synergy liability cap***.

(c) Except to the extent that liability cannot lawfully be excluded, neither ***Synergy*** nor ***you*** are liable for any ***excluded loss*** however caused, including without limitation, through breach of contract, in tort (including negligence), in equity, or for breach of statute.

(d) Nothing in this ***agreement*** excludes payments to ***small use customers*** under Part 14 of the ***Code of Conduct***.

13.4 *Western Power Network's* liability to *you*

Except to the extent that liability cannot lawfully be excluded, ***Western Power Networks*** is not liable to ***you*** for any ***excluded loss*** however caused, including without limitation, through breach of contract, in tort (including negligence), in equity, or for breach of statute.

14 Limitation in relation to consumer guarantees

If ***you*** are a ***consumer***, ***Synergy*** may be taken to have given ***you*** certain ***consumer*** guarantees under the ***Australian Consumer Law*** about the supply of goods (including electricity) or services to ***you***. If ***Synergy*** fails to comply with those ***consumer*** guarantees, then ***you*** may have statutory rights against ***Synergy*** under the ***Australian Consumer Law*** that ***Synergy*** is prohibited by law from excluding, restricting or modifying.

Nothing in the ***agreement*** is to be taken to exclude, restrict or modify:

(a) any rights of recovery or to compensation ***you*** may have under the ***Australian Consumer Law*** (including in relation to ***excluded loss***);

(b) any other rights of recovery or to compensation ***you*** may have under law, including, for example, under the ***Code of Conduct***; or

(c) any other condition, warranty or guarantee (including the application of any ***consumer*** guarantee under the ***Australian Consumer Law***),

to the extent that ***Synergy*** is prohibited by law from excluding, restricting or modifying them.

All other conditions, warranties and guarantees (including any rights of recovery or to compensation), whether or not implied by law, are, to the extent permitted by law, excluded.

Where any electricity supplied under the ***agreement*** is not a good of a kind ordinarily purchased for personal, domestic or household use, ***Synergy's*** liability for breach of any ***consumer*** guarantee applicable to ***Synergy's*** supply of electricity under the ***Australian Consumer Law***, to the extent that it is permitted by law, is limited to any one of the following determined by ***Synergy***:

(a) the supply of equivalent electricity; or

(b) the payment of the cost of acquiring equivalent electricity.

15 Confidentiality of your information

(a) ***Synergy*** will use and otherwise deal with ***your*** information and keep it confidential, subject to and consistent with the ***agreement*** and, to the extent applicable, ***Synergy's privacy policy***. Without limiting the above, ***Synergy*** will keep ***your*** information confidential except where:

(1) ***Synergy*** has ***your*** prior written consent; or

(2) the law (including applicable privacy laws and any regulatory, accounting, governmental, Ministerial or stock exchange requirement) requires or permits ***Synergy*** to disclose it; or

(3) ***Synergy*** needs to use the information for ***Synergy's*** regulatory reporting or compliance, or in any legal or regulatory proceedings; or

(4) the information is already in the public domain; or

(5) ***Synergy*** believes ***you*** have obtained or used electricity illegally or in an unsafe manner and, as a result, ***Synergy*** provides relevant information to the Economic Regulation Authority or the ***Director of Energy Safety***, ***Western Power Networks*** or the Police (as appropriate); or

(6) ***Synergy*** discloses ***your*** information to any person (including any officer, employee, contractor, legal or other professional adviser or consultant, insurer, financier, third party service provider or related corporation of ***Synergy*** or any of its related corporations), to the extent reasonably necessary for ***Synergy*** to evaluate, negotiate, exercise its rights or perform the ***agreement*** or to obtain advice, insurance, finance or other goods or services in relation to the ***agreement***; or

(7) ***Synergy*** uses the information for business purposes, provided that ***Synergy*** will only do so subject to applicable laws.

(b) ***Synergy*** will ensure its ***privacy policy*** is consistent with applicable privacy laws. A copy of the ***privacy policy*** is available on ***Synergy's*** website (www.synergy.net.au).

(c) ***You*** agree to the above arrangements, including to the terms of ***Synergy's privacy policy*** and any use or disclosure of ***your*** information which is required or permitted by the ***agreement***, ***Synergy's privacy policy***, applicable privacy laws or any other law.

(d) The ***agreement*** and all pricing information are confidential and ***you*** must not disclose the terms of the ***agreement*** (including pricing information) to any person without the prior written consent of ***Synergy***.

(e) This clause 15 survives the termination of the ***agreement***.

16 Complaints

If ***you*** wish to raise a complaint concerning ***Synergy's*** performance or ***your*** electricity supply, ***Synergy*** encourages ***you*** to contact ***Synergy*** to discuss the issue and ***Synergy*** will deal with that complaint in accordance with ***Synergy's customer complaints policy***.

17 Information

17.1 *Synergy* will provide *you* with information

If ***you*** wish to obtain further information about the ***agreement*** or the supply of electricity, please contact ***Synergy***.

17.2 *You* must provide *Synergy* with information

You must advise ***Synergy*** as soon as possible if:

(a) there is a change in ***your*** contact details or the address to which ***your bills*** are to be sent; or

(b) ***you*** change something at the ***premises*** which makes ***Synergy's*** access to the ***meter*** more difficult; or

(c) ***you*** become aware of any problem with the ***electricity supply equipment*** which is at, or reasonably close to, the ***premises***.

18 Ending the agreement

18.1 When the *agreement* ends and extensions of the *agreement*

(a) Subject to clause 19, the ***agreement*** will end automatically on the ***end date*** without any requirement of either ***you*** or ***Synergy*** to give notice of the ***agreement*** coming to an end.

(b) Except as provided in clause 18.1(c), neither ***you*** nor ***Synergy*** may terminate the ***agreement*** earlier than the ***end date*** for convenience. ***Synergy*** in its absolute discretion and subject to any conditions set by ***Synergy*** being fulfilled may agree to a transfer of the ***agreement*** prior to the ***end date*** to a third party or to a change of the ***premises***.

(c) If ***you*** are a ***small use customer***, then ***you*** can end the ***agreement*** before the ***end date*** by advising ***Synergy*** at least 20 days before the day ***you*** want the ***agreement*** to end. If ***you*** end the ***agreement*** before the ***end date*** under this clause, then ***you*** must pay ***Synergy*** the ***termination payment*** within 7 days of receiving the final ***bill***.

(d) ***You*** can end the ***agreement*** after the ***end date*** by advising ***Synergy*** at least 5 days before the day ***you*** want the ***agreement*** to end. If ***you*** end the ***agreement*** after the ***end date*** under this clause, then ***you*** will not be required to pay ***Synergy*** the ***termination payment***.

18.2 When *Synergy* or *you* can end the *agreement*

Synergy can end the ***agreement*** by giving ***you*** prior notice if ***you***:

(a) become insolvent (as defined in the *Corporations Act 2001* (Cth));

(b) have a liquidator appointed;

(c) become bankrupt (as defined in the *Bankruptcy Act 1966* (Cth)); or

(d) breach any of ***your*** obligations under the ***agreement***.

You can end the ***agreement*** by giving prior notice to ***Synergy*** if ***Synergy***:

(e) breaches a material obligation under the ***agreement***; and

(f) fails to remedy that breach within 14 days of receiving a notice from ***you*** requiring the breach to be remedied.

18.3 What happens after the *agreement* ends

If the ***agreement*** ends:

(a) ***Synergy*** may arrange for a final ***meter*** reading and for disconnection;

(b) ***Synergy*** may issue a final ***bill*** to ***you***;

(c) ***Synergy*** can charge ***you*** a fee for the final ***meter*** reading, disconnection and final ***bill*** if the ***agreement*** ends because of an event described under clause 18.2;

(d) ***Synergy*** can ask ***Western Power Networks*** to remove the ***electricity supply equipment*** at any time and ***you*** must let ***Western Power Networks*** have safe and unrestricted access to the ***premises*** to allow ***Western Power Networks*** to do so;

(e) ***you*** will remain liable to pay any outstanding payments to ***Synergy*** and ***Synergy*** will have no further obligation to supply electricity to ***you***; and

(f) if ***Synergy*** continues to supply, and ***you*** continue to use, electricity at the ***premises*** after the ***agreement*** ends:

(1) the ***agreement*** will continue to apply except that the ***charges you*** must pay will be the rates and charges reasonably determined by Synergy;

(2) if ***you*** are a ***small use customer***, ***Synergy*** will provide energy to ***you*** at a published tariff if you ask ***Synergy*** to do so;

(3) ***you*** may end the ***agreement*** in accordance with clause 18.1(d); and

(4) ***Synergy*** may cease supplying electricity to the ***premises*** after the ***end date*** by providing 5 days written notice to ***you***.

19 Automatic renewal of your agreement

19.1 Terms of automatic renewal

Subject to the conditions under this clause 19, the ***agreement*** will automatically renew on the day after the ***end date***:

(a) on the ***terms and conditions***;

(b) incorporating the new ***charges***; and

(c) continuing until the new ***end date***,

set out in the ***renewal notice***.

19.2 Renewal notice

At least 30 days before the ***end date***, ***Synergy*** will send ***you*** a written notice:

(a) alerting ***you*** to the approaching ***end date***;

(b) reminding ***you*** that the ***agreement*** will automatically renew under clause 19 unless ***you*** notify ***Synergy*** otherwise;

(c) stating the new ***charges*** and the new ***end date*** that will apply to the ***agreement*** upon its renewal;

(d) including the then latest version of these ***terms and conditions***; and

(e) if ***you*** are a ***small use customer***, including information on ***Synergy***'s standard form contract and a copy of ***Synergy***'s customer charter.

19.3 Response to the renewal notice

(a) ***You*** may notify ***Synergy*** that ***you*** do not accept the automatic renewal as set out in the ***renewal notice*** at any time after receipt of the ***renewal notice*** and before the ***end date***. If ***you*** do so, clause 18.3(f) will apply.

(b) If by the ***end date***, ***you*** notify ***Synergy*** that ***you*** intend to enter into a new ***agreement*** with ***Synergy*** for the supply of electricity to the ***premises*** but ***you*** and ***Synergy*** have not yet entered into the new ***agreement***, then ***Synergy*** will continue to supply ***you*** with electricity at the premises pursuant to clause 18.3(f), until another arrangement is agreed by the parties.

(c) ***You*** may notify ***Synergy*** that ***you*** do not accept the renewed ***agreement*** within 10 days after the current ***end date***.

19.4 Transition to new *agreement*

If ***you*** enter into a new ***agreement*** with ***Synergy*** for the supply of electricity to the ***premises***, then ***Synergy*** will continue to supply ***you*** with electricity under this ***agreement*** until the ***cooling-off period*** for the new ***agreement*** expires.

20 Security for payment of bills

(a) If the ***form of agreement*** specifies a security sum, ***you*** must provide that security as required by ***Synergy***. Usually, ***Synergy*** will require ***you*** to provide security in the form of a cash deposit or a bank guarantee.

(b) If the ***form of agreement*** does not specify a security sum, ***you*** are not required to provide a security deposit to ***Synergy*** at the time the ***agreement*** starts. At any time after that date ***Synergy*** may require that ***you*** provide a security deposit as set out in this clause 20 upon the occurrence of any of the following events:

(1) ***you*** breach any of ***your*** obligations under the ***agreement***; or

(2) ***Synergy*** in its absolute discretion believes there has

been or in the foreseeable future there may be a material adverse change in ***your*** financial position.

(c) In the event ***Synergy*** requires that ***you*** provide a security deposit then ***you*** must:

(1) provide the security deposit in an amount equal to two times the average amounts invoiced by ***Synergy*** during the three most recent ***billing cycles***, or if such information is not available ***Synergy's*** estimate of the amount of ***charges*** payable for a typical ***billing cycle*** multiplied by two;

(2) meet its security deposit obligation either by providing:

(A) a cash deposit to ***Synergy***; or

(B) a bank guarantee to ***Synergy*** on terms and by a financial institution acceptable to ***Synergy***, guaranteeing ***your*** performance of ***your*** obligations under the ***agreement***; and

(3) provide the security deposit within 5 ***business days*** of receipt of ***Synergy's*** notice requiring the provision of the security deposit.

(d) In the event ***you*** provide a security deposit, then:

(1) ***Synergy*** may require that ***you*** increase the amount of the security deposit if in ***Synergy's*** opinion ***your*** electricity consumption has or shortly will increase materially. ***Synergy*** will determine the amount of the increased security deposit by estimating the ***charges*** payable for a ***billing cycle*** reflecting the increase in consumption and multiplying that estimate by two; or

(2) ***you*** may request ***Synergy*** reduce the amount of the security deposit if ***you*** provide evidence reasonably satisfactory to ***Synergy*** reflecting a material and permanent decrease in ***your*** electricity consumption. ***Synergy*** will not unreasonably withhold its consent to this request.

(e) If ***you*** are a ***small use customer***, ***Synergy*** will hold ***your*** security in a separate trust account and will separately identify ***your*** security in ***Synergy's*** accounting records.

(f) ***Synergy's*** rights as set out in this clause are in addition and without prejudice to its rights under clause 18.2 of the ***agreement***.

21 GST

(a) In this clause:

(1) ***GST*** has the meaning given to that term in the **GST Law**.

(2) **GST Law** has the meaning given to that term in *A New Tax System (Goods and Services Tax) Act 1999* (Cth).

(3) **adjustment note, recipient, supply, tax invoice** and **taxable supply** have the meanings given to those terms in the **GST Law**.

(b) All sums payable, or consideration to be provided, under the ***agreement*** are expressed exclusive of GST.

(c) If there is a taxable supply under or in connection with the ***agreement***, then the recipient must pay to the supplier an amount equal to the GST payable on the taxable supply in addition to, and at the same time as, payment for the taxable supply is required to be made under the ***agreement***.

(d) The supplier must provide a tax invoice (or an adjustment note) to the recipient in respect of the taxable supply and the obligation of the recipient to pay the GST on a taxable supply is conditional on the supplier providing a tax invoice or adjustment note.

22 Miscellaneous

22.1 Co-operation with *Western Power Networks*

You agree to:

(a) co-operate with ***Western Power Networks*** in relation to:

(1) connecting ***your*** premises to the ***distribution system***; and

(2) ***Western Power Networks'*** activities in relation to the inspection or maintenance of the ***electricity supply equipment***.

(b) allow ***Synergy*** to give ***Western Power Networks*** your details.

22.2 Notices

Any notice or other communication given under the ***agreement***:

(a) does not have to be in writing, unless the ***agreement*** expressly requires that the notice or communication must be in writing;

(b) subject to clause 22.2(c), is taken to be received:

(1) in the case of a verbal communication, at the time of the communication; and

(2) in the case of hand delivery, on the date of delivery; and

(3) in the case of post, on the second ***business day*** after posting; and

(4) in the case of facsimile, on the date on which the sender's facsimile machine records that the facsimile was successfully transmitted; and

(5) in the case of e-mail, on the date on which the recipient or the recipient's computer or other device acknowledges that the e-mail was successfully received; and

(c) If received after 5.00 pm or on a day other than a ***business day***, is taken to be received on the next ***business day***.

22.3 Electronic communication

(a) ***Synergy*** can use electronic communication (such as e-mail or SMS) to give information to ***you*** with ***your*** consent.

(b) ***Synergy*** can decide procedures as to how electronic communication will operate and what things can be communicated electronically.

22.4 Assignment

(a) Unless ***Synergy*** gives ***you*** its prior written consent, ***you*** must not transfer, assign or otherwise dispose of or deal with any of ***your*** rights or obligations under the ***agreement***. ***Synergy*** will not unreasonably withhold its consent where ***Synergy*** believes that the proposed assignee has the commercial and technical capability to perform ***your*** obligations under the ***agreement***.

(b) ***Synergy*** can assign or novate the ***agreement*** without notice to ***you*** to another ***licensed retailer*** that ***Synergy*** believes has the commercial and technical capability to perform ***Synergy's*** obligations under the ***agreement***.

22.5 Application of laws

Nothing in the ***agreement*** limits or excludes the rights, powers and remedies that ***Synergy*** has at law (including under the *Energy Operators (Powers) Act 1979* (WA) and the *Electricity Corporation Act 1994* (WA)) or in equity.

The ***agreement*** also does not in any way limit ***Synergy's*** obligation to comply with the lawful directions of the Minister for Energy or the Coordinator of Energy or the ***Director of Energy Safety*** in relation to emergencies and safety or otherwise.

22.6 Entire Agreement

The ***agreement*** and all applicable written laws represent the entire ***agreement*** between ***you*** and ***Synergy*** relating to the matters covered by the ***agreement***.

22.7 Waiver of rights

If ***Synergy*** does not enforce any right under the ***agreement*** then this must not be construed as a waiver of ***Synergy's*** rights under the ***agreement***.

22.8 Governing Law

The ***agreement*** is governed by the laws of the State of Western Australia.

22.9 Amendments to *Agreement*

Synergy can change these ***terms and conditions*** from time to time if required by any applicable laws or other ***regulatory requirements***. If these terms change, then ***your agreement*** will be deemed to be automatically amended to reflect those changes. ***Synergy*** will notify ***you*** of any changes to these ***terms and conditions*** before the date the change takes effect or as soon as practical after that date.

22.10 Effect of invalid terms

If any term of the ***agreement*** is invalid or unenforceable it can be severed from the ***agreement*** without affecting the enforceability of other ***agreement*** terms.

23 Definitions and interpretation

23.1 Definitions

In these ***terms and conditions*** and the ***form of agreement***, unless the context otherwise requires:

access charge means all charges and fees payable by ***Synergy*** to the ***Western Power Networks*** from time to time for the supply of electricity to the ***premises*** and otherwise in respect of the ***premises***.

AEMO means the Australian Energy Market Operator Limited.

agreement means the legally binding ***agreement*** between ***you*** and ***Synergy*** which comprises the ***form of agreement*** and the ***terms and conditions***.

Australian Consumer Law means schedule 2 to the *Competition and Consumer Act 2010* (Cth) as in force as a law of the Commonwealth under that Act, and as in force as a law of Western Australia under the *Fair Trading Act 2010* (WA).

bill means the invoice ***Synergy*** endeavours to send ***you*** at approximately the end of each ***billing cycle***.

billing address means the location specified in the ***form of agreement*** to which ***Synergy*** sends ***your bill***.

billing cycle means the regular recurrent period in which ***you*** receive a ***bill*** from ***Synergy***.

business day means any day except a Saturday, Sunday or public holiday in Western Australia.

change in charges is defined in clause 5.

charges means the ***charges*** specified in the ***form of agreement***.

Charges By-laws means the *Energy Operators (Electricity Generation and Retail Corporation) (Charges) By-laws 2006*, as may be amended or replaced from time to time.

Code of Conduct means the standards of conduct in the supply and marketing of electricity to customers as set forth in the *Code of Conduct for the Supply of Electricity to Small Use Customers 2008*, as enacted and subject to amendment under the *Electricity Industry Act 2004*.

consumer has the meaning given in the *Competition and Consumer Act 2010* (Cth) or similar state laws such as the *Fair Trading Act 1987* (WA).

contract year means any period of twelve (12) months beginning on the date of commencement of the ***agreement*** or on any anniversary of that date with the last ***contract year*** being the period from the end of the immediately preceding ***contract year*** to the ***end date*** of the ***agreement***.

cooling-off period has the meaning given in the ***form of agreement***.

CPI means, in respect of a ***quarter***, the Consumer Price Index for Perth, Western Australia (All Groups) published by the Australian Bureau of Statistics (***Bureau***) under Catalogue Number 6401.0 in respect of that ***quarter***, or if the ***CPI*** is amended, rebased or ceases to be published, the amended, rebased or new index substituted for it by the ***Bureau*** (applying any appropriate conversion factors), and if no index is so amended, rebased or substituted, such alternative index as ***Synergy*** may select acting reasonably.

customer complaints policy means the policy describing the process to be followed by ***Synergy*** in responding to a complaint by ***you*** and which can be obtained on request from the ***Synergy*** Business Management Team or from ***Synergy's*** website.

customer transfer code means the *Electricity Industry Customer Transfer Code 2004* (WA).

Director of Energy Safety means the position in the Department of Commerce.

distribution system means any apparatus, equipment, plant or buildings used, or to be used, for, or in connection with, the transportation of electricity at nominal voltages of less than 66 kilovolts (kV).

electricity supply equipment is defined in clause 10.1.

Electricity Transfer Access Contract means the access contract as defined in the *Electricity Networks Access Code 2004* (WA) between ***Synergy*** and ***Western Power Networks*** for the provision of and access to network services.

emergency means an emergency due to the actual or imminent occurrence of an event which in any way endangers or threatens to endanger the safety or health of any person or the maintenance of power system security in Western Australia or which destroys or damages, or threatens to destroy or damage, any property in Western Australia.

end date means the ***end date*** of the ***agreement*** specified in the ***form of agreement*** or ***renewal notice***.

event beyond your control or ***event beyond Synergy's control*** means an event or circumstance beyond the direct control or influence of ***you*** or ***Synergy***, including acts of God, government orders, court orders, emergencies, operational necessity, required maintenance, breakdowns at power stations or elsewhere, insufficient volumes of electricity or any other problem with a ***distribution system*** or the electricity transmission system (as defined in section 3 of the *Electricity Industry Act 2004* (WA)) but excludes ***your*** or ***Synergy's*** inability to pay any money due under the ***agreement*** for any reason.

excluded loss means any loss, damage, charge, claim or liability of any nature, and howsoever caused, that constitutes or relates to:

(1) business interruption;

(2) anticipated savings;

(3) loss of revenue or profits;

(4) loss of an opportunity;

(5) liability to other people under contracts or otherwise;

(6) special or punitive damages; or

(7) any other indirect or consequential loss or damage however categorised;

whether or not in the reasonable contemplation of ***you*** or ***Synergy***, but does not include ***your*** liability to ***Western Power Networks*** or the payment by ***you*** of the ***charges***, the ***termination payment***, or any fees or other amounts payable by ***you*** under clauses 7.2, 8.4(a)(2), 8.4(b), 8.4(c), 12.1, 12.7(a), 12.7(b), 12.8, 13.2(a) and 18.3(c).

form of agreement means the Electricity Sales Agreement Form of Agreement that ***you*** have signed, verbally accepted or accepted online to enter into this ***agreement***.

government authority means government or any governmental, semi-governmental or other body authorised by law and includes the ***AEMO***.

licensed retailer means a person who holds an electricity retail licence issued under the *Electricity Industry Act 2004* (WA).

meter means the equipment used to measure the volume of electricity that ***Synergy*** sells to ***you*** under the ***agreement***.

premises means the address to which electricity will be supplied to ***you*** under the ***agreement*** as specified in the ***form of agreement***.

privacy policy means ***Synergy***'s published policy in force from time to time (as amended or replaced by ***Synergy*** from time to time) specifying the steps taken by ***Synergy*** to maintain customer confidentiality and which can be obtained on request from ***Synergy***'s customer centre or from ***Synergy's*** website.

quarter means a period of three consecutive months commencing on 1 January, 1 April, 1 July or 1 October in any calendar year.

regulatory charge means any cost, charge, tax, duty, impost, fee, rate, withholding, fine, penalty or levy imposed by any ***government authority***:

(a) relating to the generation, purchase, transmission, delivery, supply or sale of electricity under the ***agreement*** (including any ***regulatory charge*** on, or which affects directly or indirectly the cost of goods, services or materials used in connection with the generation, purchase, transmission, distribution, delivery, supply or sale of electricity), but does not include income tax, capital gains tax or fringe benefits tax;

(b) relating to any renewable energy scheme implemented or administered by any ***government authority*** (whether imposed directly on ***Synergy*** or incurred in the form of increased costs in connection with the generation, purchase, transmission, distribution, delivery, supply or sale of electricity);

(c) relating to the emission of carbon or carbon compounds or on any substance characterised as a greenhouse gas (whether imposed directly on ***Synergy*** or incurred in the form of increased costs in connection with the generation, purchase, transmission, distribution, delivery, supply or sale of electricity); or

(d) imposed on ***Synergy*** which is specific to the electricity industry;

and includes, without limitation, any payments, charges, levies, credits or refunds payable under the ***Wholesale Electricity Market Rules***.

regulatory requirement means all requirements arising under any law or any instrument of regulation which regulates or otherwise impacts all or any part or aspect of the electricity industry in Western Australia or, if applicable, Australia, or that impacts, in any way, ***Synergy's*** rights or obligations under this ***agreement***, and includes the ***Code of Conduct*** and the ***customer transfer code***.

renewal notice means the notice issued by ***Synergy*** under clause 19.2.

small use customer means a person who consumes, or who ***Synergy*** can reasonably estimate will consume, not more than 160 MWh of electricity per annum.

standard price means a charge, fee or rental to be paid by ***you*** for or in connection with the supply of electricity at the ***premises*** under the ***Charges By-laws***.

Synergy means Electricity Generation and Retail Corporation trading as Synergy of 219 St George's Terrace, Perth, Western Australia.

Synergy liability cap means:

(a) if the event or circumstance in respect of which ***Synergy*** is liable to ***you*** arose on or after the end of the first ***contract year***, an amount equal to the total of all amounts payable (but if the ***agreement*** is for more than one ***premises***, then only for those ***premises*** in respect of which ***Synergy***'s liability arose) under the ***bills you*** have received for the 12 months prior to the date on which the event or circumstance arose, less the amount of ***access charges*** payable under those ***bills***; or

(b) if the event or circumstance in respect of which ***Synergy*** is liable to ***you*** arose before the end of the first ***contract year***, an amount calculated in accordance with the following formula:

$$C = (A/B) \times 365$$

where:

C = ***Synergy's liability cap***;

A = total of all amounts payable by ***you*** or which would have been payable by ***you*** if a ***bill*** had been issued (but if the ***agreement*** is for more than one ***premises***, then only for those ***premises*** in respect of which ***Synergy***'s liability arose) up to the date on which the event or circumstance arose, less the amount of ***access charges*** attributable to those total amounts payable; and

B = the total number of billing days between the ***agreement*** start date (determined in accordance with clause 1.2(a) of the ***agreement***) and the date the event or circumstance arose.

Synergy's calculation of the amount of the liability cap in either (a) or (b) above is in its absolute discretion.

Technical Code means (a) the Distribution Technical Code published under the *Electricity Distribution Regulations 1997* (WA) and the Technical Code published under the *Electricity Transmission Regulations 1996* (WA); and (b) The Technical Rules approved by the Economic Regulation Authority under the *Electricity Network Access Code 2004* (WA).

terms and conditions mean these Business Terms and Conditions, having the version number and date shown at the beginning of this document.

termination payment means an amount reasonably determined by ***Synergy*** to represent the loss that ***Synergy*** incurs as a result of ***your*** early termination of the ***agreement***. ***Termination payments*** are applicable under clause 18.1 if ***you*** choose to be supplied by another retailer prior to the ***end date***.

unsolicited consumer agreement has the meaning given in the *Competition and Consumer Act 2010* (Cth) or similar state laws such as the *Fair Trading Act 1987* (WA).

Western Power Networks means the person who owns and operates the South West Interconnected System (as described in the *Electricity Industry Act 2004* (WA)).

Wholesale Electricity Market Rules or ***WEM Rules*** means the ***Wholesale Electricity Market Rules*** established under the *Electricity Industry (Wholesale Electricity Market) Regulations 2004*.

you **or** ***your*** means the person to whom electricity will be supplied under the ***agreement***.

your equipment means all wiring and other equipment located at the ***premises*** which is used to take supply of or consume electricity except any ***electricity supply equipment***.

23.2 Interpretation

In the ***agreement***, unless the context otherwise requires:

(a) the singular includes the plural and vice versa;

(b) a reference to any thing is a reference to the whole or any part of it and a reference to a group of things or persons is a reference to any one or more of them;

(c) a reference to a person includes a public body, company, or association or body of persons, corporate or unincorporate;

(d) a reference to a person includes a reference to the person's executors, administrators, successors, substitutes (including, but not limited to, persons taking by novation) and permitted assigns;

(e) a reference to a clause is a reference to a clause of these ***terms and conditions***, unless the context otherwise requires;

(f) headings are included for convenience and do not affect the interpretation of the ***agreement***;

(g) a reference to a statute, ordinance, code or other law includes regulations and other instruments under it and consolidations, amendments, re-enactments or replacements of any of them;

(h) if a word or phrase is defined, other grammatical forms of that word or phrase have a corresponding meaning;

(i) if the word "including" or "includes" is used, the words "without limitation" are taken to immediately follow;

(j) a reference to writing includes any means of representing or reproducing words in visible form including by electronic means such as facsimile transmission;

(k) a reference to a liability includes any obligation to pay money and any other loss, cost or expense of any kind;

(l) a reference to a month is to a calendar month and a reference to a year is to a calendar year;

(m) if a period of time is specified and dates from a given day or the day of an act or event, it is to be calculated inclusive of that day;

(n) if a date stipulated for payment or for doing an act is not a ***business day***, the payment must be made or the act must be done on the next ***business day***; and

(o) a reference to a monetary amount means that amount in Australian currency.

Further Information

If ***you*** have any questions regarding ***your*** electricity supply, you can contact ***Synergy***. The contact details are set out in the ***form of agreement*** under the heading "Synergy contact details".

To report a fault or ***emergency***, 24 hours a day on 13 13 51.

How to contact us

We would like to assure you that you will receive our highest standard of service when we are responding to your enquiries.

When you call us we seek to answer your questions immediately. If this is not possible (because we need to speak to a distributor, for example) we will get back to you immediately once we have obtained the information you are seeking. There are a number of ways you can contact us:

By Phone
(During Business Hours Western Standard Time)

- Business customers 13 13 54.
- For calls outside Western Australia (08) 6212 2222.
- TTY (for customers with hearing or speech difficulties) (08) 9221 8608.
-  If you don't speak English call us on 1300 859 333 and we will arrange an interpreter service for your convenience.

By Mail
Synergy, GPO Box K851, Perth WA 6842

Internet
synergy.net.au/business

Other Useful Numbers
For emergency or supply faults/interruptions call 13 13 51 (24-hour number).

synergy.net.au/business



SYNGPW0155_03_052021

Electricity Sales Agreement

Form of Agreement
Large Use Business Flexi

Greater than 160 MWh per annum

Customer Details

Legal Name (Customer) _____

ABN/ACN _____ Trading As _____

Address _____

Contact Details

Name _____ Position _____

Phone _____ Fax _____ Email _____

Contract Details

Start date _____ End date _____ Security _____ Offer valid to _____

The *charges* and *premises* covered by this *agreement* are:

Product: Business Flexi

NMI	Contract Account	Address details for each premise		Billing Cycle	Price Key	Energy Charges c/kWh		Supply Charge $/Day
		Supply	Billing			On Peak	Off Peak	
				Monthly				

All *charges* are exclusive of GST and are not adjusted for *CPI* during the term of this *agreement*.

It is agreed as follows:

1. The *agreement* comprises of this *form of agreement* and the *terms and conditions* (**version 14, November 2016**) and, if this *agreement* is an *unsolicited consumer agreement* under the *Australian Consumer Law*, the attached coversheet.
2. *Synergy* will sell, and *you* will purchase, electricity on the *terms and conditions* set out in the *agreement*.

Your Commitment and Acknowledgment

By *you* and *Synergy* signing this *agreement*, *you* and *Synergy* will become legally bound by this *agreement* (subject to its terms), and *you* acknowledge and commit to the following:

a) *You* and *Synergy* are bound by the terms in this *agreement* (including this *form of agreement*).
b) *Synergy* will supply electricity to the *premises*, and *you* must purchase electricity from *Synergy*, on the *terms and conditions* contained in this *agreement*.
c) *You* recognise that items in bold have the meaning set out in this *form of agreement* or clause 23.1 of the *terms and conditions* as applicable.
d) *You* acknowledge that *you* may be required to pay fees and other amounts in addition to the *charges* set out in the table above, under and in accordance with the *terms and conditions*.
e) If *you* are transferring *your* electricity supply from another retailer and *you* wish for *Synergy* to assume the rights and obligations regarding the supply of electricity to *you*, *you* consent to *Synergy* effecting a transfer from *your* existing electricity supplier to *Synergy*.
f) *You* authorise *Synergy* to do all things necessary to:
   i) arrange the transfer of electricity supply from *your* existing supplier; and
   ii) provide information relating to *you* to *Western Power Networks* as required for the above purposes.
g) If so required, *you* will give any information, notification and cooperation required to assist *Synergy* in completing these matters including duly completing and signing all necessary forms.
h) *You* have received from *Synergy* in plain language appropriate to *you* all matters materially relevant to the consent and authorisation set out in this commitment and acknowledgment, including the specific purpose for which the consent will be used.
i) Special conditions may be applicable to you as part of *your terms and conditions*. If special conditions are required, these will be set out in this *form of agreement* or provided as an appendix to this *agreement*.

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Signature

SIGN HERE

Executed for and on behalf of the ***Customer by*** its duly authorised representative:

Authorised Signatory

Name (please print)

Title (please print)

Date

Executed by the **ELECTRICITY GENERATION AND RETAIL CORPORATION trading as SYNERGY** ABN 58 673 830 106 by person(s) authorised by its Board in accordance with Section 135(4) and (5) of the Electricity Corporations Act 2005:

Signatory

Synergy Contact Details

Name _____ Email _____

Phone _____ Contract reference DMS# _____

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Collection of Information Notice

To assist us to provide you with services and supply electricity to you, we need to collect personal and credit information about you. We may disclose this information to other parties (who may be located overseas), including third party providers, and to external agencies as described in our privacy policy, and may also use your personal information for direct marketing purposes. Our privacy policy explains what information we collect and why we collect it, how we use that information, who we work with, and the countries (currently the USA, Japan, Philippines and New Zealand) where those recipients may be located. This policy also explains your rights to access and correct any information we store about you, how to make a privacy complaint and how to opt out of receiving direct marketing. Our privacy policy is available at **synergy.net.au/privacy** or call us on **13 13 54**.

When you apply to us to have your electricity paid in arrears you are applying to us for commercial credit. To assess that application we may also collect commercial credit information about you from credit reporting bodies (CRBs). We collect and use that information for the purpose of assessing your commercial credit application and collecting overdue payments. We may also disclose commercial credit information to CRBs such as information about overdue payments. Our privacy policy also includes important information about credit reporting such as the details about the CRBs to whom we may disclose your credit information, the information that CRBs hold, and how you can request CRBs not to use or disclose your information for pre-screening or when you consider yourself to be victim of fraud. You can request a copy of a statement setting out the important credit reporting information by contacting us.

Special Conditions

1. Paying your bill

Clause 8.2 (Paying your bill) in the Business Plan Terms and Conditions (version 15, 2021) is deleted and replaced with:

"You must pay the total amount payable for each ***bill*** by the due date specified in that ***bill***. The due date will be at least 30 calendar days from the date of the ***bill***.

You can find out the range of payment options that ***you*** can choose from by referring to ***your bill***, by visiting ***Synergy's*** website or by calling ***Synergy's*** retail sales team."

2. Addition or removal of Premises

2.2.2 Addition of Premises

(a) You may, by giving at least 30 days prior written notice to Synergy, request additional premises to be included as Premises under this Agreement (**Additional Premises**). The written notice given by You must:

(i) state the address and the proposed commencement date for supply to the Additional Premises; and
(ii) include a statement signed by an officer of Yours confirming that the Additional Premises is a site wholly-owned or managed by you and (without limiting any other term of this Agreement in any way) undertaking to pay all and any costs and expenses incurred by Synergy or the Western Power Networks in relation to connection of the Additional Premises to the electricity network and metering of the supply of electricity to the Additional Premises.

(b) If the notice given by You complies with paragraph (a) above and Synergy is satisfied that:

(i) the Additional Premises historically consumes, or is likely to continue to consume, 50MWh per annum or more;
(ii) the Additional Premises is a site wholly-owned or managed by You; and
(iii) the addition of the Additional Premises would not cause the total annual forecast consumption of You, (calculated so as to combine the annual forecast consumption for the Additional Premises with the annual forecast consumption for the existing Premises), to exceed XXX kWh,

Synergy may confirm in writing to You the following (**Addition Confirmation**):

(i) the address of the Additional Premises;
(ii) the agreed commencement date for the Additional Premises to be supplied (**Date of Commencement**); and
(iii) any other details for inclusion in the Premises Table.

(c) Once Synergy has given the Addition Confirmation, this Agreement will be taken to be amended to include the Additional Premises as Premises and vary the Premises Table to reflect the Addition Confirmation with effect from the Date of Commencement. The terms of this Agreement will then apply in full force and effect to the Additional Premises.

1.1.1 Removal of Premises

(a) You may, by giving not less than 90 days prior written notice to Synergy, request that Synergy discontinue supply to certain Premises (**Discontinuing Premises**). The written notice given by You must:

(i) state the address of the Discontinuing Premises and the proposed date of cessation;

(ii) include a statement signed by an officer of Yours (**Statement**) confirming that You are requesting this discontinuance of supply to the Discontinuing Premises only as a result of:

(A) You proposing to enter into an agreement with a third party for the set off of the import and export of energy between one Premises and the Discontinuing Premises (or between multiple Discontinuing Premises), provided that Synergy has had an opportunity to offer a similar product and has notified You that it will not offer You a similar product;

(B) the Discontinuing Premises being sold in whole to a third party that is not an entity controlled by You or, controlling You or under the control of an entity that controls You.

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(b) If the notice given by You complies with paragraph (a) above and Synergy is satisfied that the circumstances in the Statement are correct, the parties will seek to agree the date of cessation (**Date of Cessation**) for the Discontinuing Premises. Once the Date of Cessation is agreed, Synergy will confirm in writing (**Removal Confirmation**) to You the following:

(i) the address of the Discontinued Premises; and

(ii) the agreed Date of Cessation for the Discontinuing Premises;

and once Synergy has given the Removal, then subject to paragraphs (b) and (c) below, this Agreement will be taken to be amended with necessary changes to Table 1 to effect the removal of the Discontinuing Premises as a Premises from the Date of Cessation. The terms of this Agreement will otherwise continue to apply in full force and effect.

(c) Where Synergy has given a Removal Confirmation, then:

(i) without limiting any other term of this Agreement in any way, You will be liable for and must indemnify Synergy fully for any Charges payable in relation to the Discontinuing Premises up until the Date of Cessation and after that date any Charges that arise that Synergy is reasonably unable to avoid including, but not limited to, all and any Access Charges, capacity charges and costs and expenses incurred by Synergy in relation to disconnection of the Discontinuing Premises from the Network and removal or other treatment of any associated metering equipment;

(ii) despite any other provision of this special condition, the discontinuation of supply to the Discontinuing Premises from the Date of Cessation will not affect the determination of or the Customer's obligation to pay the Minimum Charge; and

(iii) neither the removal of any Discontinuing Premises from the Premises nor any other provision in this special condition has or will have the effect of terminating this Agreement or excusing You from its obligations, responsibilities and liabilities under or in relation to this Agreement unless, upon issuing the Removal Confirmation there are no Premises taken to be listed in Table 1, at which time the contract will terminate on the Date of Cessation of the last Discontinuing Premises.

If Synergy does not give a Removal Confirmation, then the Discontinuing Premises will remain as part of the Premises. If Synergy:

(i) does not give a Removal Confirmation; or

(ii) gives a Removal Confirmation but the Customer does not comply with paragraph (c) above,

then, without prejudice to any other right or remedy Synergy may have, Synergy may at its sole discretion take all necessary action to enforce its rights including to prevent any unauthorised transfer of the Discontinuing Premises or unlawful termination of this Agreement.

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3. Natural Power

Insert after subclause 4(c) of the terms and conditions, the following subclauses:

(d) Subject to clause 4(e), you agree to pay the Synergy NaturalPower® charge on the percentage of your electricity consumption which you nominate in the form of agreement. The NaturalPower charge is in addition to the other charges payable under the agreement (including the Energy Charges).

(e) Synergy may adjust the NaturalPower charge each financial year during the term of your agreement by giving written notice to you of any adjustment (Notice). You must notify Synergy in writing within 15 business days of receiving the Notice if you wish to terminate your obligation to purchase NaturalPower. Otherwise you are deemed to have accepted the adjustment to the NaturalPower charge from the date specified in the Notice and you will continue to purchase a percentage of your electricity as NaturalPower as set out in the form of agreement.

NMI	**Contract Account**	**Address details for each premise**			
		Supply	**Billing**	**% Natural Power**	**Natural Power Energy Charges c/kWh**

All prices are exclusive of GST and are not adjusted for ***CPI*** during the term of this ***agreement***

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Synergy Electricity Sales Agreement
Form of Agreement - unbundled

1. Parties

This Agreement is between:

1. Synergy	2. Customer
Electricity Generation and Retail Corporation trading as Synergy ABN 58 673 830 106 Forrest Centre 219 St Georges Terrace Perth WA 6000	

2. Agreement to Supply Electricity

During the Contract Period, the Customer will purchase, and Synergy will sell, electricity on the terms set out in this Agreement.

This Agreement comprises:

- this Form of Agreement, including its Schedules:
  - Schedule 1 – Contract Details;
  - Schedule 2 – Premises Details and Charges;
  - Schedule 3 – Capacity Charge formula;
  - Schedule 4 – Renewable Energy Certificate Charge formula;
  - Schedule 5 – Charge Adjustment for CPI formula;
  - Schedule 6 – Line Loss Adjustment formula; and
  - Schedule 7 – Special Conditions, if any; and
- the Electricity Sales General Conditions as specified in Schedule 1 (**General Conditions**).

In the event of any conflict or inconsistency between the terms contained in this Form of Agreement (including its Schedules) and the terms contained in the General Conditions, the terms contained in this Form of Agreement prevail.

Defined terms have the meaning given to them in this Form of Agreement or the Definitions and Interpretations clause (clause 19) of the General Conditions.

3. Condition Precedent

None.

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Executed as an Agreement:

Executed by **CUSTOMER NAME** in accordance with section 127(1) of the Corporations Act 2001 (Cth) by authority of its directors:

Director / Company Secretary	Director
Printed Name	Printed Name
Date	

Executed by the **ELECTRICITY GENERATION AND RETAIL CORPORATION trading as SYNERGY** by a person or persons authorised by its Board in accordance with section 135(4) and (5) of the Electricity Corporations Act 2005 (WA):

Authorised Signatory	Witness
Printed Name	Printed Name
Title	Title
Date	

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Schedule 1 – Contract Details

Item	Description	Detail
1. Customer Details		
1.1	Customer Name	
1.2	ABN/ACN	
1.3	Street Address	
1.4	City, State and Postcode	
2. Contract Information		
2.1	Applicable Electricity Sales Agreement General Conditions **(General Conditions)**	Electricity Sales General Conditions April 2021
2.2	Security Deposit	Refer to Schedule 7 (special conditions)
2.3	Commencement Date	TBA
2.4	End Date	TBA
3. Address for Service of Notices		
		Synergy / **Customer**
3.1	Attention	Contract Manager
3.2	Company	Electricity Generation and Retail Corporation trading as Synergy
3.3	Address	Forrest Centre, 219 St Georges Terrace Perth, WA 6000
3.4	E-Mail	contractmanagement@synergy.net.au

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Schedule 2 – Premises Details & Charges

Item		Premises Number	Premises 1	Premises 2	Premises 3	Premises 4	Premises 5	Premises 6
1	Premises	NMI						
		Location						
		Bill Account No.						
		Nominal Supply Voltage						
2	Loss Factors at the Commencement Date	Transmission Loss Factor						
		Distribution Loss Factor						
		Combined Trans and Dist Loss Factors (LLF)						
3	Energy Charge Rates exc GST (adjusted under Schedule 5 and 6)	On-Peak Energy Charge Rate Exclusive LLF (cents / kWh)*						
		Off-Peak Energy Charge Rate Exclusive LLF (cents / kWh)*						
4	Supply Charge Rate exc GST (as may be adjusted under Schedule 5, if applicable)	Supply Charge Rate ($ / day)*						

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Item		Premises Number	Premises 1	Premises 2	Premises 3	Premises 4	Premises 5	Premises 6
5	Capacity Charges		Calculated in accordance with Schedule 3					
6	Covered Services and Network Charges	Covered Service[1] (pass through)						
		Network Charges[1] (pass through)	Pass through based on actual Network Charges for the Covered Service type					
		Contract Maximum Demand or CMD[2]						
		Excess Network Usage Charge	As determined under the Western Power price list that applies at the time demand exceeds the CMD					
7	REC Charges (as determined under Schedule 4)	LRET charge rate ($ / MWh)						
		SRES charge rate ($ / MWh)						
8	Other Charges	Minimum Charge Amount ($ per Minimum Charge Period) (as adjusted for CPI under Schedule 5)	N/A					
		Minimum Charge Period	N/A					
		NaturalPower (c/kWh) excl GST						

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Item		Premises Number	Premises 1	Premises 2	Premises 3	Premises 4	Premises 5	Premises 6
		NaturalPower %						
9	Commencement date and end date of Contract Period for each Premises	Commencement date	See Schedule 1					
		End date	See Schedule 1					

The charges in this schedule 2 are base figures and subject to adjustment and change at any time in accordance with this Agreement.
[1] Covered Services may be Reference Services or Non-Reference Services. It is the Customer's responsibility to select a Covered Service that suits its needs and for which it is eligible. Whether a particular Covered Service applies to the Customer will depend on the Customer meeting the eligibility conditions for that Covered Service. Covered Services are subject to adjustment and change. Refer clause 4.3 of the General Conditions.
[2] Subject to the Network Operator's approval (which approval is itself subject to the Customer complying with the Network Operator's approval requirements).

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Schedule 3 – Capacity Charge formula

The Capacity Charge formula for an Accounting Period that begins prior to 1 October 2021:

$$Cap\ Charge_{(n)} = (Cap_Price_{(n)} \times RCR_{(n)} \times min(RCT, TAC-DAC) \div RCT) + SRCC_{(n)}$$

The Capacity Charge formula for an Accounting Period that begins on or after 1 October 2021:

$$Cap\ Charge(n) = Weighted_Capacity_Value(n) \times RCR(n) \times TAC \div RCT$$

Where the components of the formula have the meanings set out below.

Where a component changes part way through an Accounting Period, the updated component will be used on and from the date the updated component applies.

Cap Charge$_{(n)}$:

Cap Charge$_{(n)}$	Capacity Charge payable by the Customer for all or part of Accounting Period (n).

Cap_Price$_{(n)}$:

Cap_Price$_{(n)}$	Cap Price$_{(n)}$ is the value of the Monthly Reserve Capacity Price in $/MW published from time to time by the WMO multiplied by 12 and then divided by 365 (or in the case of a leap year by 366) and multiplied by the number of days in Accounting Period (n).
Monthly Reserve Capacity Price	As defined in the Market Rules.

RCR$_{(n)}$:

RCR$_{(n)}$ (Reserve Capacity Requirement)	The Reserve Capacity Requirement for Accounting Period (n) being the summation of the amounts calculated in respect of each NMI as follows: 1. For all NMI's with 12 PTI's in the previous Hot Season as determined by the WMO for assigning Capacity Credits: $RCR_{(n)} = MPL_{(n)} * Propn_Reg_{(n)} * TDL_Ratio_{(n)} * Total_Ratio_{(n)}$ 2. For All other NMI's: $RCR_{(n)} = MPL_{(n)} * Propn_Reg_{(n)} * Total_Ratio_{(n)}$

Terms used in **RCR$_{(n)}$** have the following meaning:

4 PTIs	4 highest demand Trading Intervals in the Network during Accounting Period (n), where "demand" refers to total demand in the Network, net of embedded generation, determined by the WMO.
12 PTIs	3 highest demand Trading Intervals on each of the 4 days with the highest daily demand, where "demand" refers to total demand in the Network, net of embedded generation, determined by the WMO.
Capacity Credits	As defined in the Market Rules.
Hot Season	As defined in the Market Rules.

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WMO	Independent market operator established under the *Electricity Industry (Independent Market Operator) Regulations 2004* (WA) or any replacement entity (including the AEMO) to which some or all of the independent market operators relevant functions are transferred.
Market Rules	Wholesale Electricity Market Rules made under the *Electricity Industry (Wholesale Electricity Market) Regulations 2004* (WA).
$MPL_{(n)}$ (Median Peak Load)	The Median Peak Load for Accounting Period (n) is calculated as follows: 1. For all NMIs with 12 PTIs in the previous Hot Season as determined by the WMO for assigning Reserve Capacity Credits: The median value of the Customer's demand (in kW) at the Premises (NMI) for the 12TIs which occur during the period during the previous Hot Season. 2. For All other NMIs: The median value of the Customer's demand (in kW) at the Premises (NMI) for the 4 PTIs during Accounting Period (n - 3), multiplied by 1.3 or the ratio applied by the WMO to convert the median value to the NMTDCR as specified in the Market Rules which is applicable during Accounting Period (n).
N	Each Accounting Period during the Contract Period where Accounting Period 1 is the Accounting Period in which the Commencement Date occurs.
NMI	National Metering Identifier, which is a unique numeric identifier assigned to each connection point at the Premises, as allocated by the Network Operator.
NMTDCR	New Meter Temperature Dependent Capacity Requirement as determined in the Market Rules.
Non-Temperature Dependent Load (NTDL)	As defined in the Market Rules.
$NTDL\ Ratio_{(n)}$	"NTDL Ratio" (as that term is defined in Step 8 of Appendix 5 of the Market Rules) which is applicable to Accounting Period (n), as published by the WMO in accordance with the Market Rules
PTI	Peak Trading Interval as defined in the Market Rules
$Propn_Reg_{(n)}$	An apportioning factor being "1" for each Accounting Period (n) except for: • the first Accounting Period of the Contract Period, where this is the number of days from the Commencement Date to the last day of that Accounting Period (including the Commencement Date and the last day) divided by the total number of days in that Accounting Period; and • the last Accounting Period of the Contract Period, where this is the number of days from the first day of that Accounting Period to the End Date (including the first day and the End Date) divided by the total number of days in that Accounting Period.
Temperature Dependent Load (TDL)	As defined in the Market Rules.
$TDL_Ratio_{(n)}$	TDL Ratio for Accounting Period (n) means the Temperature Dependent Load Ratio as determined and published by the WMO in accordance with the Market Rules which is applicable to Accounting Period (n).
$Total_Ratio_{(n)}$	Total Ratio for Accounting Period (n) as determined and published by the WMO in accordance with the Market Rules which is applicable to Accounting Period (n).

$SRCC_{(n)}$:

$SRCC_{(n)}$ (Shared Reserve Capacity Charge)	The Shared Reserve Capacity Charge is calculated as follows: $SRCC_{(n)} = (RCR_{(n)} \div RCT) \times (\max(0,(TAC - DAC - RCT)) \times Cap_Price_{(n)} + DAC \times DSMCap_Price_{(n)} + T2_{(n)})$

Terms used in the remainder of the formula and in **$SRCC_{(n)}$** have the following meaning:

Capacity Year	As defined in the Market Rules.
RCT	Reserve Capacity Target as defined in the Market Rules.
TAC (Total Assigned Capacity)	Total quantity of Capacity Credits assigned by the WMO in the applicable Capacity Year as published by the WMO.
DAC (DSM Assigned Capacity)	Total quantity of DSM Capacity Credits assigned by the WMO in the applicable Capacity Year as published by the WMO.
DSMCap_Price$_{(n)}$	DSMCap Price(n) is the value of the DSM Reserve Capacity Price in $/MW published from time to time by the WMO divided by 365 (or in the case of a leap year by 366) and multiplied by the number of days in Accounting Period (n).
DSM Capacity Credits	As defined in the Market Rules.
DSM Reserve Capacity Price	As defined in the Market Rules.
T2$_{(n)}$	Any "Tranche 2 DSM Dispatch Payments" for a previous Accounting Period, as described in clause 4.28.4 of the Market Rules, that Synergy has been charged by the WMO and that have not previously been included in the SRCC calculated under this Schedule 3.

Weighted_Capacity_Value(n):

Weighted_Capacity_ Value(n)	Weighted_Capacity_Value(n) is the $/MW/month weighted average value of Capacity Credits in the WEM in accounting period n and is calculated as follows: $$\boldsymbol{Weighted_Capacity_Value} = \frac{\sum_{pt=1}^{x} Capacity_Volume(pt,n) \times \max\left(Capacity_Price(pt,n), \boldsymbol{TransCapPrice}\,(\mathbf{n})\right)}{\sum_{cp=1}^{x} Capacity_Volume(pt,n)} / 12$$

Terms used in the remainder of the formula and in ***Weighted_Capacity_Value(n)*** have the following meaning:

pt	pt is the set of x different prices types at which the WMO has assigned Capacity Credits to in accounting period (n), as published by AEMO in accordance with clause 4.20.5AA of the Market Rules.
Capacity_Volume(pt,n)	Capacity_Volume(pt,n) is the MW volume of Capacity Credits receiving price type (pt) in accounting period (n), as published by the WMO in accordance with clause 4.20.5AA of the Market Rules.
Capacity_Price(pt,n)	Capacity_Price(pt,n) is the $/MW/year value applicable for Capacity Credits receiving price type (pt) in accounting period (n), as published by the WMO in accordance with clause 4.20.5AA of the Market Rules
TransCapPrice(n)	TransCapPrice(n) is the 'Facility Monthly Reserve Capacity Price' for a 'Transitional Facility' determined in accordance with clause 4.29.1B of the Market Rules accounting period n as determined by the WMO under the WEM Rules multiplied by 12 (to give a $/MW/year value)

'Facility Monthly Reserve Capacity Price'	As defined in the Market Rules
'Transitional Facility'	As defined in the Market Rules

Schedule 4 – Renewable Energy Certificate Charge formula

Renewable Energy Certificate Charge formulas:

$$LRET\ Charges_n^{1} = E_n \times DN_n \times C \times B_n$$

$$SRES\ Charges_n = E_n \times DN_n \times STC \times STP_n$$

Where:

B	Renewable Power Percentage as published annually in the *Renewable Energy (Electricity) Regulations 2001* (Cth) as amended from time to time and which is applicable during Accounting Period (n).
C	Means an amount equal to the amount for the relevant year as set out in item 7 of Schedule 2 "LRET Charge Rate ($ / MWh)", which the Customer must pay to Synergy for each large-scale generation certificate as that term is defined in the *Renewable Energy (Electricity) Act 2000* (Cth).
DN	The applicable distribution loss factor(s) as published by the IMO from time to time, which apply during Accounting Period (n). If the DN changes during any Accounting Period, then Synergy will determine the appropriate DN to use for that Accounting Period.
Quarter	A period of three consecutive months commencing on 1 January, 1 April, 1 July or 1 October in any calendar year.
REC	Means a Large-scale Generation Certificate or a Small-scale Technology Certificate as that term is defined in the *Renewable Energy (Electricity) Act 2000* (Cth) as amended from time to time.
STC	Means an amount equal to the amount for the relevant year as set out in item 7 of Schedule 2 "SRES Charge Rate ($ / MWh)", which the Customer must pay to Synergy for each small-scale technology certificate as that term is defined in the *Renewable Energy (Electricity) Act 2000* (Cth).
STP	Means Small-scale Technology Percentage as published annually in the *Renewable Energy (Electricity) Regulations 2001* (Cth) as amended from time to time and which is applicable during Accounting Period (n).
E	The actual electricity consumed, measured in MWh at the Meter, during Accounting Period (n).
n	Each Accounting Period during the Contract Period where Accounting Period 1 is the Accounting Period in which the Commencement Date occurs.

[1] Referred to on the Synergy invoice as either the REC or LRET charges.

Schedule 5 – Charge Adjustment for CPI Formula

Not Applicable

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Schedule 6 – Line Loss Adjustment

The Energy Charges do not include transmission and distribution loss factors. Adjustment for changes to transmission and distribution loss factors will be made for each Accounting Period, as follows:

$$P_n = P_{cb} \times LF_n$$

P_n	The amended Energy Charges (as applicable) for each Premises.
P_{cb}	The Energy Charges (as applicable) immediately prior to the change in loss factors, as adjusted under Schedule 5.
LF_n	The new combined distribution and transmission loss factor that applies to the Premises at the time of calculation.

Note: Three calculations will need to be performed to determine each of the Energy Charges.

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Schedule 7 – Special Conditions

In this Agreement, the terms of the General Conditions are amended as follows:

7.1 Security Deposit Waiver

(a) Despite clause 18 of the General Conditions, the Customer is not required to provide a security deposit with Synergy prior to the Commencement Date. However, at any time after the Commencement Date Synergy may require the Customer to provide a security deposit as set out in this special condition if:

(i) an Event of Default in respect of the Customer occurs; or
(ii) Synergy in its absolute discretion believes there has been or in the foreseeable future there may be a material adverse change in the Customer's financial position.

(b) If Synergy requires the Customer to provide a security deposit then the Customer must:

(i) provide a security deposit in an amount equal to two times the average amounts invoiced by Synergy during the three most recent Accounting Periods, or if such information is not available Synergy's estimate of the amount of Charges payable for a typical Accounting Period multiplied by two;

(ii) meet its security deposit obligation either by providing:

(A) a cash deposit to Synergy; or

(B) a bank guarantee to Synergy on terms and by a financial institution acceptable to Synergy, guaranteeing the performance by the Customer of its obligations under this Agreement;

(iii) provide the security deposit within five Business Days of receipt of Synergy's notice requiring the provision of the security deposit.

(c) If the Customer has provided a security deposit under this special condition, then:

(i) Synergy may require the Customer to increase the amount of the security deposit if in Synergy's opinion the Customer's electricity consumption has or shortly will increase materially. Synergy will determine the amount of the increased security deposit by estimating the Charges payable for an Accounting Period reflecting the increase in consumption and multiplying that estimate by two; or

(ii) the Customer may request Synergy to reduce the amount of the security deposit if the Customer provides evidence reasonably satisfactory to Synergy reflecting a material and permanent decrease in the Customer's electricity consumption. Synergy will not unreasonably withhold its consent to this request.

(d) Synergy's rights as set out in this special condition are in addition and without prejudice to its rights under clause 14.1 of the General Conditions.

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7.2 Agreed LFAS Charge

7.2.1 The parties agree that the costs passed through to Synergy by the operator of the wholesale electricity market (**WEM Operator**) for Load Following Services (as defined in the Market Rules) will not be charged to the Customer on the basis of a straight pass through. Instead, the parties agree that the Customer will pay the Agreed LFAS Charge as calculated for each Accounting Period in accordance with this special condition.

7.2.2 The parties acknowledge the Agreed LFAS Charge:

(a) reflects, and will reflect, for each Accounting Period, an agreed contractual position in relation to fees and charges for Load Following Services charged to Synergy by the WEM Operator in relation to Synergy's energy consumption for that Accounting Period; and

(b) does not purport to reflect or represent the actual fees and charges for Load Following Services charged to Synergy by the WEM Operator for any such relevant Accounting Period or Trading Month, and should not be relied upon for that purpose.

7.2.3 The Agreed LFAS Charge is calculated as follows:

Agreed LFAS Charge = (LFAS Price for TMn-3) x (Loss Adjusted Consumption in MWh for APn)

Where:

APn	is the relevant Accounting Period.
TMn	is the Trading Month immediately prior to the month in which the first day of the relevant Accounting Period occurs.
Trading Month	is as defined in the Market Rules.
LFAS Price for TMn-3	is the LFAS Price ($/MWh) for TMn-3, calculated as: [(TPMLFMCS + TPMLFCCS) / TPMLFCQ] – (RCLFRCR / TPMLOAD) or, where Synergy's billing system has an LFAS Price for TMn-4 because the billing system has not yet been updated to LFAS Price for TMn-3, the LFAS Price for TMn-4 specified in Synergy's billing system.
TPMLFCCS	is the amount determined under clause 9.9.2(p) of the Market Rules for Synergy for TMn-3, which is referred to as the "Load Following Market Capacity Cost Share" in Synergy's Non-STEM Settlement Statement.
TPMLFMCS	is the amount determined under clause 9.9.2(n) of the Market Rules for Synergy for TMn-3, which is referred to as the "Load Following Market Cost Share" in Synergy's Non-STEM Settlement Statement.
TPMLFCQ	is Synergy's contributing quantity for TMn-3 determined in accordance with clause 3.14.1(a) of the Market Rules, which is referred to as the "Monthly Contributing Quantity to Consumption" in Synergy's Non-STEM Settlement Statement.
RCLFRCR	is the amount determined under clause 9.9.2(q) of the Market Rules for Synergy for TMn-3 multiplied by the amount determined under clause 9.7.1 of the Market Rules for Synergy's Capacity_Share (pm) of the Market Rules for TMn-3, which is referred to as the "Reserve Capacity Load Following Requirement Market Rebate" in Synergy's Non-STEM Settlement Statement .

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TPMLOAD	is Synergy's Monthly Participant Load for TM-3 determined under clause 9.13.1 of the Market Rules.
Loss Adjusted Consumption in MWh for APn	T x DN x TN
T	The actual electricity consumed, measured in MWh at the meter, during the relevant Accounting Period.
DN	The applicable distribution loss factor(s) as published by the WEM Operator (subject to change) for the relevant Accounting Period. If the DN changes during any Accounting Period then Synergy will determine the appropriate DN to use for that Accounting Period.
TN	The applicable transmission loss factor(s) as published by the WEM Operator (subject to change) for the relevant Accounting Period. If the TN changes during any Accounting Period then Synergy will determine the appropriate TN to use for that Accounting Period.

7.3 Terms of Payment

The definition of 'Due Date' in clause 19.1 of the General Conditions is deleted and replaced with the following:

'Due Date means 30 days from the date of the Tax Invoice.'

7.4 Addition or Removal of Premises

7.4.1 **Additional Premises**

(a) The Customer may, by giving at least 30 days prior written notice to Synergy, request additional premises to be included as Premises under this Agreement (**Additional Premises**). The written notice given by the Customer must:

(i) state the address and the proposed commencement date for supply to the Additional Premises; and

(ii) include a statement signed by an officer of the Customer confirming that the Additional Premises is a site wholly-owned or managed by the Customer and (without limiting any other term of this Agreement in any way) undertaking to pay all and any costs and expenses incurred by Synergy or the Network Operator in relation to connection of the Additional Premises to the Network and metering of the supply of electricity to the Additional Premises.

(b) If the notice given by the Customer complies with paragraph (a) above and Synergy is satisfied that:

(i) the Additional Premises historically consumes, or is likely to continue to consume, 50MWh per annum or more
(ii) the Additional Premises is a site wholly-owned or managed by the Customer; and

(iii) the addition of the Additional Premises would not cause the total annual forecast consumption of the Customer, (calculated so as to combine the annual forecast consumption for the Additional Premises with the annual forecast consumption for the existing Premises), to exceed XXX kWh,

Synergy may confirm in writing to the Customer the following **(Addition Confirmation):**

(i) the address of the Additional Premises;

(ii) the agreed commencement date for the Additional Premises to be supplied (**Date of Commencement**); and

(iii) any other details for inclusion in Schedule 1 and Schedule 2.

(c) Once Synergy has given the Addition Confirmation, this Agreement will be taken to be amended to include the Additional Premises as Premises and vary Schedule 1 and Schedule 2 to reflect the Addition Confirmation with effect from the Date of Commencement. The terms of this Agreement will apply in full force and effect to the Additional Premises.

7.4.2 **Removal of Premises**

(a) The Customer may, by giving not less than 30 days prior written notice to Synergy, request that Synergy discontinue supply to certain Premises (**Discontinuing Premises**). The written notice given by the Customer must:

(i) state the address of the Discontinuing Premises and the proposed date of cessation;

(ii) include a statement signed by an officer of the Customer (**Statement**) confirming that the Customer is requesting this discontinuance of supply to the Discontinuing Premises only as a result of:

(A) the Discontinuing Premises being permanently closed by the Customer;

(B) the Discontinuing Premises being sold in whole to a third party that is not an entity controlled by the Customer, controlling the Customer or under the control of an entity that controls the Customer; or

(C) the Discontinuing Premises being replaced by additional premises, at least the same load profile as the Discontinuing Premises.

(b) If the notice given by the Customer complies with paragraph (a) above and Synergy is satisfied that the circumstances in the Statement are correct, the parties will seek to agree the date of cessation (**Date of Cessation**) for the Discontinuing Premises. Once the Date of Cessation is agreed, Synergy will confirm in writing (**Removal Confirmation**) to the Customer the following:

(i) the address of the Discontinued Premises; and

(ii) the agreed Date of Cessation for the Discontinuing Premises;

and once Synergy has given the Removal, then subject to paragraphs (b) and (c) below, this Agreement will be taken to be amended with necessary changes to Schedule 1 and Schedule 2 to effect the removal of the Discontinuing Premises as a Premises from the Date of Cessation. The terms of this Agreement will otherwise continue to apply in full force and effect.

(c) Where Synergy has given a Removal Confirmation, then:

(i) without limiting any other term of this Agreement in any way, the Customer will be liable for and must indemnify Synergy fully for any Charges payable in relation to the Discontinuing Premises up until the Date of Cessation and after that date any Charges that arise that Synergy is reasonably unable to avoid including, but not limited to, all and any Access Charges, capacity charges and costs and expenses incurred by Synergy in relation to disconnection of the Discontinuing Premises from the Network and removal or other treatment of any associated metering equipment;

(ii) despite any other provision of this special condition, the discontinuation of supply to the Discontinuing Premises from the Date of Cessation will not affect the determination of or the Customer's obligation to pay the Minimum Charge; and

(iii) neither the removal of any Discontinuing Premises from the Premises nor any other provision in this special condition has or will have the effect of terminating this Agreement or excusing the Customer from its obligations, responsibilities and liabilities under or in relation to this Agreement.

(d) If Synergy does not give a Removal Confirmation, then the Discontinuing Premises will remain as part of the Premises. If Synergy:

(i) does not give a Removal Confirmation; or

(ii) gives a Removal Confirmation but the Customer does not comply with paragraph (c) above,

then, without prejudice to any other right or remedy Synergy may have, Synergy may at its sole discretion take all necessary action to enforce its rights including to prevent any unauthorised transfer of the Discontinuing Premises or unlawful termination of this Agreement.

7.5 NaturalPower

(a) Subject to clause 7.5(b), the Customer agrees to pay the Synergy NaturalPower charge specified in the Form of Agreement on the percentage of its electricity consumption which it nominates in the Form of Agreement for each Premises. The NaturalPower charge is in addition to the other Charges payable under this Agreement.

(b) Synergy may adjust the NaturalPower charge each financial year during the term of this Agreement by giving the Customer written notice of any adjustment (Notice). The Customer must notify Synergy in writing within 15 Business Days of receiving the Notice if the Customer wishes to terminate its obligation to purchase NaturalPower. Otherwise the Customer is deemed to have accepted the adjustment to the NaturalPower charge from the date specified in the Notice and the Customer will continue to purchase a percentage of its electricity as NaturalPower as set out in the Form of Agreement.

synergy

Electricity Sales General Conditions

April 2021

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1. Sale of Electricity

1.1 Sale of Electricity

During the Contract Period, the Customer must purchase, and Synergy must sell, electricity on the terms and conditions set out in this Agreement.

By entering into this Agreement, and for the purpose of transferring the Premises to Synergy, the Customer gives Synergy its express consent for Synergy to:

(a) arrange for the transfer of the energy supply from the Customer's existing retailer; and

(b) as required, provide information relating to the energy history of the sites (including information relating to the Customer's electricity supply, delivery point and consumption information) to the Network Operator.

1.2 Point of Supply

Synergy must sell electricity to the Customer under this Agreement at the Point of Supply. The title to and risk in electricity sold by Synergy passes to the Customer at the Point of Supply.

The Customer must do all things necessary to obtain rights to a Covered Service that permit it to transfer electricity into or out of the Network at the Point of Supply in accordance with this Agreement. The Customer must not transfer electricity into or out of the Network at the Point of Supply unless it has obtained such rights.

The Customer must ensure that the rate at which electricity is transferred into or out of the Network by or on behalf of the Customer does not exceed the Contract Maximum Demand for that Covered Service.

1.3 Nominal Supply Voltage

All electricity supplied to the Customer by Synergy under this Agreement is at the Nominal Supply Voltage.

2. Contract Period

The Agreement commences on the Commencement Date and ends on the End Date (**Contract Period**).

3. Contract Maximum Demand

3.1 Contract Maximum Demand

(a) Synergy must sell electricity to the Customer at the Point of Supply up to the Contract Maximum Demand.

(b) The Customer must not permit the Maximum Demand to exceed the Contract Maximum Demand without the prior written consent of Synergy. The Customer acknowledges that Synergy is required under the Electricity Transfer Access Contract to limit the Customer's Maximum Demand to the Contract Maximum Demand.

If the Customer's Maximum Demand exceeds the Contract Maximum Demand at the Point of Supply at any time, then:

(1) Synergy must, in complying with its obligations under the Electricity Transfer Access Contract, limit the supply of electricity at the Point of Supply to the Contract Maximum Demand at the Customer's expense; and

(2) if as a result of the Customer's Maximum Demand exceeding Contract Maximum Demand Synergy incurs any losses or suffers any damages that are greater than the Excess Network Usage Charge the Customer must indemnify Synergy for those costs and losses, including for any charges or liabilities of Synergy arising under the Electricity Transfer Access Contract and any costs of procuring and paying the AEMO for additional capacity.

3.2 Changes in Contract Maximum Demand

(a) The Customer may, at any time, by giving at least 45 days' notice in writing to Synergy setting out the amount of the change and the date when it is requested to take effect, request a change in the Contract Maximum Demand.

(b) In relation to a request by the Customer for a change in Contract Maximum Demand made in accordance with clause 3.2(a), Synergy must:

(1) as soon as reasonably practicable after receiving the request, request the relevant change from the Network Operator under the Electricity Transfer Access Contract; and

(2) as soon as practicable after receiving a final response from the Network Operator as to whether the requested change in the Contract Maximum Demand can be implemented, advise the Customer, in writing, whether Synergy offers to implement a change in the Contract Maximum Demand and if so, any conditions or additional charges which are applicable to the change including the date on which the change will be effective.

(c) The Customer must give written notice of acceptance to Synergy within 10 Business Days of receiving Synergy's advice in clause 3.2(b)(2), if it wishes to accept the change in the Contract Maximum Demand as offered in Synergy's advice in clause 3.2(b)(2).

(d) If the Customer does not give written notice of acceptance to Synergy within the time specified in clause 3.2(c), then the Customer is deemed to have rejected the change and the offer from Synergy is deemed to have lapsed.

3.3 Reduction in Contract Maximum Demand

The Customer acknowledges that the Network Operator can require Synergy to reduce the Contract Maximum Demand from time to time if the Customer's Maximum Demand over the previous Contract Year is below the Contract Maximum Demand. If the Network Operator requires Synergy to reduce the Contract Maximum Demand, Synergy must reduce the Contract Maximum Demand to the level required by the Network Operator.

4. Charges

4.1 Energy Charges

Subject to clause 4.2, during the Contract Period, the Customer must pay the Energy Charges to Synergy for, and in connection with, electricity sold under this Agreement.

4.2 Minimum Charge

For each Minimum Charge Period, the Customer must pay to Synergy an amount which is the greater of:

(a) the Minimum Charge Amount; or

(b) the total Energy Charges for that Minimum Charge Period.

Synergy can recover the amounts due under this clause 4.2 as a debt owed by the Customer to Synergy under this Agreement. The amount due will be included in the Tax Invoice for the relevant Accounting Period (or, if the amount due is in respect of a Contract Year rather than an Accounting Period, in an Accounting Period after the end of that Contract Year). This clause survives termination of this Agreement.

4.3 Other Charges

The Customer must pay to Synergy:

(a) the Access Charges; and

(b) all other charges, if any, specified in the Form of Agreement.

4.4 Price Adjustment

The Charges specified in Schedule 2 of the Form of Agreement will be adjusted as set out in the Form of Agreement.

4.5 Changes to CPI

(a) If the CPI ceases to be published, then the parties must meet to agree a new index to replace the CPI.

(b) If the parties cannot agree a replacement index within 14 Business Days of first meeting, then the dispute resolution process in clause 13 will apply.

(c) If at any time the Australian Bureau of Statistics (**Bureau**) changes the CPI index reference period such that CPI index numbers are reset, then the CPI base figure for any quarter or other period prior to the Bureau's change that is used for the purpose of any calculation under this Agreement, will be adjusted to allow for the calculation of the true differences in the CPI from period to period. That CPI base figure adjustment will be calculated by applying such conversion factors (including any provided by the Bureau from time to time) as Synergy (acting reasonably) determines appropriate.

4.6 Adjustment for Access Charges

(a) If there are any changes to the Access Charges or new Access Charges are imposed, or an event occurs which results in the Network Operator being entitled to charge an additional Access Charge to Synergy (**Change in Access Charges**), then Synergy may adjust the Charges to pass through the net effect of the Change in Access Charges on and from the date that Change in Access Charge takes effect.

(b) Synergy shall provide reasonable information to the Customer of any Change in Access Charges.

4.7 Adjustment for Change in Law and Regulations

(a) If after the date Synergy signs this Agreement a Change in Law and Regulations occurs and clause 4.8 does not apply, then Synergy may give the Customer a written notice of the adjustment to the Charges necessary to reflect the Change in Law and Regulations Impact.

(b) If the Customer disagrees with the application of any adjusted Charges, the Customer must give written notice to Synergy within 10 Business Days of receiving Synergy's notice in clause 4.7(a).

(c) Within 20 Business Days of Synergy receiving such notice from the Customer, the parties must meet to negotiate in good faith an adjustment to the Charges which fairly reflects the Change in Law and Regulations Impact.

(d) If the parties are unable to agree on an adjustment to the Charges, the dispute will be resolved in accordance with clause 13.

(e) The Customer must pay all adjusted Charges invoiced by Synergy, notwithstanding that the adjusted Charges may be undergoing review under this clause 4.7.

(f) Any adjustment payment required by a party as a result of adjusted Charges being agreed or determined under this clause 4.7 must be made by that party within 20 Business Days of the parties agreeing the adjusted Charges or the Expert making a determination on the adjusted Charges.

4.8 Carbon Cost Event

(a) If a Carbon Cost Event occurs Synergy must pass through related adjustments to the Customer, including any increased costs, or any reasonable estimate of any increased costs, incurred by Synergy as a result of the Carbon Cost Event, as determined by Synergy acting reasonably (**Adjustment for Carbon Costs**).

(b) Synergy must provide reasonable information to the Customer of any Adjustment for Carbon Costs.

5. Metering

(a) The charges for electricity supplied under this Agreement will be calculated by reference to the amount of electricity registered on the Meter.

(b) Synergy will arrange for the Network Operator to read the Meter at approximately monthly intervals.

(c) If the metering information required to calculate the charges payable under this Agreement is not available at any time, then Synergy may make reasonable estimates of the consumption of electricity by the Customer in accordance with the estimation methods specified under the Metering Code, and the Customer must pay the charges based on those estimates. If the metering information subsequently becomes available then Synergy will adjust the accounts for any over or under estimation, based on that information.

(d) Synergy may charge the Customer for all fees and charges payable by Synergy to the Network Operator in respect of:

(1) any special Meter reading, test or adjustment of the Meter requested by the Customer where the Meter reading or test shows that the accuracy of the Meter complies with relevant Laws and Regulations, including the requirements under the Metering Code; or

(2) any special Meter reading, test or adjustment or replacement of the Meter, whether requested by the Customer or otherwise, arising out of damage to or failure of or a malfunction of the Meter, which is attributable to any act or omission of the Customer.

6. Invoices and payment

6.1 Invoices

Subject to availability to Synergy of relevant billing data and otherwise as soon as reasonably practicable after the end of an Accounting Period, Synergy must issue to the Customer a Tax Invoice for the Accounting Period showing, to the extent then known by Synergy:

(a) all amounts payable by the Customer to Synergy under this Agreement for the Accounting Period;

(b) all outstanding amounts as at the end of the Accounting Period and interest payable on those amounts (including any amounts in respect of any previous Accounting Period arising in relation to any adjustments to any Charges in accordance with any of clauses 4.6 and 4.7, corrections of errors or omissions in previous Tax Invoices or because better quality billing data has become available); and

(c) GST payable on those amounts calculated in accordance with clause 16.

6.2 Payment of invoices

Subject to clause 6.3, the Customer must pay to Synergy all amounts shown on the Tax Invoice on or before the Due Date. Subject to clause 6.3, if the Customer does not pay Synergy all amounts shown on the Tax Invoice on or before the Due Date, then Customer must pay Synergy interest calculated daily at the Interest Rate from the Due Date of the Tax Invoice until the date that payment is made.

6.3 Disputed invoices

(a) If the Customer disputes any amount set out in a Tax Invoice issued under clause 6.1, the Customer must:

(1) give notice to Synergy that it disputes the amount and provide in that notice full details of the dispute within 60 Days after the Due Date of the Tax Invoice; and

(2) pay on the Due Date of the Tax Invoice the undisputed portion of that amount (if any) at that date.

(b) A dispute under this clause will be resolved in accordance with the dispute resolution procedures set out in clause 13.

(c) For any amount withheld by the Customer under clause 6.3(a) but subsequently found to have been payable the Customer must pay interest calculated daily at the Interest Rate from the Due Date of the Tax Invoice until the date that payment is made.

(d) For any amount paid by the Customer under clause 6.3(a) but subsequently found not to have been payable Synergy must pay interest calculated daily at the Interest Rate from the date the Customer paid the amount to the date Synergy repays the amount.

6.4 Under and over payments

(a) If a party detects a Payment Error by a party of any amount:

(1) the party must give notice to the other party of the Payment Error; and

(2) an adjusting payment must be made by the appropriate party within 20 Business Days of the date the parties agree on the amount of the Payment Error or the matter is otherwise determined under the terms of this Agreement.

(b) Subject to clause 6.4(c), the adjusting payment must, without prejudice to the party's other rights, include interest calculated daily at the Interest Rate from the date of the Payment Error until the date of the adjusting payment.

(c) An adjusting payment by a party will not attract interest under clause 6.4(b) if the underpayment or overpayment was the result of an error by the other party.

(d) Any claim for a Payment Error associated with Access Charges must be made within 18 calendar months of the date that the Payment Error occurred.

7. Access to Premises

(a) The Customer acknowledges that the Network Operator is entitled under Law and Regulations to enter and remain on the Premises for various reasons including to:

(1) access, install, inspect, adjust, repair, replace or remove all or any of the Electricity Supply Equipment; and

(2) otherwise fulfill its obligations under Law and Regulations.

(b) The Customer acknowledges that Synergy is not responsible for any act or omission of the Network Operator that occurs whilst the Network Operator is on the Premises in accordance with clause 7(a).

(c) The Customer must allow Synergy and any other persons nominated by Synergy to:

(1) enter and remain on the Premises at all reasonable times during the Contract Period to access, install, inspect, adjust, repair, replace or remove all or any of the Electricity Supply Equipment;

(2) enter and remain on the Premises to provide products and services requested by the Customer; and

(3) otherwise fulfil its obligations under Law and Regulations and its obligations under the Electricity Transfer Access Contract.

(d) While at the Premises Synergy must comply with any reasonable health and safety policies of the Customer made known to Synergy from time to time.

(e) Synergy is only liable to pay compensation for, or make good any damage done to the land or Premises that has been caused by the negligence of Synergy and any of the persons nominated by Synergy in performing the works referred to in clause 7(c) at the Premises.

8. Customer's Equipment

8.1 Customer's Equipment

(a) The Customer must install, operate, maintain, and repair all equipment (other than the Electricity Supply Equipment) on the load side of the Point of Supply as is necessary for the Customer to take the supply of electricity under this Agreement.

(b) The Customer must install appropriate protection devices to protect its equipment from problems on the Network.

8.2 Customer's Technical Covenants

(a) At all times the Customer must:

(1) comply with the Technical Code as if the Customer was a "user" or "load" (as referred to in the Technical Code);

(2) comply with all of Synergy's reasonable requirements for the avoidance of electrical interference as required by the Technical Code, which will include electromagnetic interference with communication systems; and

(3) at its own risk and expense carry out from time to time such modifications to electrical equipment on or associated with the Premises as Synergy may reasonably require to ensure the Customer's compliance with this Agreement and the Technical Code.

(b) At all times during the Contract Period the actual Power Factor at the Point of Supply must be within the acceptable Power Factor range as stipulated in the Technical Code. If the Customer's power factor is outside that range the Customer must take all necessary actions required by the Network Operator and must pay all additional costs and charges that the Network Operator imposes on Synergy as a result of the Customer failing to be within the acceptable power factor range.

8.3 Electricity Supply Equipment

The Customer must keep the Electricity Supply Equipment located on the Premises safe and secure and free from unauthorised interference or damage.

8.4 Nominating Controller

(a) The Customer acknowledges that the Network Operator can require a person to be nominated as the Controller for each Point of Supply at the Premises.

(b) If the Form of Agreement provides for nomination of a Controller or if subsequently the Network Operator requires a person to be nominated as the Controller, then the Customer must nominate a person who is acceptable to the Network Operator as the Controller for each Point of Supply.

(c) If the Network Operator at any time reasonably objects to the person nominated by the Customer as the Controller then the Customer must nominate a different person as the Controller.

(d) The Customer may, from time to time, by notice to Synergy, change the person the Customer nominates as the Controller for a Point of Supply.

For that change to be effective, the new Controller must be reasonably acceptable to the Network Operator.

(e) The Customer must ensure the information in the Form of Agreement for the Controller is correct and must notify Synergy of any change or inaccuracy in the information for the Controller.

(f) The Customer is liable for any acts or omissions of the Controller as if they were acts or omissions by the Customer.

9. Force Majeure

(a) To the extent that:

(1) a party is unable to perform its obligations as a result of a Force Majeure event occurring; or

(2) in the case of Synergy, the electricity capable of being generated or supplied in the Wholesale Electricity Market is reduced as a result of the occurrence of a Force Majeure event and this reduction has in Synergy's opinion (acting reasonably) a material adverse impact on Synergy.

the affected party will be excused from performance of its obligations under this Agreement and is not liable to the other party in respect of that liability.

(b) For the purposes of clause 9(a)(2) a reduction and material adverse impact on Synergy is deemed to occur where the generation or supply of electricity by or from Specified Plant ceases or is completely curtailed or interrupted as a result of the occurrence of a Force Majeure event.

(c) The occurrence of a Force Majeure event does not relieve a party from any obligation to pay any money under this Agreement.

(d) Force Majeure does not include a lack of, or inability of a party to use, money or available funds for any reason.

(e) A party claiming the benefit or protection of clause 9(a) must:

(1) give notice to the other party of the occurrence and circumstances in respect of which the claim arises as soon as it becomes aware of the Force Majeure event occurring;

(2) use all reasonable endeavours to overcome the event of Force Majeure; and

(3) resume performance in full of its obligations under this Agreement as soon as reasonably practicable.

(e) The settlement of strikes, lockouts or other industrial disputes, or disturbances is entirely at the discretion of the affected party and that party is entitled to refrain from settling the strike, lockout, or dispute or may settle it at such time and on such terms as it considers to be in its best interests.

(f) Subject to clause 10, if Synergy claims that it is affected by a Force Majeure event Synergy agrees to negotiate in good faith the terms under which the Customer may temporarily transfer its electricity supply to a third party supplier but only during the period that Synergy claims Force Majeure. The terms to be agreed must require that the Customer comply with all Law and Regulations in respect of such temporary transfer and the Customer indemnify Synergy for any third party fees, costs or expenses for which Synergy is liable resulting from such temporary transfer.

10. Interruptions to electricity supply

(a) The Customer acknowledges that the Network Operator or System Management may arrange to interrupt or disconnect the Customer's electricity supply at any time without notice in an Emergency or as otherwise required by Law and Regulations (including for the purposes of the Network Operator carrying out maintenance to the Network), and that such interruption is not an interruption by Synergy.

(b) The Customer also acknowledges that Synergy must arrange to interrupt or disconnect the Customer's electricity supply, and may do so at any time without notice, if required to do so by the Network Operator or otherwise as required by Law and Regulations. If this occurs, Synergy will use all reasonable endeavours to recommence the electricity supply to the Customer as soon as possible.

(c) The Customer acknowledges and agrees that Synergy is not liable to the Customer for an interruption referred to in clause 10(a) or 10(b).

(d) To the extent the Network Operator informs Synergy in advance of a plant interruption or disconnection, Synergy will use reasonable endeavours to assist the Customer in liaising with the Network Operator to minimise the impact to the Customer of that interruption or disconnection.

11. Quality and reliability of supply

The parties acknowledge that the quality, frequency and continuity of supply of electricity is subject to factors outside of Synergy's control, including the operations of the Network Operator, and that Synergy as a result does not guarantee or warrant that the electricity supplied to the Customer will be of any particular quality or that it will be free from variation or disturbance or that the Customer will obtain a continuous supply of electricity without interruptions.

12. Limitation of liability for failure to maintain supply

12.1 Limitation of liability

The Customer agrees that Synergy will not be liable for any claims, costs, expenses, loss or damage suffered or sustained by the Customer arising from the failure by Synergy to supply electricity in accordance with this Agreement or an interruption of or disturbance or fluctuation in that supply of electricity if that failure, interruption, disturbance of fluctuation is due to the act or omission of a third party (including the Network Operator and System Management) or other circumstances beyond the reasonable control of Synergy.

12.2 Consequential loss

Except to the extent that liability cannot lawfully be excluded, Synergy is not liable to the Customer for:

(a) any consequential or indirect loss;

(b) any loss or damage associated with any surge in the electricity supply or Synergy failing to supply electricity meeting any particular quality;

(c) business interruption loss;

(d) lost profits;

(e) loss of an opportunity; or

(f) the Customer's liability to other people under contracts or otherwise and any costs and expenses connected with the claim,

whether foreseeable or not and whether arising from or in connection with Synergy's breach of contract, breach of statutory duty, tort (including negligence), in equity or otherwise, but excluding any damage caused by, consequent upon or arising out of fraud

Except to the extent that liability cannot lawfully be excluded, neither Synergy nor the Network Operator is liable to the Controller for Consequential Loss suffered by the Controller, whether foreseeable or not and whether arising from or in connection with breach of contract, breach of statutory duty, tort (including negligence), in equity or otherwise, but excluding any damage caused by, consequent upon or arising out of fraud.

12.3 Liability Cap

The maximum limit on Synergy's liability under this Agreement is the Synergy Liability Cap.

13. Dispute Resolution

13.1 Negotiation

If a dispute of any kind arises in connection with this Agreement, the parties must meet within 20 Business Days at a mutually agreed location (or failing agreement, at Synergy's offices in Perth) to endeavour to solve the dispute by negotiation and must convene and attend at least one meeting for that purpose.

13.2 Dispute notice

If a dispute cannot be resolved within 14 days of the first meeting convened by either party under clause 13.1, either party may serve a notice on the other party (**Dispute Notice**).

13.3 Method of Dispute Resolution

Where any dispute or difference under this Agreement is to be referred to an Expert for determination, the provisions of clause 13.4 will apply. Otherwise, either party may commence legal proceedings in respect of that dispute.

13.4 Expert Procedure

(a) The parties must endeavour to agree on the person to be appointed as the Expert. If the parties are unable to agree on the person to be appointed as Expert within 28 days from the date of the Dispute Notice, either party may request that the President of the Law Society of Western Australia, having regard to the nature of the dispute, appoint an Expert who is independent of the parties to resolve the dispute.

(b) An Expert appointed under this clause must act as an expert and not as an arbitrator.

(c) In relation to the resolution of a dispute by an Expert under this clause:

(1) the Expert must determine the procedure for resolving the dispute, having regard to the nature of the dispute;

(2) both parties to the dispute may make written submissions to the Expert in relation to the subject matter of the dispute;

(3) the parties must use their best endeavours to make available to the Expert all information relevant to the dispute and which the Expert reasonably requires in order to resolve the dispute; and

(4) the Expert will have the power to inform itself independently as to the facts, and if necessary technical matters, to which the dispute relates, including consulting with other professionally qualified persons on matters outside the Expert's area of expertise.

(d) The Expert must give a determination together with written reasons within 28 days of being provided with the information referred to in clause 13.4(c)(3).

(e) The determination by an Expert of a dispute under this clause will be final and binding on the parties except in the case of manifest error or fraud.

(f) Costs associated with the provision of services by the Expert under this clause must be borne equally by the parties unless otherwise determined by the Expert. Each party must pay its own costs and disbursements in relation to the resolution of the dispute.

13.5 Obligation to continue performance

The parties to a dispute must continue performing their obligations under this Agreement while the dispute is being resolved.

14. Termination and Default

14.1 Default

(a) On or at any time after the occurrence of an Event of Default other than an Insolvency Default or Change in Control Default, the non-defaulting party may serve a notice on the defaulting party specifying the nature of the breach or default and requiring the defaulting party to remedy the breach or default within the following periods:

(1) in the case of a Financial Default, not less than seven (7) days from the date of service of the notice; and

(2) in the case of a Non-Financial Default, such period as is reasonable in the circumstances but, in any event, not less than twenty-one (21) days from the date of service of the notice.

(b) In the case of a Financial Default, the defaulting party must pay interest on any unpaid amount, calculated daily at the Interest Rate from the date that the amount is due until the date that payment is made.

(c) If the defaulting party fails to remedy the breach or default within the time specified in the notice, then the non-defaulting party may, by further notice, terminate this Agreement.

(d) In the case of an Insolvency Default or Change in Control Default the non-defaulting party, may by notice immediately terminate this Agreement.

14.2 Supply and financial responsibility following termination

(a) Following termination of this Agreement, Synergy is entitled to cease supplying electricity to the Customer and arrange for the Network Operator to de-energise the Premises from the source of supply and refuse to recommence supply.

(b) Without limiting Synergy's rights under clause 14.2(a), if following termination of this Agreement, the Meter is not de-energised and the Customer continues to consume electricity from Synergy, then the Customer must pay to Synergy for such supply at the rates and charges reasonably determined by Synergy.

(c) Without limiting Synergy's rights under clauses 14.2(a) or 14.2(b), if following termination of this Agreement, the Meter is de-energised, or the Meter is not de-energised and the quantity of electricity consumed by the Customer in any Accounting Period is zero, then the Customer must pay to Synergy the Capacity Charge for each Accounting Period or on a monthly basis, as applicable, until the earlier of:

(1) the Network Operator abolishing the Meter, at the Customer's cost;

(2) Synergy ceasing to incur any capacity related liability under the Market Rules; or

(3) another electricity retailer becoming financially responsible in respect of the Meter and any Point of Supply pursuant to the *Electricity Industry (Customer Transfer) Code 2004* (WA) and the *Electricity Industry (Metering) Code 2012* (WA).

(d) This clause 14.2 survives the termination of this Agreement.

15. Confidentiality

The parties agree that:

(a) This Agreement and any data and information exchanged between them during the negotiations for this Agreement or subsequently produced in the performance and administration of this Agreement (**Confidential Information**) includes:

(1) trade secrets of the parties; and

(2) information that has a commercial value or information about the business, professional, commercial or financial affairs of the parties that will be destroyed or diminished by publication.

(b) Confidential Information is confidential at all times. A party must not disclose Confidential Information to any other person, except:

(1) with the prior written consent of the other party;

(2) to its legal and other professional advisers, officers and employees and any related corporation, to the extent reasonably necessary for it to evaluate, negotiate or perform this Agreement;

(3) to the extent that disclosure is reasonably necessary to a proposed transferee (and the transferee's financiers) of its rights and interests under this Agreement;

(4) to the extent required by Law and Regulations or by requirement of a government, government department, agency or authority having jurisdiction over either party;

(5) to the extent of a lawful requirement of a stock exchange having jurisdiction over either party;

(6) to the extent required in or in connection with legal proceedings or dispute resolution of any kind between the parties under this Agreement or to which either party is joined; or

(7) to the extent that the party possesses the Confidential Information lawfully through sources other than the party that supplied the information; or

(8) to the extent that the Confidential Information is otherwise generally and publicly available.

(c) A party may only make disclosures under clauses 15(b)(2), 15(b)(3) and 15(b)(4) after it:

(1) has notified the third party that it has a duty of confidence in respect of the Confidential Information, and take the similar precautions to ensure that confidentiality is kept, that it would take for its own Confidential Information; and

(2) has procured a written confidentiality undertaking from the third party in substantially the same form as this clause, except to the extent that such third party is already legally bound to by similar confidentiality obligations.

(d) This clause survives the termination of this Agreement.

16. GST

(a) In this clause 16:

(1) **GST** has the meaning given to that term in the GST Law.

(2) **GST Law** has the meaning given to that term in the GST Act).

(3) Words and phrases used in this clause 16 that are defined or used in the GST Law have the meaning given in that legislation, unless the context indicates otherwise.

(b) All prices stated in this Agreement are exclusive of GST. To the extent there is a taxable supply under or in connection with this Agreement, then the recipient of the taxable supply (**Recipient**) will pay to the party providing the taxable supply (**Supplier**) any GST payable by the supplier in respect of the taxable supply.

(c) The Supplier must provide a Tax Invoice (or an adjustment note) to the Recipient in respect of the taxable supply as a condition to the obligation of the Recipient to pay GST on a taxable supply.

(d) Where an adjustment event occurs in relation to a taxable supply made under this Agreement, the Supplier must provide an adjustment note to the Recipient indicating any adjustment to the GST on that supply.

(e) The amount of a party's entitlement under this Agreement to reimbursement or indemnification for any costs or expenses is reduced by the input tax credits to which that party is entitled with respect to those costs and expenses. Any portion of a reimbursement or indemnification that is a taxable supply must be increased on account of GST, as described in clause (b) above.

17. General

17.1 Notices

(a) Except in the case of Emergency, all notices, accounts and other documents to be served under this Agreement must be in writing and may only be served by ordinary mail or by facsimile transmission (confirmed by ordinary mail) or by being delivered by hand or courier, addressed, transmitted or delivered to the addresses specified in item 3 of Schedule 1 of the Form of Agreement (as varied from time to time by notice to the other party).

(b) Any notice, or other document other than accounts served under this Agreement is deemed to have been duly served:

(1) if sent by email, 4 hours after it is sent, unless the sender receives notification from its or the recipient's email server that the email was undeliverable, was not delivered or the recipient is out of office; and

(2) if sent by ordinary mail, on the 3rd Business Day following posting.

(c) Either party may by notice to the other party change its address and email details contained in item 3 of Schedule 1 of the Form of Agreement.

17.2 Assignment

(a) Except as provided in clause 17.2(b) neither party may assign, transfer or otherwise dispose of the whole or any part of its rights or obligations under this Agreement without the prior written consent of the other party, which consent must not unreasonably be withheld. A party requesting assignment agrees that it is not unreasonable for the other party to withhold its consent to an assignment under this clause 17.2(a) where that other party considers, on reasonable grounds that:

(1) the proposed assignee will not have the technical and financial capability to perform the relevant obligations under this Agreement; or

(2) if the Customer is the party requesting an assignment the proposed assignee will not have an electricity usage pattern comparable to the electricity usage pattern of the Customer.

(b) While Synergy is a wholly state-owned business, it may assign any of its rights and obligations under this Agreement without obtaining the consent of the Customer.

17.3 Change in Control

(a) A **Change in Control Default** occurs if, without the prior written consent of Synergy, such consent not to be unreasonably withheld, there is a Change in Control of the Customer.

(b) The Customer agrees that it is not unreasonable for Synergy to withhold its consent to a Change in Control if Synergy considers, on reasonable grounds, that following the Change in Control:

(1) the Customer will not have the technical and financial capability to perform its obligations under this Agreement; or

(2) the Customer will not have an electricity usage pattern comparable to the electricity usage pattern prior to the Change in Control.

17.4 Entire agreement

This Agreement constitutes the entire agreement between the parties and supersedes all prior negotiations, representations, proposals, understandings and agreements, whether written or oral, relating to the subject matter of this Agreement.

17.5 Modifications and approvals

A purported modification, variation or amendment of this Agreement has no effect unless and until the same is in writing and executed by the parties. Any waiver of rights or any approval or consent has no effect unless and until the same is in writing and executed by the waiving, approving or consenting party.

17.6 Severance of terms

If the whole or any part of a provision of this Agreement is or becomes for any reason invalid or unenforceable at Law and Regulations, the remainder of this Agreement continues to be valid and enforceable and the relevant provisions or part of that provision will be severed. This clause has no effect if the severance alters the basic nature of this Agreement.

17.7 Waiver

A waiver by any party of any power, right or remedy under or in relation to this Agreement does not operate and is not to be construed as a waiver of any other preceding or succeeding power, right or remedy whether of a similar or different character. A failure or delay by a party in the exercise of any power, right or remedy which may become exercisable under or in relation to this Agreement does not constitute a waiver by that party of that power, right or remedy.

17.8 Application of the EOP Act and By-laws

Nothing contained in this Agreement in any way limits the operation or effect of, or deprive Synergy of its rights under, the EOP Act, EI Act or EC Act or By-laws.

17.9 Governing law and courts

This Agreement is governed by and is to be construed in accordance with the laws of Western Australia and the parties irrevocably submit to the jurisdiction of the courts in Western Australia.

18. Security

(a) Prior to the Commencement Date, the Customer must provide a security deposit in accordance with the provisions of section 62 of the EOP Act either by:

(1) providing a cash deposit to Synergy; or

(2) providing a bank guarantee to Synergy on terms and by a financial institution acceptable to Synergy, guaranteeing the performance by the Customer of its obligations under this Agreement, in the amount specified in item 2.2 of Schedule 1 of the Form of Agreement.

(b) If requested by Synergy from time to time including as a result of an increase in Contract Maximum Demand, the Customer must provide additional security deposits in accordance with the EOP Act.

(c) If an Event of Default has occurred in respect of the Customer, Synergy may (without prejudice to its other rights) recover from any security provided in accordance with this clause 18 the amount (as reasonably determined by Synergy and as subsequently notified to the Customer by the provision of copies of invoices, calculations and other relevant documentation) of all claims, costs, losses and expenses which may be sustained or incurred by Synergy as a direct or indirect result of such Event of Default and any action taken as a result of it.

19. Definitions and Interpretation

19.1 Definitions

In this Agreement (unless the context otherwise requires):

Access Charges means all charges and fees payable by Synergy to the Network Operator from time to time for the supply of electricity to the Premises and otherwise in respect of the Premises which are, as of the date of the Form of Agreement, set out in Schedule 2 of the Form of Agreement.

Accounting Period means the period between any two consecutive readings of the Meter made under clause 5(b) other than the first accounting period which is the period between the Commencement Date and the first reading of the Meter.

Adjustment for Carbon Costs has the meaning given in clause 4.8.

AEMO means the Australian Energy Market Operator.

Agreement means the agreement between Synergy and the Customer for the sale of electricity, comprising the Form of Agreement and these General Conditions.

Business Day means a day other than a Saturday, Sunday or public holiday in Western Australia.

By-laws means the tariff by-laws relevant to Synergy made under the EOP Act, which at the date of entering into this Agreement are the *Energy Operators (Electricity Generation and Retail Corporation) (Charges) By-laws 2006* (WA).

Capacity Charge is specified in item 5 of Schedule 2 of the Form of Agreement.

Carbon Cost Event means an adjustment in costs payable by Synergy in relation to the electricity sold under this Agreement to the Customer arising due to a Carbon Scheme or change to a Carbon Scheme, including Synergy or its suppliers acquiring permits or carbon offsets or paying any government charges or penalties, whenever occurring and whether or not known to any party at or before the date of this Agreement.

Carbon Scheme means a requirement imposed by Law and Regulations or any Government Authority, which has as one of its objectives a reduction in, or the modification or control of behaviour in respect of, greenhouse gas or greenhouse gas equivalent emissions or any other scheme to require energy or fuel efficient activities or initiatives.

Change in Access Charges has the meaning given in clause 4.6.

Change in Control occurs if, in relation to any person (the first mentioned person):

(a) there is a change in the person that Controls the first mentioned person (other than if the Ultimate Holding Company of the first mentioned person remains the same following the change);

(b) a person that Controls the first mentioned person ceases to Control that person (other than if the Ultimate Holding Company of the first mentioned person remains the same following the change); or

(c) if the first mentioned person is not Controlled, another person acquires Control of the first mentioned person.

Change in Control Default has the meaning given in clause 17.3.

Change in Law and Regulations means any new Law and Regulations, or any repeal of, or change to, any existing Law and Regulations or applicable judgement of a relevant court of law which changes binding precedent. For the purposes of a Change in Law and Regulations a new Law and Regulations or a change to any existing Law and Regulations are deemed to be a change from the date the Law and Regulations commences. If the new or changed Law and Regulations are a Tax, that new or changed Tax is deemed to a change from the date the new or changed Tax increases the cost on Synergy to perform this Agreement.

Change in Law and Regulations Impact means the effect of a Change in Law and Regulations on the cost of Synergy performing this Agreement, including:

(a) the costs incurred by Synergy in order to comply with, or otherwise as a result of, the Change in Law and Regulations;

(b) the costs incurred by Synergy in order to ensure that it does not become liable to pay, or in order to minimise its liability to pay, an amount in order to comply with a Change in Law and Regulations; and

(c) the costs of the Change in Law and Regulations incurred by any supplier to Synergy that the supplier passes through to Synergy.

Charges means until the End Date or the date of termination (whichever is earlier) all charges specified in Schedule 2 of the Form of Agreement as adjusted in accordance with the Agreement from time to time and after that date means the Access Charges and the amounts that Synergy charges similarly situated customers for the supply of electricity On-Peak and for the supply of electricity Off-Peak. To the extent that a Meter is installed pursuant to this Agreement, then the Charges include the cost of that Meter which will be amortised over a 24-month period.

Commencement Date is specified in item 2.3 of Schedule 1 of the Form of Agreement.

Confidential Information has the meaning given in clause 15(a).

Contract Maximum Demand means the number specified in item 6 of Schedule 2 of the Form of Agreement, as adjusted pursuant to clauses 3.2 and 3.3.

Contract Period has the meaning given in clause 2.

Contract Year means any period of twelve (12) months during the Contract Period beginning on the Commencement Date of the Contract Period or on any anniversary of that date with the last contract year being the period from the end of the immediately preceding contract year to the End Date.

Control has the meaning given in section 50AA of the *Corporations Act 2001* (Cth).

Controller means, in respect of a Point of Supply an individual, including a Customer (if the Customer is not a legal entity), who owns, operates, controls or otherwise is responsible for the operation of the facilities and equipment at the Point of Supply.

If a Controller is required with effect from the commencement of the Contract Period its details are set out in the Form of Agreement.

Covered Service means a service, under an Electricity Transfer Access Contract, in relation to the transportation of electricity provided by means of the Network.

CPI means the Consumer Price Index for Perth published each quarter by the Australian Bureau of Statistics under Catalogue Number 6401.0.

Dispute Notice has the meaning given in clause 13.2.

Due Date means 14 days from the date of the Tax Invoice.

EC Act means the *Electricity Corporations Act 2005* (WA).

EI Act means the *Electricity Industry Act 2004* (WA).

EOP Act means the *Energy Operators (Powers) Act 1979* (WA).

Energy Charge means the charges specified in item 3 of Schedule 2 of the Form of Agreement.

Electricity Supply Equipment means the Meter and all works, structures, apparatus, equipment and plant used or required to be used by the Network Operator in connection with the supply of electricity to the Customer.

Electricity Transfer Access Contract means the access contract as defined in the *Electricity Networks Access Code 2004* (WA) between Synergy and the Network Operator for the provision of and access to network services.

Emergency means an emergency due to the actual or imminent occurrence of an event which in any way endangers or threatens to endanger the safety or health of any person, or the maintenance of the power system supply in Western Australia or which destroys, damages, or threatens to destroy or damage, any property and includes any event defined to be an emergency under any relevant Law and Regulations.

End Date means the date specified in item 2.4 of Schedule 1 of the Form of Agreement.

Event of Default means any Financial Default, Non-Financial Default, Insolvency Default or Change in Control Default.

Excess Network Usage Charge has the meaning given in item 6 of Schedule 2 of the Form of Agreement.

Expert means a person appointed under clause 13, who will act as an expert and not as an arbitrator and who has appropriate commercial and practical expertise in the subject matter of the dispute to be determined by it.

Financial Default means any default in the due and punctual payment of any sum due to the non-defaulting party.

Force Majeure means any event that is not reasonably within the control of the party thereby affected and could not have been prevented or overcome by exercising a reasonable standard of care and diligence. Force Majeure may include, without limitation, act of God; strikes, lockouts, stoppages or restraints of labour or other industrial disturbances; war; invasion; acts of public enemies, riot or civil commotion or sabotage; terrorism; fire, explosion, earthquake, landslide, flood, washout, lightning, storm or tempest; breakdown of or accident to plant, machinery, equipment, lines or pipes (including that of the Network Operator); system disturbances in the Network; outages of or constraints on the Network; an event of force majeure declared by the Network Operator; an event of force majeure declared by a generator of electricity; failure of suppliers to supply fuel, equipment or machinery; Change in Law and Regulations; restraints, embargoes or other actions of the States, Territories or the Commonwealth of Australia.

Form of Agreement means the form of agreement signed by the Customer and Synergy that forms part of this Agreement.

General Conditions mean this document titled Electricity Sale General Conditions.

Government Authority means any federal, state, local, regional, territorial or municipal government, minister or any governmental, semi-governmental or other body authorised by Law and Regulations.

GST has the meaning given in the GST Act.

GST Act means *A New Tax System (Goods and Services Tax) Act 1999* (Cth).

Interest Rate means the Reserve Bank of Australia Cash Rate as published by the Reserve Bank of Australia from time to time plus six percentage points. As an example, if the Cash Rate were 3%, the Interest Rate would be 9%.

Insolvency Default means any of the following circumstances:

(a) a party being subject to:

  (1) the appointment of a receiver, receiver and manager, judicial manager, liquidator, administrator, an agent for a mortgagee in possession or a like official of any of its assets;

  (2) the calling of any meeting for the consideration of or the passing of any resolution for the winding up of the company;

  (3) the filing of any application or the making of any order for the purpose of the winding up of a party or its placement under an official manager or for the appointment of a receiver or receiver and manager of any of its assets; or

  (4) the entry by a party into a scheme of arrangement otherwise than for the purpose of reconstruction or amalgamation;

(b) the occurrence of an event whereby a party (being a company) is unable to pay its debts as they fall due;

(c) where a party is a natural person that party becoming bankrupt, committing an act of bankruptcy, executing an authority pursuant to Part X of the *Bankruptcy Act 1996* (Cth) as amended or in any way taking advantage of or seeking relief under any statute relating to bankruptcy or the relief of debtors; and

(e) A failure to comply with a demand issued under section 459E of the *Corporations Act 2001* (Cth).

Law and Regulations means common law , principles of equity, a Tax, laws made by parliament (which includes laws made by State, Territory and Commonwealth parliament), direction or order given by the Minister, regulation, code and other instruments made under law or regulations (and consolidations, amendments, re-enactments or replacements of any of them) and the term of any binding guideline, licence, approval or authorisation issued by a Government Authority including the rules made under the *Electricity Industry (Wholesale Electricity Market) Regulations 2004* (WA) as contemplated by section 123 of the *Electricity Industry Act 2004* (WA), as amended or replaced from time to time.

***M*aximum Demand** means the highest integrated half-hourly maximum demand for electricity supplied under this Agreement as indicated by the Meter at various times.

Meter means the equipment installed or to be installed at the Premises for metering the Customer's electricity consumption at the Premises including regulators, telemetry, data logging and other associated equipment and installations.

Metering Code means the *Electricity Industry Metering Code 2005* (WA).

Minimum Charge Amount means the dollar amount specified in item 8 of Schedule 2 of the Form of Agreement.

Minimum Charge Period means the period specified in item 8 of Schedule 2 of the Form of Agreement.

Minister means the Minister responsible for administering the *Electricity Corporations Act 2005* (WA) from time to time.

Network means the South West Interconnected System (as defined in the *Electricity Industry Act 2004* (WA)).

Network Operator means the owner or operator of the Network.

Nominal Supply Voltage is specified in item 1 of Schedule 2 of the Form of Agreement.

Non-Financial Default means a default by the Customer (other than a Financial Default or Insolvency Default) or a default by Synergy in duly and punctually performing or observing any of the terms or conditions contained in this Agreement or any other Agreement supplemental to or varying this Agreement.

Off-Peak means the hours after 10:00 pm and before 8:00 am Monday to Friday and all hours on Saturday and Sunday.

On-Peak means the hours after 8:00 am and before 10:00 pm Monday to Friday inclusive.

Payment Error means an error in the calculation of the amounts payable by, and invoiced to, the Customer under clause 6.4.

Point of Supply means the electrical interface between the Premises and the Network and will be at the load side of the Meter.

Power Factor has the meaning given to it in the Technical Code.

Premises means the site where electricity will be supplied in accordance with this Agreement as specified in item 1 of Schedule 2 of the Form of Agreement.

Recipient has the meaning given in clause 16(b).

Supplier has the meaning given in clause 16(b).

Synergy Liability Cap is the amount net of Access Charges paid by the Customer under this Agreement during the 12-month period prior to the date of the event triggering the liability or if twelve months have not elapsed an amount equal to 12 times the average monthly amount net of Access Charges paid by the Customer under this Agreement.

Without limiting the generality of the above, to the extent the Form of Agreement specifies that the Customer must pay both Capacity Charges and Energy Charges, then the Synergy Liability Cap is as follows:

(a) Synergy's liability for loss or damage for any higher Capacity Charges that the Customer may be required to pay to a third party is equal to the amount paid by the Customer under item 5 of Schedule 2 of the Form of Agreement during the 12 month period prior to the date of the event triggering the liability or if twelve months have not elapsed an amount equal to 12 times the average monthly amount paid by the Customer under item 5 of Schedule 2 of the Form of Agreement prior to the date of the event triggering the liability; and

(b) Synergy's liability for loss or damage for any higher Energy Charges that the Customer may be required to pay to a third party is equal to the amount paid by the Customer under item 3 of Schedule 2 of the Form of Agreement during the 12 month period prior to the date of the event triggering the liability or if twelve months have not elapsed an amount equal to 12 times the average monthly amount paid by the Customer under item 3 of Schedule 2 of the Form of Agreement prior to the date of the event triggering the liability.

System Management has the meaning given in the *Wholesale Electricity Market Rules* (WA).

Tariff means the tariff rate for the supply of electricity prescribed under the By-laws for, or in connection with, the supply of electricity.

Tax means any tax, trading mechanism or other mechanism, duty, impost, fee, rate, withholding, fine, penalty or levy imposed by any Government Authority or any other person under any Law and Regulations:

(a) relating to the generation, purchase, transmission, delivery, supply or sale of electricity under this Agreement (including any Tax on, or which affects directly or indirectly the cost of goods, services or materials used in connection with the generation, purchase, transmission, delivery, supply or sale of electricity), but does not include income tax, capital gains tax or fringe benefits tax.

b) relating to any renewable energy scheme implemented or administered by any Government Authority;

c) that has as one of its objectives a reduction in, or the modification of, behaviour in respect of carbon, carbon equivalent emissions or any substance characterised as a greenhouse gas; or

d) imposed on Synergy which is specific to the electricity industry.

Tax Invoice has the meaning given in the GST Act.

Technical Code means:

(a) the Distribution Technical Code published under the *Electricity Distribution Regulations 1997* (WA) and the Technical Code published under the *Electricity Transmission Regulations 1996* (WA), as amended or replaced from time to time; and

(b) the Technical Rules approved by the Economic Regulation Authority under the *Electricity Network Access Code 2004* (WA).

Ultimate Holding Company has the meaning given in section 9 of the *Corporations Act 2001* (Cth).

19.2 Interpretation

In this Agreement (including all Schedules) where the context so requires:

(a) all words denoting the singular include the plural and vice versa;

(b) all references to any gender include the other genders;

(c) all references to persons include corporations;

(d) a reference to an Act, regulation or by-law or to any part thereof includes any amendment, re-enactment or substitution thereof for the time being in force;

(e) a reference to this Agreement or other instrument includes any variation or replacement of either thing;

(e) a reference to any thing is a reference to the whole or any part of it and a reference to a group of things or persons is a reference to any one or more of them;

(f) a reference to a clause is a reference to a clause of the General Conditions or a reference to a clause in the Form of Agreement if the reference includes a reference to the Form of Agreement;

(g) headings are included for convenience and do not affect the interpretation of this Agreement;

(h) if the word “including” or “includes” is used, the words “without limitation” are taken to immediately follow;

(i) a reference to a monetary amount means that amount in Australian currency;

(j) if a word or phrase is defined, other grammatical forms of that word or phrase have a corresponding meaning;

(k) if a date stipulated for payment is not a Business Day, the payment must be made by the next Business Day;

(l) a reference to writing includes any means of representing or reproducing words in visible form including by electronic means such as facsimiles transmission;

(m) a reference to a month is to a calendar month and a reference to a year is to a calendar year; and

(n) if a period of time is specified and dates from a given day or the day of an act or event, it is to be calculated inclusive of that day.

How to contact us

We would like to assure you that you will receive our highest standard of service when we are responding to your enquiries.

When you call us we seek to answer your questions immediately. If this is not possible (because we need to speak to a distributor, for example) we will get back to you immediately once we have obtained the information you are seeking. There are a number of ways you can contact us:

By phone

13 13 54 for business customers
Monday to Friday between 8am and 5pm
(excluding public holidays)

(08) 6212 2222 for calls outside Western Australia

(08) 9221 8608 TTY (if you have hearing or speech difficulties)

Need help with this guide? Call **13 14 50** to arrange an interpreter or visit their website **tisnational.gov.au**

By mail

Synergy, GPO Box K851, Perth WA 6842

By fax

(08) 9221 4628

Internet

synergy.net.au

Other Useful Numbers

For emergency or supply faults/interruptions call **13 13 51**
(24-hour number)

synergy.net.au/business

SYNGPW0155_02_052021

Energy Framework Offer Document

RFQ 06/21

Contestable Electricity Supply for Western Australian Member Local Governments

Prepared by: Toby Costanzo

WALGA Contract Manager, Commercial Management (Project Manager)

(P) (08) 9213 2024 (M) 0428 971 018 (E) tcostanzo@walga.asn.au

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1. Glossary

Contestable Energy	Means, in the context of this Project, any supply point with its own unique National Meter Identifier that is able to be under a contract or sits outside the Synergy gazetted tariff
ESA	Electricity Supply Agreement
Evaluation Panel	The group comprising individual members who will conduct the evaluation of each Response
LGA	Local Government Authority
LGC	Large-Scale Generation Certificate
Members	Members of WALGA
MOU	Memorandum of Understanding
NMI	National Meter Identifier
PPA	Power Purchase Agreement
Project	Contestable Electricity Supply for Member Local Governments falling within the greater Energy Sustainability and Renewables Project being undertaken by WALGA.
REC	Renewable Energy Certificate
Respondent or Supplier	Suppliers of energy who may respond to the RFQ
RFQ or Request	Request for Quote
Quote, Submission or Response	The offer provided by a Respondent in response to the RFQ
STC	Small Scale Technology Certification
Steering Group	A volunteer group of representatives of the Local Government's participating in the Project

2. Executive Summary

2.1. Background

Synergy have been awarded the supply of energy, renewables and integrated projects enclosed in phase one of the Energy Sustainability and Renewables Project subject to contracting, satisfaction of minor variations and the minimum thresholds of Local Government participation reached. WALGA estimates the product will deliver a collective saving of 5 million dollars a year and deliver the single largest reduction in carbon footprint for the Local Government Sector if, fully adopted.

Forty-seven (47) Local Governments have made declarations acknowledging that climate change is occurring, and that climate change will continue to have significant effects on the WA environment, society, economy, and Local Government sector. Many of these Local Governments have adopted environmental policies with carbon neutral targets included. WALGA was requested by its Members to explore alternative options for a whole of Sector Power Purchase Agreement (PPA). In the course of the investigation, while engaging with Members, it emerged that a PPA would deliver some benefits, however other aspects of energy procurement such as contract misalignment, transitioning networks and Local Government infrastructure agreements, put the sectors needs beyond that of a conventional PPA. It was identified that there are varying levels of commitment to renewable energy across the sector. Many of the Local Governments participating in this market process identified a strong desire to procure renewable energy, however they are limited by the current options being offered individually in the market.

WALGA concluded that an alternate solution was necessary in order to align contracts and develop integrated systems to allow for proper aggregation. A Steering Group comprising of WA Local Governments was assembled with the task of conceiving an optimal solution to rising energy costs and inflated renewables prices.

The founding members of the Steering Group include: Stirling, Mandurah, Perth, Fremantle, Cockburn, Bayswater, Canning, Joondalup, Wanneroo, Gosnells and Armadale. On the 28th of November 2021, The Finance and Services Committee, a delegated authority of State Council endorsed the recommendation from the Energy Sustainability and Renewables Local Government Steering Group to award the supply to Synergy.

On the 26th of August 2021, the Australian Competition & Consumer Commission (ACCC) decided to grant authorisation to the Western Australian Local Government Association to enable local governments who are current and future members of a proposed joint renewable energy purchasing group to pool their demand and collectively tender for and negotiate an electricity supply arrangement. The ACCC has decided to grant authorisation for 15 years, until 30 September 2036. The ACCC determined the period intended to cover an initial 3-year agreement, which will provide price transparency to the Proposed Energy Group and align Local Government contract terms for the development of a longer-term 10-year agreement when the initial 3-year agreement expires.

The group is seeking a cost-effective and long-term solution to enable Local Government in Western Australia to achieve their renewable energy and carbon emissions targets. The Sector sits in the level of government closest to the community which mandates a solution that is able to clearly report and articulate sustainability accomplishments.

2.2. Scope

As part of the greater Energy Sustainability and Renewables Project, the scope of the exercise and of Phase 1 is the aggregation of contestable energy supply. In general terms the phasing is as follows:

Phase 1 – Contestable energy supply and Renewable Energy options

Phase 2 – Load shifting, minimising cost (i.e. energy management systems, contestability assessments, understanding emissions, non-contestable supply investigation, preparation for carbon offset integration and preparation for a PPA

Phase 3 – Carbon management, offsets, integrated technologies

Phase 5 – Long Term PPA

Phase 6 – Sustainable Fleet Transition and Sustainable Infrastructure Technologies

Phase 7 – Large-scale Local Government Sustainability projects

Using a staged approach, WALGA is looking to develop a long-term partner, or consortium of partners, to provide energy and sustainability solutions for the sector.

Three key objectives for the greater project include:

- Enhance access to and development of renewable energy for Western Australian Local Government thereby driving positive climate change outcomes

- Diversify supply options and application of new technology

- Leverage the best price outcomes for Local Government supply.

3. Offer in Brief

You may select from **Option 1** or **Option 2** for your electricity supply:

Option 1. **Western Australia Uniform Supply**

Unbundled		**Supply Period (3 Years)**			
1/04/2022 - 31/03/2023 (Yr. 1)		**1/04/2023 - 31/03/2024 (Yr. 2)**		**1/04/2024 - 31/03/2025 (Yr. 3)**	
Peak (c/kWh)	**Off-Peak (c/kWh)**	**Peak (c/kWh)**	**Off-Peak (c/kWh)**	**Peak (c/kWh)**	**Off-Peak (c/kWh)**
5.691	5.174	5.940	5.400	5.862	5.329
Daily Supply Charge (Per NMI)		N/A ($0)			
CPI		There will be no CPI adjustments to any of the products enclosed in the offer, for the duration of the term.			

Benchmarking range for non-Commodity Cost (Applied flat)	**Low-Point Rate (c/ kWh)**	**High-Point Rate (c/ kWh)**
	13.692	18.322
Local Government's managing their energy profiles and consumption may expect lower non-commodity costs. Factors such as remote locality and intermittent supply result in a higher rate.		
Weighted Average Price (Calculated using the total WA portfolio. Each Local Government will have minor variations due to unique energy profiles)	**Flat (c/ kWh)**	
	5.57	

Option 2. **Specific to Town of Victoria Park**

Bundled	**Supply Period (End of Existing Agreement – 31/3/2025)**
Peak (c/kWh)	**Off-Peak (c/kWh)**
26.45	14.50
Daily Supply Charge (Per NMI)	$2.53
CPI	There will be no CPI adjustments to any of the products enclosed in the offer, for the duration of the term.

Renewable Energy.

Natural Power (Renewable Energy)	Option available per Supply Period	
1/04/2022 - 31/03/2023 (Yr. 1)	1/04/2023 - 31/03/2024 (Yr. 2)	1/04/2024 - 31/03/2025 (Yr. 3)
Rate (c/ kWh)	Rate (c/ kWh)	Rate (c/ kWh)
3.00	2.60	2.23
CPI	There will be no CPI adjustments to any of the products enclosed in the offer, for the duration of the term.	

Bridging Offer for Town of Victoria Park

Bridging Offer	Supply Period (End of Existing Contract – 31/03/2022)
Peak (c/kWh)	Off-Peak (c/kWh)
25.17	14.50
Daily Supply Charge (Per NMI)	$2.52
CPI	There will be no CPI adjustments to any of the products enclosed in the offer, for the duration of the term.

In order to realise the full potential of this product and to align energy structures to any future PPA, the Project Team highly recommends electing for the unbundled offer. Unbundled energy allows Local Governments to immediately realise a reduction in non-commodity charges that make up your energy bill. When Local Governments are quoted a bundled price, the retailer will fix your non commodity costs for the life of your contract. These charges typically represent 60-70 percent of your invoice charges. By unbundling your supply and taking an active role in energy management with Synergy, the Project Team and WALGA, Members will be granted the ability to reduce an additional component of their energy bill and realise the cost saving immediately.

WALGA recognises the complexity and additional account management required for an unbundled structure. In conjunction with Synergy, WALGA will produce any relevant models, ledgers and management systems in partnership with Local Governments. For more information, please reach out to Toby Costanzo on how Local Governments can manage their energy supply. The project team can direct you to Local Governments who have been managing their supply through unbundled structures as an active reference to their experience and cost saving.

The renewable energy market is experiencing a steady increase in competition, placing upwards pricing pressure on supply. For this reason, the project Team recommends taking a renewable adoption of the final year in order to enable a stepped approach for renewable supply and to secure a trip of dedicated renewables to your Local Government to protect against the rising market. Please contact the Project Manager for more information.

4. Summary Offer

Electricity Generation and Retail Corporation trading as Synergy

Summary Sheet

Dated: **30 September 2021**

If there is any inconsistency between the Agreement and the Amendments, the terms of the Amendments will prevail to the extent of the inconsistency

Term:	3 Years Contract Year 1: 1 April 2022 - 31 March 2023 Contract Year 2: 1 April 2023 - 31 March 2024 Contract Year 3: 1 April 2024 - 31 March 2025 Where an LGA has a contract date that starts prior 01/04/2022, Synergy has provided a preliminary Bridging Offer. Where an LGA has a contract start date starts after 01/04/2022. They will be able to take up this offer on the expiry of their current contract.
Agreements:	**Option 1:** Unbundled Electricity Sale General Conditions April 2021. **Option 2:** Bundled Terms and Conditions April 2017. **Bridging Offer** *(Where Applicable)*: Bundled Terms and Conditions April 2017. Please note the following relates to Synergy's unbundled offer: Metering charges may apply for sites to move to Comms, these charges will be passed through. Synergy's proposal and the details described herein (including pricing) are not legally binding on Synergy or the LGAs (the Customer). A binding contract will not be formed between Synergy and the Customer until a contract has been executed by Synergy and the Customer in writing. Any contract resulting from Synergy's proposal will be subject to: (1) Synergy management approval prior to contract execution; and (2) Synergy's terms and conditions referenced in the contract.

<table>
<tr><td>Offer Validity:</td><td>LGAs must sign and accept the offer and pricing by 30 November 2021 with a minimum of 60 GWh committed to access sector wide pricing</td></tr>
<tr><td>Payment Terms:</td><td>30-day payment terms</td></tr>
<tr><td>CPI</td><td>There will be no CPI adjustments to any of the products enclosed in the offer, for the duration of the term</td></tr>
<tr><td>Roll In/ Roll Out Allowance</td><td>-/+20% roll in/out allowance on the total annual usage across all contestable sites for each LGA</td></tr>
<tr><td>Minimum or Maximum Take Provisions:</td><td>No minimum or maximum take provisions</td></tr>
<tr><td>Renewables Offering:</td><td>Synergy offers the LGAs Natural Power under its standard terms and conditions at the rates set out below. These rates are only offered on the basis that the LGA’s, in aggregate, can commit to specified volumes in the total offer:
<table>
<tr><th>Start date</th><th>End date</th><th>Rate (c/ kWh)</th><th>Volumes (Certificate/MWh)</th></tr>
<tr><td>01/04/2022</td><td>31/03/2023</td><td>3.00</td><td>12,200</td></tr>
<tr><td>01/04/2023</td><td>31/03/2024</td><td>2.60</td><td>24,400</td></tr>
<tr><td>01/04/2024</td><td>31/03/2025</td><td>2.23</td><td>48,800</td></tr>
</table>
Local Governments who wish to elect for Natural Power from the outset then this can be provided at the rates above but must be confirmed prior to validity date expiration. Synergy will sell your Local Government a portion of Natural Power, based on your chosen Natural Power contribution (e.g. 25%, 50%, 75% etc).</td></tr>
<tr><td>Natural Power - WA Projects</td><td>Synergy utilises a total of 3 accredited sites to source LGCs for Natural Power

Albany Wind Farm: Synergy’s Albany wind farm, a joint venture with Bright Energy Investments, is an accredited energy supplier for the GreenPower program, with 18 wind turbines, with a maximum generating capacity of 35.4 MW of electricity. This wind farm sits 80m above the Southern Ocean. It’s in such a prime location that there are only approximately 7 days a year where the wind is not strong enough to turn the turbines.

Collgar Wind Farm: A renewable power project located in the central wheatbelt area of Western Australia. The wind farm situated 25km southeast of Merredin is built over a land envelope of 18,000 hectares. With 111 turbines, the wind farm has a total power production capacity of 222 megawatts (MW) and generates between 630-750 gigawatt hours (GWh) each year.

Emu Downs Wind Farm: Located 30 kilometres east of Cervantes and approximately 200 kilometres north of Perth, EDWF generates electricity from wind powered turbine technology. The wind farm has 48 turbines with a capacity to produce 80 megawatts of electricity at peak.</td></tr>
</table>

Alternative Natural Power Offer:	**Standard Natural Power** If the LGA's do not want to commit to volumes upfront, then Synergy recommend their standard Natural Power offer. Synergy offers the standard Natural Power product whereby each LGA has the option to purchase Natural Power as it decides each year. The prices applied will be set each year by Synergy as per our standard terms and conditions. This includes Natural Power for bridging agreements. The current standard Natural Power product is 3.537c/kWh. Please refer to the attached: *Unbundled: DRAFT Form of Agreement – Unbundled – Special Conditions - Clause 7.5* *Unbundled: DRAFT Form of Agreement – Bundled – Special Conditions - Clause 3*
Natural Power for Streetlights and Non-Contestable Sites:	Synergy can offer Natural Power on your Non-Contestable Sites and Streetlight electricity deemed consumption. Natural Power can be added to any existing Synergy streetlights agreement. For Streetlights, choose how much of your streetlight deemed consumption you want to offset with LGCs from renewable electricity by selecting set increments of 25% up to 100% across all streetlights you own. Synergy will sell Local Governments a portion of Natural Power, based on your chosen Natural Power contribution (e.g. 25%, 50%, 75% etc). The Natural Power charge will be calculated on a percentage of the deemed streetlight electricity consumption. This deemed consumption is based on lamp wattage and turn off time. The Natural Power charge is in addition to your retail tariff and other charges you pay. Synergy purchases LGCs on your behalf to match the amount of your Local Government's chosen Natural Power contribution – that is, the chosen percentage of your deemed electricity consumption.
Transition to PPA:	Synergy has renewable supply from an existing portfolio of contracted renewable generation assets in Western Australia. These assets have been developed by Synergy or a 3rd party. This portfolio includes the recently developed 180MW Warradarge wind Farm and Greenough River Solar Farm (both located North of Perth and developed by Synergy). Synergy has access to all generation and renewable certificates produced from the sites. Synergy, through Synergy Red (a wholly owned subsidiary of Synergy), is actively developing a pipeline of new wind farm locations in the South-West Interconnected System (SWIS) to continue the transition of the market to renewables, including the potential development of a large-scale battery at Kwinana.

Transition to PPA:	Synergy is currently developing a long-term Renewable Energy Supply Agreement (RESA) for customers wanting to commit to longer term renewable purchases, often referred to as a PPA in the market. Synergy is happy to discuss options on how it can work with the Local Governments to ensure a smooth transfer from the existing customer agreement to a future PPA or alternative contract structure. This may include clauses for the existing agreement to roll off earlier/extend until the new agreement and relevant supply are operational (if linked to a new asset). Synergy is well positioned to provide this type of product given its existing fleet of generation assets, ability to firm renewable generation and proven ability to develop new assets.
Synergy Project Capability:	In addition to supporting Western Australian renewable energy projects and working towards a PPA agreement to secure long-term renewable energy for the sector, Synergy seek to expand this commitment above and beyond to innovate and engage the community through industry leading DER projects. With Synergy as the Local Government energy partner, LGAs and their members have the opportunity to be involved and benefit from a number of green and community focused initiatives. These include, but aren't limited to: • Project Symphony • Virtual Power Plants for Schools • The EV Highway • Solar Energy for Social Housing. With the high impact and visibility of these pilots within in the community, Synergy values a strong relationship with the Local Governments that help makes these possible through the Sector's support. Through Retailer and Local Government co-operation, the Sector can amplify these messages and create momentum to help change the lives of all West Australians.
Service Level arrangements and capabilities:	Participating Local Governments will be provided with a dedicated Account Manager who is supported by a Contract Management, Billing, Local Government Energy Steering Group, WALGA and Synergy Support team. The Contract Management Team proactively manages and administers Synergy's sales contracts. The members of the Contract Management team have extensive account management experience and sound knowledge of the supply system. The Billing and Support teams have highly experienced support Members who are equipped to assist the account managers with varying tasks to deliver to our customer requests. In addition, Synergy has a dedicated Supply Services Manager with extensive knowledge of the transmission and distribution networks system. The Supply Services Manager will complement the Account Manager in providing service and attend to supply issues related to the networks system by liaising directly with Western Power

Peak Demand Notification:	Synergy offers a Peak Demand Notification subscription service intended to provide information that can inform energy consumption decisions during predicted periods of high system demand for electricity sites. Please refer to *Appendix 1 - Peak Demand Notification*
Group CSV billing file:	Grouped Electronic billing is available to the LGAs. Please refer to *Appendix 2 - Sample CSV file.csv* for the format in which the file will be provided. WALGA will assist in modelling to translate to any existing Local Government Ledgers.
Consumption and Expenditure reports:	Consumption and Expenditure reporting is available to all Synergy Customers. Please refer to the *Appendix 3 - Consumption and Expenditure Report.*
LGA Customer Details Report:	Synergy offers to provide each LGA Customer Details Reporting. This report can be run on postcode or suburb level for each LGA providing high level data for residential and business customers within the LGA jurisdiction area. This report can also be amended to include/exclude data. Granularity is subject to what is available in Synergy's data system. Please refer to the *Appendix 4 - LGA Customer Details Report*
Network Tariff Analysis:	Synergy can complete a network tariff analysis for sites within each Local Governments energy portfolio. Synergy can provide one complete analysis per contract year. Synergy has a successful and well-established relationship with the Network Provider. This strong relationship ensures the customer's requirements for network provisions are met. Synergy has an extensive understanding of the Technical Rules and are able to assist the customer in network related issues. Synergy can provide contestability requests to the Network Provider for Local Governments upon request given the request is compliant to the Access Agreement and Network Regulations.

5. Offer Acceptance

WALGA and the Local Government Steering Group encourage confirmation in writing to tcostanzo@walga.asn.au as soon as practicable in order to set a transition plan for each Member's energy supply.

When writing in your acceptance to WALGA, we request that each Member indicate their preferred option for energy and the renewable adoption structure desired, if applicable.

Once acceptance has been received, WALGA will deem that as confirmation to enter into agreement with Synergy under the agreed terms. Your volumes will be attributed to a Sector portfolio in order to calculate committed volumes. Once the minimum volumes of Electricity Supply and Renewable Adoption have been met, Synergy will distribute contracts for execution.

Timeline

The following table provides a timeline for the current and next steps of the project.

Stage	Timeframe
Finance and Services Committee Endorsement	28th September 2021
Award of Tender to Synergy	30th September 2021
WALGA Award of Contract	20th September 2021
Local Government Internal approvals and Written Acceptance.	20th September 2021 – 18th November 2021
Offer Notification Deadline	18th November 2021
Offer Contracting Deadline	30th November 2021
Contract transition	December 2021 – April 2022
Contract Live Date for Portfolio Pricing	1st April 2022

Appendix 1 - Energy Sustainability and Renewables Project - Unbundled option (Option1) – Analysis

Low Point Projections

NMI	Site Name	Structure	On Peak Price Cents/kWh	Off Peak Price Cents/kWh	Supply Charge	Sum of On Peak Consumption kWh	Sum of Off Peak Consumption kWh	Sum of Consumption kWh	Indicative On-Peak Price(Cents/Kwh)	Indicative Off-Peak Price(Cents/Kwh)	Indicative Supply Charge	Brown Energy Indicative Saving($/Yr)	Savings Renewable Premium - 2022	Savings Renewable Premium - 2023	Savings Renewable Premium - 2024
8001003903 1	Leisure Life Centre	Unbundled	38.00	14.00	2.00	150,187	106,183	256,370	19.3	19.3	-	$ 23,285	$ 15,593.55	$ 16,619.04	$ 17,567.61
8001004027 9	Library	Unbundled	38.00	14.00	2.00	60,540	21,467	82,007	19.3	19.3	-	$ 10,944	$ 8,484.13	$ 8,812.16	$ 9,115.58
8001008433 3	Admin Centre	Unbundled	38.00	14.00	2.00	182,654	89,077	271,731	19.3	19.3	-	$ 30,268	$ 22,116.50	$ 23,203.42	$ 24,208.82
8001007501 2	Depot	Unbundled	38.00	14.00	2.00	28,639	20,455	49,094	19.3	19.3	-	$ 5,020	$ 3,547.20	$ 3,743.57	$ 3,925.22
8001013383 3	G.O Edwards Park	Unbundled	35.00	13.00	2.00	21,007	43,193	64,200	19.3	19.3	-	$ 1,331	-$ 594.73	-$ 337.93	-$ 100.39

8001284 8718	Higgins Park	Unbundled	35.00	13.00	2.00	14,038	37,374	51,411	19.3	19.3	-	$ 599	-$ 943.46	-$ 737.81	-$ 547.59
8001011 9560	Fletcher Park	Unbundled	32.00	13.00	2.00	17,639	28,012	45,651	19.3	19.3	-	$ 1,223	-$ 146.82	$ 35.79	$ 204.70
8001019 8588	Aqualife Centre	Unbundled	27.00	12.00	2.00	446,013	512,570	958,582	19.3	19.3	-	-$ 1,980	-$ 30,737.80	-$ 26,903.47	-$ 23,356.72
Summary			**32.44**	**12.68**	**2.00**	**920,715**	**858,331**	**1,779,047**	**19.3**	**19.3**	-	$ 120,499	**$ 17,319**	**$ 24,435**	**$ 31,017**

High Point Projections

NMI	Site Name	Structure	On Peak Price Cents/kWh	Off Peak Price Cents/kWh	Supply Charge	Sum of On Peak Consumption kWh	Sum of Off Peak Consumption kWh	Sum of Consumption kWh	Indicative On-Peak Price(Cents/Kwh)	Indicative Off-Peak Price(Cents/Kwh)	Indicative Supply Charge	Brown Energy Indicative Saving($/Yr)	Savings Renewable Premium - 2022	Savings Renewable Premium - 2023	Savings Renewable Premium - 2024
8001003 9031	Leisure Life Centre	Unbundled	38.00	14.00	2.00	150,187	106,183	256,370	23.9	23.9	-	$ 11,415	$ 3,723.61	$ 4,749.10	$ 5,697.67
8001004 0279	Library	Unbundled	38.00	14.00	2.00	60,540	21,467	82,007	23.9	23.9	-	$ 7,147	$ 4,687.20	$ 5,015.23	$ 5,318.65

8001008433	Admin Centre	Unbundled	38.00	14.00	2.00	182,654	89,077	271,731	23.9	23.9	-	$ 17,687	$ 9,535.37	$ 10,622.29	$ 11,627.70
800100 75012	Depot	Unbundled	38.00	14.00	2.00	28,639	20,455	49,094	23.9	23.9	-	$ 2,747	$ 1,274.12	$ 1,470.50	$ 1,652.15
800101 33833	G.O Edwards Park	Unbundled	35.00	13.00	2.00	21,007	43,193	64,200	23.9	23.9	-	-$ 1,641	-$ 3,567.18	-$ 3,310.38	-$ 3,072.84
800128 48718	Higgins Park	Unbundled	35.00	13.00	2.00	14,038	37,374	51,411	23.9	23.9	-	-$ 1,781	-$ 3,323.80	-$ 3,118.16	-$ 2,927.93
800101 19560	Fletcher Park	Unbundled	32.00	13.00	2.00	17,639	28,012	45,651	23.9	23.9	-	-$ 891	-$ 2,260.45	-$ 2,077.85	-$ 1,908.94
800101 98588	Aqualife Centre	Unbundled	27.00	12.00	2.00	446,013	512,570	958,582	23.9	23.9	-	-$ 46,363	-$ 75,120.16	-$ 71,285.83	-$ 67,739.08
Summary			**32.44**	**12.68**	**2.00**	**920,715**	**858,331**	**1,779,047**	**23.9**	**23.9**	-	$ 38,130	**-$ 65,051**	**-$ 57,935**	**-$ 51,353**

Appendix 2 - Energy Sustainability and Renewables Project - Bundled option (Option 2) – Analysis

Bundled

NMI	Site Name	Structure	On Peak Price Cents/kWh	Off Peak Price Cents/kWh	Supply Charge	Sum of On Peak Consumption kWh	Sum of Off Peak Consumption kWh	Sum of Consumption kWh	Indicative On-Peak Price(Cents/Kwh)	Indicative Off-Peak Price(Cents/Kwh)	Indicative Supply Charge	Brown Energy Indicative Saving($/Yr)	Savings Renewable Premium - 2022	Savings Renewable Premium - 2023	Savings Renewable Premium - 2024
8001003903 1	Leisure Life Centre	Bundled	38.00	14.00	2.00	150,187	106,183	256,370	26.5	14.5	2.5	$ 16,622	$ 8,931.12	$ 9,956.60	$ 10,905.17
8001004027 9	Library	Bundled	38.00	14.00	2.00	60,540	21,467	82,007	26.5	14.5	2.5	$ 6,692	$ 4,231.35	$ 4,559.38	$ 4,862.80
8001008433 3	Admin Centre	Bundled	38.00	14.00	2.00	182,654	89,077	271,731	26.5	14.5	2.5	$ 20,458	$ 12,305.75	$ 13,392.67	$ 14,398.07
8001007501 2	Depot	Bundled	38.00	14.00	2.00	28,639	20,455	49,094	26.5	14.5	2.5	$ 3,012	$ 1,539.25	$ 1,735.63	$ 1,917.28
8001013383 3	G.O Edwards Park	Bundled	35.00	13.00	2.00	21,007	43,193	64,200	26.5	14.5	2.5	$ 955	-$ 971.28	-$ 714.48	-$ 476.94

80012848718	Higgins Park	Bundled	35.00	13.00	2.00	14,038	37,374	51,411	26.5	14.5	2.5	$ 446	-$ 1,096.19	-$ 890.54	-$ 700.32
80010119560	Fletcher Park	Bundled	32.00	13.00	2.00	17,639	28,012	45,651	26.5	14.5	2.5	$ 365	-$ 1,004.21	-$ 821.60	-$ 652.69
80010198588	Aqualife Centre	Bundled	27.00	12.00	2.00	446,013	512,570	958,582	26.5	14.5	2.5	-$ 10,555	-$ 39,312.09	-$ 35,477.76	-$ 31,931.00
Summary			**32.44**	**12.68**	**2.00**	**920,715**	**858,331**	**1,779,047**	**26.5**	**14.5**	**2.5**	$ 87,805	**-$ 15,376.29**	**-$ 8,260**	**-$ 1,678**

Appendix 3 - Energy Sustainability and Renewables Project – Bridging Offer

NMI	Site Name	On Peak Price Cents/kWh	Off Peak Price Cents/kWh	Supply Charge	Sum of On Peak Consumption kWh	Sum of Off Peak Consumption kWh	Sum of Consumption kWh	Indicative On-Peak Price(Cents/Kwh)	Indicative Off-Peak Price(Cents/Kwh)	Indicative Supply Charge	Brown Energy Indicative Saving($/Yr)	Savings Renewable Premium - 2022
80010039031	Leisure Life Centre	38.00	14.00	2.00	150,187	106,183	85,457	25.2	14.5	2.5	$ 18,548	$ 15,523.35
80010040279	Library	38.00	14.00	2.00	60,540	21,467	27,336	25.2	14.5	2.5	$ 7,470	$ 6,502.52
80010084333	Admin Centre	38.00	14.00	2.00	182,654	89,077	90,577	25.2	14.5	2.5	$ 22,799	$ 19,593.13
80010075012	Depot	38.00	14.00	2.00	28,639	20,455	16,365	25.2	14.5	2.5	$ 3,382	$ 2,803.05
80010133833	G.O Edwards Park	35.00	13.00	2.00	21,007	43,193	21,400	25.2	14.5	2.5	$ 1,227	$ 469.76
80012848718	Higgins Park	35.00	13.00	2.00	14,038	37,374	17,137	25.2	14.5	2.5	$ 629	$ 22.88
80010119560	Fletcher Park	32.00	13.00	2.00	17,639	28,012	15,217	25.2	14.5	2.5	$ 595	$ 56.11
80010198588	Aqualife Centre	27.00	12.00	2.00	446,013	512,570	319,527	25.2	14.5	2.5	-$ 4,842	-$ 16,152.32
Summary		**32.44**	**12.68**	**2.00**	**920,715**	**858,331**	**593,016**	**25.2**	**14.5**	**2.5**	$ 49,809	**$ 28,818**

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14 October 2021

Mr Anthony Vuleta
CEO
Town of Victoria Park
99 Shepparton Road
Victoria Park WA 6100

Dear Mr Vuleta,

RE: PROBITY CERTIFICATE – TOWN OF VICTORIA PARK – CLEANING OF COUNCIL BUILDINGS AND PUBLIC TOILETS – TVP/21/06

1. Introduction

This report details our opinion regarding the probity of the processes undertaken in the development of the Request for Tender (RFT) documentation, the management of the proposal preparation phase and the conduct of the evaluation process for the above RFT.

This report outlines the involvement of Stantons in the process and our opinion that this has been a thorough process that has complied fully with appropriate probity requirements.

2. Involvement of Stantons International

On this occasion, The Town of Victoria Park (the Town) engaged Stantons as the probity advisors to the process from the procurement planning stage of the project and we have provided probity support from prior to completion of the development of the RFT document through to recommendation of the Preferred Tenderer. As such, we have been involved throughout the process and have been able to make a progressive contribution to the conduct of the process and the review of probity issues.

3. Purpose and Scope

The purpose of this review was to ensure that the evaluation process was administered fairly and impartially to all parties and was consistent with the process contract implied in the RFT document, relevant legislation and Town policies.

4. Summary and Evaluation Methodology

In summary, this procurement was structured as a single-stage, open tender process, consisting of the release of a RFT publicly to allow any interested party to participate.

After the receipt of submissions from the Tenderers, an evaluation process was carried out by an Evaluation Panel in general conformity with the Evaluation Plan that was developed for the RFT. The evaluation process involved individual assessment and scoring of the responses, followed by a consensus process and group assessment to identify the Preferred Tenderer for each Separable Portion of the opportunity, for recommendation for contract award. In this instance, the Preferred

Russell Bedford
taking you further

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Stantons Is a member of the Russell Bedford International network of firms

Stantons

Tenderer was the same for both Separable Portions. Stantons was present at all critical points during the process and observed the process as being conducted in an unbiased manner that was fair to the Tenderers at all times.

5. Notable Events

During our review no significant issues were identified that would be likely to have an impact on the outcome of the process from a probity perspective. The process was conducted in a professional and well managed manner at all times.

6. Recommendations

No specific recommendations are made to improve the probity of future evaluations such as this.

7. Deviations from Agreed Procedures

No specific recommendations are made to improve the probity of future evaluations such as this.

8. Conclusion

We are satisfied in relation to the following:

- The Evaluation Panel applied all relevant Local Government and Town supply policies and complied with all relevant probity requirements during the evaluation process.
- It is our opinion that the evaluation process was free from bias and inequity.
- Documentation supporting the evaluation process provides sufficient evidence for third party review and accurately describes the process undertaken.
- The process was conducted fairly and equitably.

It is our opinion that the process was fair and equitable and in accordance with the requirements of the RFT document and the supporting Evaluation Plan. Should you wish to discuss any matters raised in this report, please contact the undersigned.

Yours faithfully



Kevin Donnelly
Principal, Probity & Procurement

TOWN OF VICTORIA PARK

REQUEST FOR QUOTATION

Request for Quotation (RFQ)	**QTVP/21/21 - Hordern Street Black Spots Project**

Deadline	2.00pm (WST), 30 September 2021.

Lodgement of Submission	Submitted electronically to: **www.vendorpanel.com.au** Responses should have as the title "**QTVP/21/21 - Hordern Street Black Spots Project"**

ONLY ELECTRONIC SUBMISSIONS USING THE ABOVE DETAILS WILL BE ACCEPTED. SUBMISSIONS MUST BE RECEIVED BY THE CLOSING TIME AND DATE.

Late RESPONSES will not be accepted.

WE'RE OPEN
VIC PARK

PART 1 READ AND KEEP THIS PART

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1 CONDITIONS OF RESPONDING

1.1 CONTRACT REQUIREMENTS IN BRIEF

The Principal invites Responses in accordance with the terms and conditions of this Request for "**QTVP/21/21 - Hordern Street Black Spots Project".**

A full statement of the Requirements required under the proposed contract appears in the Specification Part 2.

1.2 DEFINITIONS

Below is a summary of some of the important defined terms used in this Request.

Contractor:	Means the person or persons, corporation or corporations whose Response is accepted by the Principal, and includes the executors or administrators, successors and assignments of such person or persons, corporation or corporations.
Deadline:	As nominated on the front cover page of this Request or as amended.
General Conditions of Contract:	Means the General Conditions of Contract nominated in Part 3 and incorporated in a Contract in accordance with the Offer.
Offer:	Your Offer to be selected to supply the Requirements.
Principal:	Town of Victoria Park or the Town
Request or RFQ or Request for Quotation:	This document.
Respondent	A person or organisation who has or intends to submit a Response to this Request for Quotation.
Response:	Completed Offer, response to Selection Criteria and Attachments.
Requirement:	The Goods and/or Services requested by the Principal.
Request or RFQ or Request for Quotation:	This document.

1.3 RESPONSE DOCUMENTS

This Request for Quotation is comprised of the following parts:

Part 1 – Conditions for Responding (read and keep this part).

Part 2 – Specification and/or plans/drawings (read and keep this part).

Part 3 – General and Special Conditions of Contract (read and keep this part).

Part 4 – Respondent's Offer (Form of Response) (complete and return this part).

Separate Documents:

Addenda and any other special correspondence issued to Respondents by the Principal.

Any other policy or document referred to but not attached to the Request.

1.4 HOW TO PREPARE YOUR RESPONSE

During preparation of response documents, respondents should:

(1) Carefully read all parts of this document;

(2) Ensure you understand the Requirements;

(3) Complete and return the Offer (Part 4) in all respects and include all Attachments;

(4) Make sure that the Offer Form is signed-off by the authorised Respondent's representative and have responded to all Criteria; and

(5) Lodge your Response before the Deadline.

1.5 CONTACT PERSONS

Respondents should not rely on any other information provided by any person not listed below:

Technical Requirements

Name: **Denis Lau**

Telephone: (08) 9311 8111

E-mail: admin@vicpark.wa.gov.au

Procedural and Contract Requirements

Name: **Viviane Franco/Sumita DSilva**

Telephone: (08) 9311 8111

E-mail: admin@vicpark.wa.gov.au

1.6 BRIEFING/SITE INSPECTION

Not applicable.

1.7 LODGEMENT OF RESPONSE AND DELIVERY METHOD

The Response must be lodged by the Deadline. The Deadline for this request is stated on the cover page of this RFQ.

The Response is to be:

a) addressed to the Chief Executive Officer, Town of Victoria Park, 99 Shepperton Rd, Victoria Park WA 6101.

b) submitted electronically to www.vendorpanel.com.au. Responses should have as the title "**QTVP/21/21 - Hordern Street Black Spots Project**".

1.7.1 The Response document should **only be signed** by the Respondent's representative who is authorised to do so. All pages must be numbered consecutively and the Response must include an index. Any brochures or pamphlets must be electronically attached to the RFQ response.

1.8 REJECTION OF RESPONSES

A Response will be rejected without consideration of its merits in the event that:

(1) it is not submitted before the Deadline; or

(2) it is not submitted at the place specified in the Request; or

(3) it may be rejected if it fails to comply with any other requirements of the Request.

(4) the Respondent does not submit an Offer form which has been completed and signed together with all the required Attachments.

1.9 ACCEPTANCE OF RESPONSES

Unless otherwise stated in this Request, Responses may be for all or part of the Requirements and may be accepted by the Principal either wholly or in part. The Principal is not bound to accept the lowest Response and may reject any or all Responses submitted.

1.10 RESPONSE VALIDITY PERIOD

All Responses will remain valid and open for acceptance for a minimum period of **one hundred and twenty (120) days** from the Deadline.

1.11 EVALUATION PROCESS

This is an RFQ. Your Response will be evaluated using information provided in your Response.

1.11.1 Evaluation methodology to be used in respect of this Request:

(1) Responses are checked for completeness and compliance. Responses that do not contain all information requested (e.g. completed Offer form and attachments) may be excluded from evaluation.

(2) Responses are assessed against the Selection Criteria. The most suitable Respondents may be shortlisted and may also be required to clarify the Response, make a presentation to the Principal, or provide further policy information. Referees may also be contacted prior to the final recommendation.

(3) A recommendation report will be presented to the Principal.

(4) All parties will be advised of the outcome.

1.12 SELECTION CRITERIA

The Contract may be awarded to a sole Respondent who best demonstrates the ability to provide quality products and/or services at a competitive price. The quoted prices will be assessed together with the qualitative and compliance criteria to determine the most advantageous outcome to the Town.

The Town has adopted a best value for money approach to this Request.

This means that, although price is considered, the Response containing the lowest price will not necessarily be accepted, nor will the offer ranked the highest on the qualitative criteria.

A scoring system will be used as part of the assessment of the qualitative criteria. Unless otherwise stated, a Response that provides all the information requested will be assessed as satisfactory. The extent to which a Respondent demonstrates greater satisfaction of each of these criteria will result in a greater score. The aggregate score of each Response will be used as one of the factors in the final assessment of the qualitative criteria and in the overall assessment of value for money.

1.13 COMPLIANCE CRITERIA

These criteria will not be point scored. Each Response will be assessed on a Yes/No basis as to whether the criterion is satisfactorily met. An assessment of "No" against any criterion may eliminate the Response from consideration.

1.14 QUALITATIVE CRITERIA

(1) In determining the most advantageous Response, the Evaluation Panel will score each Response against the qualitative criteria.

(2) It is essential that Respondents address each qualitative criterion. Failure to provide the specified information may result in elimination of the submission from further evaluation.

(3) The Principal will consider the extent to which the response satisfies the Qualitative Criteria and reserves the right to reject any response that does not properly address and satisfy any of the Qualitative Criteria.

(4) The Qualitative Criteria are weighted according to their relevance and importance to the performance requirements of the proposed contract.

Before responding to the following qualitative criteria:

(1) Assume that the Evaluation Panel has no previous knowledge of your organisation, its activities or experience;

(2) Provide full details for any claims, statements or examples used to address the qualitative criteria; and

(3) Address each criterion.

Failure to provide the specified information may result in elimination from the quotation evaluation process or a low score.

1.15 DISCLOSURE OF CONTRACT INFORMATION

Documents and other information relevant to the contract may be disclosed when required by law under the Freedom of Information Act 1992 or under a Court order.

All Respondents will be given particulars of the successful Respondent(s) or advising that no Response was accepted.

1.16 PRICE BASIS

Lump-sum – fixed price

All prices for goods/services offered under this Request are to be fixed for the term of the Contract and shall not be subject to Rise and Fall formula. Quoted prices must include Goods and Services Tax (GST).

Unless otherwise indicated, prices quoted shall include all applicable levies, duties, taxes and charges at the time of quoting. Any charge not stated in the Response, as being additional will not be allowed as a charge for any transaction under any resultant Contract.

1.17 PRECEDENCE OF DOCUMENTS

In the event of there being any conflict or inconsistency between the Terms and Conditions herein and those in the General Conditions of Contract, the Terms and Conditions appearing in this Request will have precedence.

1.18 ALTERATIONS

The Respondent must not alter or add to the Request documents unless required by these General Conditions of Responding.

The Principal will issue an addendum to all registered Respondents where matters of significance make it necessary to amend the issued Request for Quote documents before the Deadline.

1.19 RESPONDENTS TO INFORM THEMSELVES

Respondents shall be deemed to have:

a) examined the Request and any other information available in writing to Respondents

for the purpose of responding;

b) examined all further information relevant to the risks, contingencies, and other circumstances having an effect on their Response which is obtainable by the making of reasonable enquires;

c) satisfied themselves as to the correctness and sufficiency of their Responses including prices which shall be deemed to cover the cost of complying with all the Conditions of Quoting and of all matters and things necessary for the due and proper performance and completion of the work described therein;

d) acknowledged that the Principal may enter into negotiations with Respondent(s) and that negotiations are to be carried out in good faith; and

e) satisfied themselves they have a full set of the Request documents and all relevant attachments.

1.19.1 Failure by the Respondent to have done all or any of the foregoing shall not relieve the successful Respondent of its obligations to perform the proposed Contract in accordance with the terms of the proposed Contract.

1.20 OCCUPATIONAL SAFETY AND HEALTH

All Respondents shall ensure that their plant, equipment and personnel comply with the Occupational Safety and Health Act 1984 and the Occupational Safety and Health Regulations of 1996 and any amendments thereafter.

1.21 OWNERSHIP OF RESPONSES

All documents, materials, articles and information submitted by the Respondent as part of or in support of a Response shall become upon submission the absolute property of the Principal and will not be returned to the Respondent at the conclusion of the Response Process provided that the Respondent shall be entitled to retain copyright and other intellectual property rights therein, unless otherwise provided by the Contract.

1.22 CANVASSING OF OFFICERS

If a Respondent, whether personally or by agent, canvasses any of the Principal's Commissioners or Councillors (as the case may be) or Officers with a view to influencing the acceptance of any Respondent, then regardless of such canvassing having any influence on the acceptance of such Submission, the Principal may at its discretion omit the Respondent from consideration.

1.23 IDENTITY OF THE RESPONDENT

The identity of the Respondent and Contractor is fundamental to the Principal. The Respondent shall be the person, persons, corporation or corporations named as the Respondent in Part 4 of this Request. Upon acceptance of the Response, the Respondent will become the Contractor.

1.24 EXTENSION OF TIME

If an extension of time to lodge a Response is granted, the extension shall apply to all Respondents who will be advised of the new closing time and date. Responses lodged within the original time shall be retained unopened or returned on request.

The Principal, in its absolute discretion, may grant or refuse any application for an extension of time.

1.25 CONFIDENTIAL INFORMATION

The parties shall ensure that there are kept confidential such documents, samples, models, patterns and other information as are supplied and clearly identified as confidential.

If required in writing by a party, the other party shall enter into a separate agreement not to disclose to anyone else any confidential matter even after completion or earlier termination of the Contract. If so required by the Contractor, the Principal shall ensure that the Principal's Representative also enters into such an agreement.

1.26 PUBLICITY

The Contractor shall not issue any information, publication, document or article for publication in any media which includes details of the work under the Contract without the written approval of the Principal.

2 SPECIFICATION

2.1 INTRODUCTION

The intersection of Hordern Street and Geddes Street in Victoria Park and Hordern Street and McMillan Street have previously been identified as accident black spots by the Principal.

In order to reduce accidents at these locations, the Principal has received grant funding from the Main Roads WA (MRWA) Black Spot Program.

The Principal intends to package both projects to one Contractor since the scope of works are similar and locations are within 800m from each other.

2.2 SCOPE OF WORK

2.2.1 The Principal is seeking to engage a suitable prequalified WALGA contractor to carry the following works:

a) Surveying and level mark-up

b) Project Preliminaries, Traffic Management and Supervision – to include dilapidation surveys (videos, photos and report) for existing infrastructure.

c) Site clearance, including civil earthworks

d) Storm water drainage

e) Road pavement

f) Concrete, kerbing and footpath

g) Tactile indicators

2.2.2 The works must be carried as per drawings listed below:

Portion of Works 1 - Hordern St & Geddes St Black Spot

- E10528-10 Rev1 - Hordern St & Geddes St - Signs Lines
- E10528-20 Rev0 - Hordern St & Geddes St - TOVP Parking
- E10528-30 Rev0 - Hordern St & Geddes St – Services
- GED-18-01 Rev4 - Hordern & Geddes - Plan and Details
- GED-18-04 Rev2 - Hordern & Geddes – Drainage

Portion of Works 2 - Hordern St & McMillan St Black Spot

- E10529-10 Rev1 - Hordern St & McMillan - Signs Lines
- E10529-20 Rev0 - Hordern St & McMillan - TOVP Parking
- E10529-30 Rev0 - Hordern St & McMillan – Services

- MCM-18-01 Rev3 - Hordern & McMillan - Plan and Details
- MCM-18-03 Rev3 - Hordern & McMillan – Drainage

2.2.3 The above drawings are attached to this Request as per below and concur to define the scope of works:

a) Attachment 1 – Portion of Works 1 - Hordern and Geddes St (zip file)

b) Attachment 2 - Portion of Works 2 - Hordern and McMillan St (zip file)

2.3 OTHER PROJECT REQUIREMENTS

2.3.1 The following requirements must be also met by the Contractor:

a) Provision of 6 NATA Compaction test results (3 on each Portion of Works)

b) Provision and completion of a punch list items prior to practical completion.

c) Protection of existing walls and other infrastructure, including privately owned properties.

d) Provision and management of safe access to business and residential properties.

e) Before commencement of works, completion of the free contractor induction on the Town's website:

https://www.victoriapark.wa.gov.au/Business/Grow-your-business/Doing-business-with-the-Town/Contractor-induction

2.3.2 The Contractor is allowed to subcontract parts of the works only upon the Principal's prior written approval.

2.3.3 The Contractor must review the Safety in Design reports in Attachment 3 (zip file) of this Request and incorporate the contents within its construction management plan.

2.3.4 The Contractor must allow for an appropriate laydown area for plant and equipment. Information about this is to be provided by Respondents in the submission.

2.4 PROGRAM OF WORKS

2.4.1 Respondents must prepare and submit as part of their Response in their methodology a program of works in the form of a detailed Gantt chart using MS Project (version 2013 or later) or other similar scheduling software. The program is to be submitted in both PDF and MS Project (MPP) format. Responses that do not include this program of works will be deemed non-compliant.

2.4.2 In the preparation of this program of works, Respondents shall assume that this project is expected to be approved by Council on 16 November 2021 with Contract execution to be finalised by 23 November 2021. Respondents are to note that these are estimated dates only and subject to the Principal's confirmation.

2.4.3 The program of works must show the proposed timeframe for the works from Contract execution date through to Practical Completion. The program must demonstrate the ability to meet the requirements of this Request, including commencement and

completion dates, commissioning periods and the intended date for Practical Completion. It must clearly demonstrate the sequential implementation of the works and indicate a critical path for the works.

2.4.4 Respondents shall consider the availability and lead times of specified materials, plant and equipment, and demonstrate adequate ordering timeframes for these in the program of works. Public holidays and common industry shutdown periods are to be identified for the duration of construction and shown on the program of works as non-working days.

2.4.5 Upon confirmation of Contract start date, the Contractor must submit to the Principal a confirmed Construction Program in PDF and MS Project (MPP) format. The Construction Program must include the same information as, and be formatted the same as, the program of works.

2.5 SAFETY IN DESIGN

2.5.1 Respondents are to review the Safety in Design reports in Attachment 3 of this Request and incorporate the contents within their construction methodology to be included in their Responses.

2.6 RESOURCING

2.6.1 Respondents are to provide information on their current capacity and capability to carry out the works, including details on the experience of the personnel to be allocated to this project in the delivery of similar projects in size and scope.

2.6.2 Respondents are to provide information on the proposed resourcing and procurement of the project, including how industry conditions and also COVID-19 restrictions will be managed to minimise impact to delivery. Specifically address labour, plant and material resources, long lead time items and potential delay items.

2.7 PRICE

2.7.1 Respondents are to note that submitted prices must be valid for 4 months to allow completion of Council approval process and Contract execution. The prices submitted by Respondents must include traffic management plan and control, all costs for adjusting existing stormwater drainage infrastructure and installation of new and any other costs associated with the delivery of the scope of works. Any exclusion must be clearly stated in the submission, otherwise it will be deemed as included in the lump sum.

2.7.2 For each Item of Price Schedule A in Part 4 of this Request (refer Clause 4.4.1), Respondents are to submit a price breakdown including quantity allowances.

2.8 LIQUIDATED DAMAGES

Liquidated damages will be applicable to the Contract at a rate of $1000 per day, to be capped at 10% of Contract sum.

2.9 KEY PERFORMANCE INDICATORS

2.9.1 The Principal's Representative will carry out regular inspections on work sites.

2.9.2 The Contractor must deliver the project scope as per confirmed Construction Program (refer Clause 2.4.5).

2.10 REFERENCE TO OTHER DOCUMENTS

Safety in Design report as per Attachment 3 of this Request.

Abaxa Potholing and Surveys documents in Attachments 1 and 2.

2.11 EXCLUSIONS

Spotting, signs and line marking are excluded from scope of works and will be carried out by the Principal.

3 GENERAL AND SPECIAL CONDITIONS OF CONTRACT

3.1 THE ENGAGEMENT

The Contract shall –

a) have regard to the following:

i) Western Australian Local Government Association Panel Contract PSP009 Roads, Infrastructure & Depot Services incorporating Member Contract Conditions (Minor Works) 6022_21.04.05/ 92367612.

ii) The Code of Practice specified in the Letter of Engagement (if any).

iii) The Principal's Code of Tendering Policy.

b) commence on the date specified in the Letter of Engagement;

c) be governed by and construed with reference to the laws for the time being in force in the State of Western Australia; and

d) be constituted by –

i) the Principal's invitation to submit a quotation;

ii) the Contractor's proposal;

iii) the Letter of Engagement;

iv) these General Conditions;

v) the Brief; and

vi) any other documents listed in the Request.

3.2 CONTRACT PERIOD

The Contract will be in force till the satisfactory completion and handover of the project, including the defects and liability period.

However, in the event of the Contractor failing in any manner to carry out the Contract to the Principal's satisfaction, the Principal may forthwith terminate the Contract by written notice to the Contractor.

3.3 CONFIDENTIALITY AND PUBLICITY

The Contractor shall not release any document or article or divulge any information gained in the course of the Contract to the media or any person without the prior written approval of the Principal.

If the Contractor wishes to submit for publication in journals, exhibitions or entry for awards any work produced by the Contractor in providing the Services to the Principal, the Contractor shall obtain prior approval in principle and then obtain final written approval from the Principal by submitting, for a decision, a final copy of the material proposed to be published. Such approval shall not be unreasonably withheld. The material shall identify and if requested by the Principal, acknowledge the Principal.

Should the Principal publicise the project, the Principal shall acknowledge the contribution made by the Contractor unless such acknowledgment is impracticable or unreasonable in which case the Contractor shall be advised accordingly.

3.4 PRINCIPAL'S AND CONTRACTOR'S REPRESENTATIVES

Principal's Representative

The Principal may appoint a Principal's Representative to exercise the duties, directions and powers vested in the Principal under the Contract.

The Principal may, at any time, cancel the appointment and nominate another person as its Representative by giving written notice to the Contractor.

Contractor's Representative

The Contractor shall appoint a Contractor's Representative to be the first point of contact with the Principal.

The Contractor may, with the prior written approval from the Principal, which approval shall not be unreasonably withheld, cancel the appointment and shall nominate another Contractor's Representative.

3.5 RESPONSIBILITIES AND OBLIGATIONS OF THE CONTRACTOR

The Contractor acknowledges that the Principal shall rely on the Contractor to provide the services with due skill, care and diligence.

The Contractor shall:

a) provide in a reasonable time, all professional advice and skills which are required for the provision of the services under the Contract;

b) remain fully responsible for all services provided by the Contractor irrespective of any review or acceptance of those services by the Principal;

c) be liable for loss or damage suffered by the Principal as a result of any negligent act, error, omission or statement by the Contractor or the Contractor's employees, agents or Sub-Contractors;

d) employ staff with qualifications and experience appropriate to the provision of the services or component part of the Services; and

e) promptly inform the Principal in writing if any information or any document provided or caused to be provided to the Contractor by the Principal is found to be inadequate to enable the Contractor to properly provide the services or is found to contain any material inaccuracies.

3.6 KEY PERSONNEL

Any change to the personnel listed in Contractor's offer must be notified in advance and pre-approved in writing by the Town of Victoria Park. The Town of Victoria Park reserves the right to refuse its approval in the event the new proposed personnel do not have equivalent expertise and experience. The Town shall have absolute discretion as to the suitability of any proposed replacement personnel.

3.7 INSURANCE

The Contractors should effect, maintain and keep in force the following policies of

Insurance, with a reputable and solvent insurer (with a Standard and Poor's rating of not less than A minus) which carries on insurance business in Australia and is authorised in Australia to operate as an insurance company.

Public and Product Liability

The Contractor shall effect and maintain and keep in force a Public and Products Liability insurance in a form and content acceptable to the Town for an indemnity of not less than Twenty million dollars ($20,000,000), for any one occurrence covering the Contractor in respect of any claim resulting from loss of or damage to property and the death or illness of, or injury to, any person arising out of or in connection with any act or omission of the Contractor on the site of the Project.

The Contractor shall provide a Certificate of Currency to the Principal prior to the commencement of the Contract.

The Town of Victoria Park is to be named as an additional insured on the policy.

Employees and Agents

Before commencing provision of the Services, the Contractor shall effect and maintain a Workers Compensation Insurance policy to insure against liability for death of or injury to persons employed by the Contractor including liability by statute and at common law to a limit of not less than fifty million dollars ($50,000,000). The insurance cover shall include a Principal's Indemnity Extension for Act and common law including waiver of subrogation.

In the case of a sole trader, the Contractor shall effect and maintain a Personal Accident/Illness Insurance policy to cover the Contractor against any accident, illness or death.

The Contractor shall provide a Certificate of Currency to the Principal prior to the commencement of the Contract.

3.8 PROGRESS CLAIMS, INVOICING AND PAYMENT

Monthly Progress Claims for Services completed to date, as calculated with reference to the Scope of Services and Schedule of Rates at monthly intervals are admissible under this Contract.

As soon as reasonably practicable following the end of each calendar month (or as otherwise agreed by the Parties), the Contractor must arrange a works inspection and provide to the Principal a Progress Claim or if the Principal directs, an Invoice.

Prior to approval of payment, claims will be subject to verification by the Principal to ensure that the claim is a true and accurate record of the Services and/or Goods provided. If in the Principal's opinion, the quality of the Services and/or Goods provided is deemed unsatisfactory, the Principal may withhold payment of all or part of the invoice.

The Principal will provide a Contract and Purchase order for the works. The Contractor shall quote both the Contract number and purchase order number on all correspondence.

Progress Claims and any invoices must include the following details:

a) Contract number & Purchase order number issued for the work
b) Principal's Representative name
c) Description of the works and quantities provided
d) Date of completion if applicable.

The Principal's payment terms are thirty (30) days from the end of the month in which an invoice for payment is received by the Principal from the Contractor, in accordance with Local Government standard terms, for all correctly rendered and verified invoices, unless rights of set-off, deduction or withholding apply.

The Principal shall pay the Contractor by Electronic Funds Transfer (EFT) and the Contractor shall provide all the necessary information required to facilitate EFT payment processing.

The Principal guarantees the confidentiality and security of all such information provided by the Contractor.

3.9 CONTRACT

This Request Document does not form any contractual relationship with the Principal. A Contract will only be formed once a written agreement is entered into between the Principal and the successful Respondent.

The Response submission is required to be approved by the Principal and no Contract will be formed with any Respondent until the approvals have been received.

SCHEDULE 1 - CONTRACT SPECIFICS

Framework Agreement	No
Principal's Representative	**Denis Lau** Address: 99 Shepperton Road Victoria Park WA 6100 Telephone: (08) 9311 8111] Email: admin@vicpark.wa.gov.au
Contractor's Representative	**TBC**
Start Date	Next business date from the date of execution of Contract
Works to be performed	Construction of 2 roundabouts being 1 at the intersection of Hordern Street and Geddes Street (Portion 1) and the other at the intersection of Hordern Street and McMillan Street (Portion 2) in Victoria Park as per drawings and specs detailed in Specification (Part 2) of this Request.
Date for Completion	The earlier of: a) Date for works completion to be determined once commencement date is confirmed by the Principal (b) the date this Contract is terminated under Clause 21 of Member Contract Conditions (Minor Works) 6022_21.04.05/ 92367612 subject to: - the satisfactory performance of the Contractor and at the sole discretion of the Principal.
Site	Intersections of Hordern Street and Geddes Street (Portion 1) and Hordern Street and McMillan Street (Portion 2)
Contractor Maximum Liability Amount	Twenty million dollars ($20,000,000)
Principal Maximum Liability Amount	Capped up to Contract Price.
Minimum level of Public Liability Insurance Cover	Twenty million dollars ($20,000,000)

required	
Minimum level of Product Liability Insurance Cover required	Twenty million dollars ($20,000,000)
Minimum Employee Insurance Cover required	Workers Compensation and Injury Management Act (WA) including Common Law extension of Fifty million dollars ($50,000,000)
Public/Product Liability Insurance End Date	1 month from the Date of Completion or 1 month from the termination date, whichever is earlier.
Other applicable policies	*All polices available on Town of Victoria Park website.*
Defect Liability Period	12 months
Liquidated Damages	$1,000/day (capped at 10% of Contract sum)
Security	Not applicable.
Schedule of Rates annual adjustment	Not applicable.
Payment	Monthly progress claims as per Clause 3.8 of this Request.
Lodgement of Invoices	Electronically by email to the following email address: payables@vicpark.wa.gov.au Purchase order will be issued, and the Purchase Order Number and Contract number are to appear on all claims for payment.

4 RESPONDENTS OFFER

4.1 OFFER FORM

The Chief Executive Officer

Town of Victoria Park

99 Shepperton Rd

VICTORIA PARK WA 6101

I/We (Company Name): _____

(Block Letters)

Trading Name:_____

of: _____

(Registered Street Address)

Suburb: _____ State: _____ Post Code

ABN _____ACN (if any)

Telephone No: _____ Facsimile No: _____

E-mail:_____

In response to RFQ: **"QTVP/21/21 - Hordern Street Black Spots Project"**

I/We agree that I am/We are bound by, and will comply with this Request and its associated schedules, attachments, all in accordance with the Conditions contained in this Request signed and completed.

The submitted price is valid up to one hundred and twenty~~ninety~~ (120~~90~~) calendar days from the date of the Deadline.

I/We agree that there will be no cost payable by the Principal towards the preparation or submission of this Response irrespective of its outcome.

The consideration is as provided under the schedule of rates of prices in the prescribed format and submitted with this RFQ.

Dated this the _ day of _2021

Signature of authorised person: _

Name of authorised signatory (BLOCK LETTERS): Mr.❑ Mrs.❑ Ms.❑ Please tick one.

First Name:_____Surname: _____

Position: _____

Telephone No: _____

Authorised Signatory Postal Address: _____

Email Address:_____ ____

4.2 COMPLIANCE CRITERIA

Please select with a Yes or No whether you have complied with the following compliance criteria. Supply details where possible in attachments labelled with the appropriate headings. These criteria will not be point scored. Each Response will be assessed on a Yes / No basis as to whether the criterion is satisfactorily met. An assessment of "No" against any criterion may eliminate the Response from consideration.

4.2.1 Compliance Criteria Questionnaire

Compliance with the Conditions of this Request?	Yes/No
Compliance with the Conditions of Contract?	Yes/No
Compliance with Specification in Part 2?	Yes/No
Completion of Pricing Schedule in Clause 4.4.1 and Schedule of Rates?	Yes/No
Submission of Program of Works as per Clause 2.4 of this Request?	Yes/No
Inclusion of Safe Work Method Statement, Safety in Design reports reviewed and incorporated, Job Safety Analysis in submission?	Yes/No

4.2.2 Organisational Profile

Attached a copy of your organisation profile and provide background information on your company and label it **"Organisation Profile"**.	**"Organisation Structure"**	Tick if attached ☐
If companies are involved, attached their current ASIC company extracts search including latest Annual Company Statement and label it **"ASIC Company Extracts"**.	**"ASIC Company Extracts"**	Tick if attached ☐

4.2.3 Referees

Attached details of your referees and label it **"Referees"**. You should give examples of work provided for your referees where possible.	**"Referees"**	Tick if attached ☐

4.2.4 Agents

Are you acting as an agent for another party?	Yes / No

If Yes, attach details (including name and address) of your Town and label it **"Agents"**.	**"Agents"**	Tick if attached ☐

4.2.5 **Subcontractors**

Do you intend to subcontract any of the Requirements?	Yes / No	
If Yes, in an attachment labelled **"Subcontractor/s"** provide details of the subcontractor(s) including: i) the name, address of contractor(s); ii) the Requirements that will be subcontracted	**"Subcontractor/s"**	Tick if attached ☐

4.2.6 **Conflicts of Interest**

Will you actual or potential conflict of interest in the performance of your obligations under the Contract exist if you are awarded the Contract, or are any such conflicts of interest likely to arise during the Contract?	Yes / No	
If Yes, please supply in an attachment details of any actual or potential conflict of interest and the way in which any conflict will be dealt with and label it **"Conflicts of Interest"**.	**"Conflicts of Interest"**	Tick if attached ☐

4.2.7 **Financial Position**

Are you presently able to pay all your debts in full as and when they fall due?	Yes / No	
Are you currently engaged in litigation as a result of which you may be liable for $50,000 or more?	Yes / No	
If you are awarded the Contract, will you be able to fulfil the Requirements from your own resources or from resources readily available to you and remain able to pay all of your debts in full as and when they fall due?	Yes / No	
In order to demonstrate your financial ability to undertake this contract, in an attachment labelled **"Financial Position"** include a Profit & Loss statement and the latest financial return for you and each of the other proposed contracting entities, together with a list of financial referees from your bank and/or accountant.	**"Financial Position"**	Tick if attached ☐

4.2.8 **Insurance Coverage**

The insurance requirements for this Request are stipulated in the Special Conditions of Contract. Contractors are to supply evidence of their insurance coverage in a format as outlined below or in an attachment labelled **"Insurance Coverage"**. A copy of the Certificate of Currency is to be provided to the Principal within fourteen (14) days of acceptance.	**"Insurance Coverage"**	Tick if attached ☐

Type	Insurer-Broker	Policy Number	Value ($)	Expiry Date
Public & Product Liability				
Workers Compensation				

4.2.9 **Occupational Health and Safety**

Attach a copy of your OH & S Policy Table of Contents and label it " Occupational Health and Safety". The successful tenderer will have to supply a full OH & S Policy.	**"Occupational Health and Safety"**	Tick if attached ☐

4.3 QUALITATIVE CRITERIA

Before answering the qualitative criteria, Respondents shall note the following:

- All information relevant to your answers to each criterion are to be contained within your Response;
- Respondents are to assume that the Evaluation Panel has no previous knowledge of your organisation, its activities or experience;
- Respondents are to provide full details for any claims, statements or examples used to address the Qualitative Criteria; and
- Respondents are to address each issue outlined within a Qualitative Criterion.

Demonstrate understanding of scope of works and clear methodology in carrying out the works. Please provide information in an attachment and label it "**Understanding of Requirements/Methodology**".	Weighting 40% Tick if Attached ☐
Demonstrate current resourcing to be allocated to this project. Respondents must provide information on their current capacity, capability, structure and experience in carrying out similar works of staff/resources to be allocated to this project.	Weighting 20% Tick if Attached ☐

Please indicate the above in an attachment and label it "**Current Resourcing**".	
Occupational, Health and Safety track record and OS&H Management Plan Respondents to provide information in an attachment and label it **"OSH".**	Weighting 10% Tick if Attached ☐
Price Respondents to complete the Price Schedule provided in Clause 4.4 of this Request.	Weighting 30% Tick if Attached ☐

4.4 PRICING

4.4.1 Price Schedule A – Lump Sum

Respondents must complete the below Price Schedule. The prices entered shall fully cover all the obligations of the Contractor under the Contract.

Prices are fixed for the period of the Contract and are not subject to rise and fall.

Item	Description	Price (excl. GST)	Price (incl. GST)
Portion of Works 1 – Hordern St & Geddes St Black Spot			
1	Surveying and level mark-up		
2	Project Preliminaries, Traffic Management and Supervision (incl. Dilapidation surveys)		
3	Site clearance, including civil earthworks		
4	Storm water drainage		
5	Road pavement		
6	Concrete, kerbing and footpath		
7	Tactile indicators		
	Subtotal Portion of Works 1		
Portion of Works 2 - Hordern St & McMillan St Black Spot			
8	Surveying and level mark-up		
9	Project Preliminaries, Traffic Management		

	and Supervision (incl. Dilapidation surveys)		
10	Site clearance, including civil earthworks		
11	Storm water drainage		
12	Road pavement		
13	Concrete, kerbing and footpath		
14	Tactile indicators		
	Subtotal Portion of Works 2		
TOTAL LUMP SUM PRICE			

Note: For each Item of Price Schedule A Respondents are to submit a price breakdown including quantity allowances.

4.4.2 **Price Schedule B – Schedule of Rates for Additional Services**

Respondents shall provide pricing for additional services that fall outside the Requirements contained in this Request.

Item	Item description	Unit of measure (per)	Price Quoted per unit (ex. GST)	Price Quoted per unit (inc. GST)
1	Earthworker and equipment	Hour		
2	Concreter	Hour		
3	Bricklayer	Hour		
4	Labouer	Hour		
5	Trades assistant	Hour		
6	Site supervisor	Hour		
7	Site manager	Hour		
8	Contract administrator	Hour		
9	Safety officer	Hour		
10	Project manager	Hour		
	Others (Respondents to indicate)	Hour		

Additional services require authorisation by the Principal.

The Principal offers no guarantee as to the quantity of additional services required.

Respondents must fill in the above Price Schedules in the format required by the Principal. The Principal may, at its discretion, disqualify any Respondents from consideration if this breakdown is not supplied.

PART 4 COMPLETE AND RETURN THIS PART

Company Name: _____

Address: _____

Signature: _____

Full Name of Respondent: (Block Letters): _____

LOCAL GOVERNMENT ACT 1995

TOWN OF VICTORIA PARK

AMENDMENT (SIGNS ON THOROUGHFARES) LOCAL LAW 2021

Under the powers conferred by the *Local Government Act 1995* and under all other powers enabling it, the Council of the Town of Victoria Park resolved on the 20 July 2021 to make the following local law.

1 Citation

This local law may be cited as the *Town of Victoria Park Amendment (Signs on Thoroughfares) Local Law 2021*.

2 Commencement

This local law commences 14 days after its publication in the *Government Gazette*.

3 Purpose and effect

(1) The purpose of this local law is to amend the *Town of Victoria Park Activities on Thoroughfares and Trading in Thoroughfares and Public Places Local Law 2000* to more easily provide for the regulation of advertising display signage on thoroughfares.

(2) The effect of this local law is to amend Part 3, Clause 9.4 and Schedule 1 of the *Town of Victoria Park Activities on Thoroughfares and Trading in Thoroughfares and Public Places Local Law 2000*.

4 Local law amended

This local law amends the *Town of Victoria Park Activities on Thoroughfares and Trading in Thoroughfares and Public Places Local Law* as published in the *Government Gazette* on 31 May 2000.

5 Part 3 replaced

Part 3 is deleted and replaced with:

Part 3 – Signs on thoroughfares

Division 1 - Preliminary

3.1 Interpretation

In this Part, unless the context otherwise requires -

"accused person" means a person who is accused of an offence under this local law;

"**advertisement**" means the publication or display of information for the purpose of advertising any premises, services, business, function, event, product or thing;

"**advertising sign**" means a sign which may or may not be permanently attached to a structure or fixed to the ground, and includes a ground based sign, a sandwich board sign and an "A" frame sign, that is used or intended to be used for the purpose of advertising any premises, services, business, function, event, product or thing;

""**A" frame sign**" means a folding sign which is hinged at the top to provide a stable structure when open;
"**direction sign**" means a sign which indicates the direction of another place, activity or event, but does not include:

(a) an advertising sign; or

(b) any sign erected or affixed by the local government or the Commissioner of Main Roads;

"**election sign**" means a sign which advertises any aspect of a forthcoming Federal, State or Local Government election;

"**permit holder**" means the person to whom a permit has been issued under Part 3 of this local law;

"**portable advertising sign**" means a portable, free standing, advertising sign;

"**portable direction sign**" means a portable, free standing, direction sign;

"**sign**" means and advertising sign, a direction sign or an election sign, depending on context, and includes a notice, poster, flag, mark, word, letter, model, placard, board, structure, device or representation;

"**permit**" means a permit issued by the local government to display a sign; and

"polling day" means the polling day fixed for an election.

Division 2 – Signs Requiring a Permit

3.2 Permit required for signs

A person shall not, without a permit –

(a) erect, place or display an advertising sign, direction sign or election sign; or

(b) post any bill or paint, place or affix any advertisement;

on a thoroughfare or any structure situated on a thoroughfare.

3.3 Matters to be considered in determining application for Permit

In determining an application for a permit for the purposes of this Division the local government is to have regard to –

(a) any other written law regulating the erection or placement of signs or advertisements within the district;

(b) the dimensions of the signs or advertisements;

(c) other signs already approved or erected in the vicinity of the proposed location of the signs or advertisements;

(d) whether or not the signs or advertisements will create a hazard to persons using a thoroughfare;

(e) the amount of the public liability insurance cover, if any, to be obtained by the applicant;

(c) whether the sign would –

(i) obstruct the visibility or clear sight lines of any person at an intersection of thoroughfares; or

(ii) impede pedestrian access;

(d) whether the sign may obstruct or impede the use of the footpath for the purpose for which it was designed; and

(e) any other matter that the local government considers to be relevant.

3.4 Conditions on Permit for election sign

(1) If the local government approves an application for a permit for the erection or placement of an election sign on a thoroughfare under this Division, the application is to be taken to be approved subject to the sign –

(a) being erected at least 30m from any intersection;

(b) being free standing and not being affixed to any existing sign, post, power or light pole, or similar structure;

(c) being placed to the satisfaction of the local government so as not to obstruct or impede the reasonable use of a thoroughfare or access to a place by any person;

(d) being placed to the satisfaction of the local government so as not to obstruct or impede the vision of a driver of a vehicle entering or leaving a thoroughfare or crossing;

(e) being maintained in good condition to the satisfaction of the local government;

(f) not being erected until the election to which it relates has been officially declared;

(g) being removed within 24 hours of the close of polls on polling day;

(h) not being placed within 100m of any works on the thoroughfare;

(i) being securely installed, to the satisfaction of the local government;

(j) not being an illuminated sign;

(k) not incorporating reflective or fluorescent materials, in the opinion of the local government; and

(l) not displaying only part of a message which is to be read with other separate signs in order to obtain the whole message, in the opinion of the local government.

(2) The permit holder of a permit for the erection or placement of an election sign shall comply with each of the conditions in subclause (1) in addition to any other conditions imposed on the permit by the local government.

Division 3 – Signs not Requiring a Permit

3.5 Certain Signs do not require a Permit

(1) Clause 3.2 does not apply to a sign that is erected, placed or displayed in accordance with this clause.

(2) An owner or occupier of land or a building or part of a building, is not required to obtain a permit under Part 3 of this local law for the purpose of erecting, placing or displaying a portable direction sign on a thoroughfare provided that the portable direction sign-

(a) does not exceed 500mm in height nor 0.5m2 in area; and

(b) is placed or erected on a thoroughfare directly in front of the owner or occupier's land or building on an infrequent or occasional basis only to direct attention to another place, activity or event during the hours of that activity or event.

(3) An owner or occupier of land or a building or part of a building, not being used for residential purposes, is not required to obtain a permit under Part 3 of this local law for the purpose of erecting, placing or displaying a portable advertising sign on a thoroughfare provided that the portable advertising sign-

(a) does not exceed 1,000mm in any dimension;

(b) relates only to the business activity of the relevant owner or occupier;

(c) is not placed in any position other than;

(i) immediately in front of the land, building or part of the building of the owner or occupier; and

(ii) is located not closer than 500mm to the kerb;

ensuring always that a minimum 2m clear and free passage is maintained for persons using the footpath;

(d) is removed each day at the close of the owner or occupier's business conducted from the land, building or part of the building and not be erected, placed or displayed again until the business next opens for trading;

(e) is secured in position in accordance with any requirements of an authorised person;

(f) is not an illuminated sign;

(g) does not incorporate reflective or fluorescent materials;

(h) is not being placed within 100m of any works on the thoroughfare;

(i) is placed so as not to obstruct or impede the reasonable use of a thoroughfare or access to a place by any person;

(j) is placed so as not to obstruct or impede the vision of a driver of a vehicle entering or leaving a thoroughfare or crossing; and

(k) is maintained in good condition.

(4) An owner or occupier of land, a building or part of a building may only erect, place or display one portable direction sign and one portable advertising sign directly in front of their land or building pursuant to this clause 3.5 without first obtaining a permit.

(5) A person is not required to obtain a permit under Part 3 of this local law for the purposes of erecting, placing or displaying a portable advertising sign on a thoroughfare provided that the portable advertising sign -

(a) does not exceed 500mm in height nor 0.5m2 in area, is located in a position not closer than 500mm to any kerb, and ensuring always that a minimum 2m clear and free passage is maintained for persons using the footpath; and

(b) is erected, placed or displayed on a thoroughfare on an infrequent or occasional basis only to advertise another place, activity or event during the hours of that activity or event, and within close proximity of that activity or event; and

(c) meets the requirements listed in clause 3.5 (3)(e) to 3.5 (3)(k)

Division 4 – General

3.6 Obligations on person erecting, placing or displaying sign

(1) An owner, occupier or permit holder that erects, places or displays a sign in accordance with Part 3 of this local law shall –

(a) maintain the sign in a safe and serviceable condition at all times, in the opinion of the local government;

(b) display the permit number (if applicable) provided by the local government in a conspicuous place on the sign and whenever requested by an authorised person to do so, produce the permit to that person;

(c) ensure that the sign is of a stable design and is not readily moved by the wind, and does not by the nature of its design or anything else cause any hazard or danger to any person using a thoroughfare, in the opinion of the local government;

(d) comply with:

(i) the conditions imposed upon the permit where a permit has been issued by the local government; or

(ii) the requirements of clause 3.5 where a sign is erected, placed or displayed in accordance with clause 3.5;

(e) display the sign in the location approved by the local government and as specified in the permit;

(f) ensure the sign does not prevent free passage of persons using the footpath at all times, in the opinion of the local government; and

(g) not erect, place or display a sign:

(i) over any footpath where the resulting vertical clearance between the sign and the footpath is less than 2,700mm;

(ii) on or within 500mm from the kerb;

(iii) in any other location where, in the opinion of the local government or an authorised person, the sign is likely to obstruct lines of sight along a thoroughfare or cause danger to any person using the thoroughfare; or

(iv) on any other sign (or structure supporting a sign) any natural feature, including a rock or tree, on a thoroughfare, or on any bridge or the structural approaches to a bridge.

(2) A person shall not cause or permit a sign, to be erected, placed or displayed in such a condition, which in the opinion of an authorised person, causes or is likely to cause injury or danger to any person or damage to the clothing or possessions of any person.

3.7 Removal of sign for works

A permit holder shall ensure that a sign that is erected , placed or displayed pursuant to Part 3 of this local law, is removed from any footpath to permit the footpath to be swept or to allow any other authorised work to be carried out when directed to do so by an authorised person.

3.8 Removal of sign which does not comply

A person shall remove any sign, or item which does not comply with the requirements of Part 3 of this local law, from any footpath when directed to do so by an authorised person.

6 Clause 9.4(4) inserted

After clause 9.4(3) insert -

(4) An infringement notice expires if no payment of the modified penalty has occurred and the 28 days, plus any extension of the time to pay by an authorised person, from the date of issuing of the infringement notice has expired.

(5) An infringement notice must contain advice that if the modified penalty is not paid within 28 days of the date of issue of the infringement notice (unless extended), the infringement notice will lapse and a prosecution may be commenced.

7 Schedule 1 replaced

Schedule 1 is deleted and replaced with:

Schedule 1

PRESCRIBED OFFENCES

Item	Clause	Description	Modified Penalty $
1	2.1(a)(i)	Plant which may cause a hazard	100
2	2.1(a)(ii)	Plant of 0.75m in height on thoroughfare	100
3	2.1(a)(iii)	Plant (except grass) on thoroughfare within 1m of carriageway	100
4	2.1(b)	Damaging lawn or garden	100
5	2.1(c)	Placing hazardous substance on footpath	100
6	2.1(d)	Damaging or interfering with signpost or structure on thoroughfare	300

7	2.1(e)	Playing games so as to impede vehicles or persons on thoroughfare	100
8	2.1(f)	Riding of skateboard or similar device on mall or verandah of shopping centre	100
9	2.2(1)(a)	Digging a trench through a kerb or footpath without a permit	100
10	2.2(1)(b)	Throwing or placing anything on a verge without a permit	100
11	2.2(1)(c)	Causing obstruction to vehicle or person on thoroughfare without a permit	100
12	2.2(1)(d)	Causing obstruction to water channel on thoroughfare without a permit	200
13	2.2(1)(e)	Placing or draining offensive fluid on thoroughfare without a permit	200
14	2.2(1)(g)	Lighting a fire on a thoroughfare without a permit	300
15	2.2(1)(h)	Felling tree onto thoroughfare without a permit	100
16	2.2(1)(i)	Installing pipes or stone on thoroughfare without a permit	100
17	2.2(1)(j)	Installing a hoist or other thing on a structure or land for use over a thoroughfare without a permit	300
18	2.2(1)(k)	Creating a nuisance on a thoroughfare without a permit	100
19	2.2(1)(l)	Placing a bulk rubbish container on a thoroughfare without a permit	100
20	2.2(1)(m)	Interfering with anything on a thoroughfare without a permit	100
21	2.3(1)	Consumption or possession of liquor on thoroughfare	100
22	2.4(1)	Failure to obtain permit for temporary crossing	200
23	2.5(2)	Failure to comply with notice to remove crossing and reinstate kerb	300
24	2.8(1)	Installation of verge treatment other than permissible verge treatment	200
25	2.9	Failure to maintain permissible verge treatment or placement of obstruction on verge	100
26	2.10	Failure to comply with notice to rectify default	100
27	2.16(2)	Failure to comply with sign on public place	100
28	2.18(1)	Driving or taking a vehicle on a closed thoroughfare	300
29	3.2(a)	Erect, place or display an advertising sign, direction sign or election sign on a thoroughfare or any structure situated on a thoroughfare without a permit	250
30	3.2(b)	post any bill or paint, place or affix any advertisement on a thoroughfare or any structure situated on a thoroughfare without a permit	250
31	3.4(2)	Failing to comply with conditions imposed on a permit for an election sign issued by the local government.	250
32	3.6(a)	Failing to maintain the sign in a safe and serviceable condition at all times, in the opinion of the local government;	100
33	3.6(b)	Failing to display the permit number provided by the local government in a conspicuous place on the sign ;	50
34	3.6(b)	Failing to produce a permit whenever requested by an authorised person to do so	100
35	3.6(c)	Failing to ensure that the sign is of a stable design and is not readily moved by the wind, and does not by the nature of its design or anything else cause any hazard or danger to any person using a thoroughfare, in the opinion of the local government;	100

36	3.6(d)(i)	Failing to comply with the conditions imposed upon the permit where a permit has been issued by the local government	250
37	3.6(d)(ii)	Failing to comply with the requirements of clause 3.5 where a sign is erected , placed or displayed in accordance with clause 3.5;	100
38	3.6(e)	Failing to display the sign in the location approved by the local government and as specified in the permit;	250
39	3.6(f)	Failing to ensure the sign does not prevent free passage of persons using the footpath at all times, in the opinion of the local government.	100
40	3.6(g)(i)	Erecting, placing or displaying a sign over any footpath where the resulting vertical clearance between the sign and the footpath is less than 2,700mm;	100
41	3.6(g)(ii)	Erecting, placing or displaying a sign on or within 500mm from the kerb;	100
42	3.6(g)(iii)	Erecting, placing or displaying a sign in any location where, in the opinion of the local government or an authorised person, the sign is likely to obstruct lines of sight along a thoroughfare or cause danger to any person using the thoroughfare; or	250
43	3.6(g)(iv)	Erecting, placing or displaying a sign on any other sign (or structure supporting a sign) any natural feature, including a rock or tree, on a thoroughfare, or on any bridge or the structural approaches to a bridge.	100
44	3.6(h)	Erecting, placing or displaying a sign in such a condition, which in the opinion of an authorised person, causes or is likely to cause injury or danger to any person or damage to the clothing or possessions of any person	250
45	3.7	Failing to ensure that a sign that is erected, placed or displayed pursuant to Part 3 of this local law, is removed from any footpath when directed to do so by an authorised person.	100
46	3.8	Failing to remove any sign, or item which does not comply with the requirements of Part 3 of this local law, from any footpath when directed to do so by an authorised person.	100
47	4.1(1)	Animal or vehicle obstructing a public place or local government property	100
48	4.2(2)(a)	Animal on thoroughfare when not led, ridden or driven	100
49	4.2(2)(b)	Animal on public place with infectious disease	100
50	4.2(2)(c)	Training or racing animal on thoroughfare in built-up area	100
51	4.2(3)	Horse led, ridden or driven on thoroughfare in built-up area	100
52	4.5	Person leaving shopping trolley in public place other than trolley bay	100
53	4.6(2)	Failure to remove shopping trolley upon being advised of location	100
54	5.2(1)	Conducting of stall in public place without a permit	300
55	5.3(1)	Trading without a permit	300
56	5.7(1)(a)	Failure of stallholder or trader to display or carry permit	100
57	5.7(1)(b)	Stallholder or trader not displaying valid permit	100
58	5.7(1)(c)	Stallholder or trader not carrying certified scales when selling goods by weight	100
59	5.7(2)	Stallholder or trader engaged in prohibited conduct	100
60	5.9	Performing in a public place without a permit	100
61	5.10(2)	Failure of performer to move onto another area when directed	100

62	5.13	Failure of performer to comply with obligations	100
63	5.15	Establishment or conduct of outdoor eating facility without a permit	300
64	5.17	Failure of permit holder of outdoor eating facility to comply with obligations	100
65	5.19	Failure to leave outdoor eating facility when requested to do so by permit holder	50
66	6.5	Failure to comply with a condition of a permit	100
67	6.9	Failure to produce permit on request of authorised person	100
68	9.1	Failure to comply with notice given under local law	100

Under the powers conferred by the *Local Government Act 1995* and by all other powers, the Council of the Town of Victoria Park resolved to make the following local law on the 20 July 2021.

The Common Seal of the)
Town of Victoria Park was)
affixed by the authority of a)
resolution of the Council in) the
presence of)



Karen Vernon, Mayor

Anthony Vuleta, Chief Executive Officer

On the 11TH day of AUGUST 2021

Policy number	**Policy 310**
Policy title	Leasing
Strategic outcomes supported	CL6 – Finances are managed appropriately, sustainably and transparently for the benefit of the community. CL8 – Visionary civic leadership with sound and accountable governance that reflects objective decision-making.

Policy objective:

This policy provides guidelines for leasing and licensing agreements of facilities used by community groups for community purposes and facilities used by commercial organisations for commercial purposes.

This policy further aims to:

- Balance appropriate management and responsible use of the Town's facilities for the benefit of the community.
- Ensure sound financial management and effective administration of the Town's building portfolio.
- Balance the administration of the Town's leases with consideration of the underlying Town's land portfolio requirements.
- Ensure Town managed properties are appropriately maintained, developed and occupied.
- Ensure any in kind support from the Town, including subsidised rent, is recognised and transparently applied in light of the community benefit to be achieved.
- Establish the circumstances in which a lease agreement or licence agreement may be assigned.

Policy scope:

This Policy applies to all leases and licences of facilities under Town ownership or management, and to those that wish to make organised use for community or commercial purposes.

Policy definitions:

Community Purpose means the carriage of property that is primarily aimed at benefiting the local community. It includes use by an incorporated sporting club or community organisation or community group, and may also include use by a government department, where the Town considers that usage to be of particular value to the local community.

Community Facility includes halls, pavilions, change rooms, clubrooms, civic offices and other buildings used for community purposes.

Commercial Purpose means the carriage of property for any fee, rate, charge or other consideration, directly or indirectly connected with a privately owned, profit based business entity or any other business whose undertaking is intended for profit.

Commercial Facility includes buildings or land intended to generate a profit, either from capital gain or rental income.

Lease means a contract outlining the terms under which one party agrees to rent property owned by another party. It guarantees the Lessees exclusive use of an asset and guarantees the Lessor regular payments from the Lessee for a specified term.

Licence means a contract outlining the terms under which one party is granted permission to use property owned by another party for a fee. It guarantees the Licensee non-exclusive use of an asset and guarantees the Licensor a fee from the Licensee for a specified term.

Policy statement:

1. The Town of Victoria Park owns and manages a number of land assets and property on behalf of its community. These provide facilities which are available for use, and managed for the benefit and in the best interest of the residents and ratepayers.

2. In order to provide consistent leasing and licensing terms and conditions, leasing or licensing facilities will be based on the following principles:

    a. Supporting local groups
    b. Social Return
    c. Sustainability
    d. Commercial Value
    e. Equity
    f. Exclusivity
    g. Financial Return
    h. Strategic future of underlying land asset

3. The properties owned and managed by the Town will be classified in accordance with GEN7 Strategic Management of Land and Property Assets.

Tenure guidelines:

4. Agreements over the Town's facilities will be administered in an equitable and consistent manner and the Town will make its facilities available to users on the basis of a Lease or Licence.

Leases

5. Leases are formal tenancy arrangements and aim to provide Lessees with secure, long term tenure of a Council owned facility and the right to its exclusive use.

6. Council may consider offering use of a facility under a lease in the following circumstances:

    a. Leases will be entered into where the intention is to grant exclusive possession of the property or part of the property;
    b. Leases will be granted for a period of up to 5 years with an option to extend for a further period of up to 5 years;
    c. The Lessee will be responsible for all non structural maintenance within the leased area and will provide documentation on the following (if applicable):

        i. Fire servicing equipment;

ii. Mechanical services maintenance and service records (in accordance with Australian Standards);
iii. Annual gutter cleaning;
iv. Annual pest control treatments;
v. Electrical compliance testing;
vi. Sewer pump and grease trapping services; and
vii. Septic system servicing.

d. The Lessee will be responsible for cleaning and the general presentation of the leased area;
e. The Lessee will be responsible for all operating/running costs, including but not limited to:

i. Refuse collection;
ii. Emergency services levy;
iii. Water rates;
iv. Council rates; and
v. All utilities related to their use (e.g. electricity, gas, water, telecommunications etc.).

f. The Lessee will be responsible for obtaining appropriate insurance (e.g. public liability insurance, contents insurance etc.);
g. The Lease will be based on a rental amount;
h. The Lease will include a redevelopment clause, whereby if the Town wishes to significantly redevelop the site the lease can be terminated by the Town giving six months written notice to the Lessee to vacate the premises and the same written notice to the Lessee will indicate that the lease will be terminated six months from the date of notice;
i. The Lessee will be permitted to undertake capital improvements (with prior written approval from the Chief Executive Officer), however such improvements will not provide for an automatic entitlement to subsidised rental; and
j. Approval from the Chief Executive Officer will be required prior to any subletting of the premises (if granted the power to sublet in the lease).

7. The Town as the Lessor will be responsible for:

a. Arranging appropriate building insurance; and
b. All structural maintenance within the leased area.

Licences

8. Licences are arrangements for non-exclusive use and aim to provide sporting clubs and other community based user groups with secure, medium term tenure of a Council facility that is shared with other users. They also allow the finite resources of the Town to be fully utilised.

9. Council may consider offering use of a facility under a licence in the following circumstances:

a. Licences will be entered into where the intention is to grant non-exclusive possession of the property or part of the property;
b. Licences will be granted for a period of up to 3 years;
c. The Licensee will be responsible for obtaining appropriate insurance (e.g. public liability insurance, contents insurance etc.);
d. The Licence will be based on a licence fee;
e. The Licence will include a redevelopment clause, whereby if the Town wishes to significantly redevelop the site the lease can be terminated by the Town giving six months written notice to the Lessee to vacate the premises and the same written notice to the Lessee will indicate that the lease will be terminated six months from the date of notice;

f. Approval from the Town will be required prior to any sublicensing of the premises (if granted the power to sublicense); and
g. The Licensee is an incorporated, not for profit, sporting club or community organisation.

10. The Town as the Licensee will be responsible for:

a. Arranging appropriate building insurance;
b. Managing the specific facility as a shared use venue;
c. Ensuring the user groups needs can be met as a shred use facility in the Town's view;
d. All maintenance of the facility, including responsibility for the facility's structure, as well as any capital development of the facility; and
e. All utility costs associated with the facility (which may be on charged in part or in full to facility users).

Additional tenure guidelines – Commercial facilities

11. In general, Commercial organisations will only be permitted to lease or licence facilities which are located on property held for capital appreciation or income generation. As such, income received from the lease or licence should be maximised and subsidised rental should not generally be considered.

12. The following additional tenure guidelines apply specifically to commercial organisations:

a. Rental will be based on a market rental valuation assessment that takes into account the restrictions (if any) placed on the use of the premises by any Management Order and/or zoning conditions;
b. The market value will be set with guidance from a licensed Valuer, and reviewed every 12 months;
c. Leases will require that rents shall increase on a yearly basis at a rate of CPI (All Groups);
d. The Lessee or Licensee will be responsible for covering the cost of building insurance for the leased/licensed area; and
e. The Lessee or Licensee will be responsible for the cost of local government rates (unless exempt).

Additional tenure guidelines – Community facilities

13. In general, Not-for-profit community groups will only be permitted to lease or licence facilities which are located on property held for community purposes. As such, where appropriate, these organisations will be granted a lease or licence at a subsidised rate in recognition of their benefit to the community and their ability to pay.

14. The following additional tenure guidelines apply specifically to Not-for-profit community groups:

a. Setting of rents will be based on a market rental valuation assessment determined by a licensed Valuer, and take into account the operating subsidy program, subject to eligibility;
b. Should a Lessee or Licensee be eligible for an operating subsidy, the charging of an annual rent will be subsidised by an equivalent subsidy less $1 which will provide full transparency in financial reporting and allows full disclosure of the amount of the subsidy provided to various Lessee's of Council properties;
c. Lessee's and Licensee eligible for an operating subsidy will be required to deliver meaningful interventions, programs, services and social benefits for the community;
d. Lessees are required to acknowledge these subsidised lease conditions in promotional materials and letters etc;
e. Leases will only be granted to groups which are incorporated under the *Associations Incorporated Act 2015 (WA)*; and
f. All tenants will be required to annually provide information to the Land and Properties Project Officer to assist with accurate records of office holder contact details, financial data and occupancy statistics. They will also be subject to annual facility inspections to ensure maintenance obligations are being met.
g. Licences associated with with Not-for-profit community groups may exclude the Licensee from utility and maintenance costs.

Approval

15. All leases and licences of Council owned property must be approved by Council, unless authority to approve has been formally delegated by Council to the Chief Executive Officer.

16. Approval is required for the use of Town of Victoria Park owned and managed facilities. The Town may lease or licence facilities whereby:

    a. The Town is satisfied that the use is consistent with the nature of the reserve or facility and the surrounding area;
    b. The Town is satisfied that the applicant is capable of ensuring the safe and appropriate use of the reserve or facility.

17. The applicant may be required to undertake one or more of the following:

    a. Pay an annual or periodical rental amount;
    b. Pay a licence fee;
    c. Lodge a bond;
    d. Apply for a liquor licence;
    e. Show proof of qualifications;
    f. Show audited financial statements;
    g. Show proof of relevant current insurance;
    h. Apply for permits and/or trading licences; and
    i. Show proof of event and risk management practices, such as a risk management plan, noise management, traffic management and compliance to environmental health requirements.

Crown Land

18. The use and lease or licence of facilities on crown land is subject to two separate approvals. The first approval required is from the State Government (Minister for Lands) as the land owner. The second approval required is from the Town of Victoria Park as manager of the land. Each application is to be made separately to the relevant authority. Additionally other government departments may have authority and require applications such as the Department of Biodiversity, Conservations and Attractions for land adjacent to the Swan River.

Related documents

Policy 114 Community Funding
Policy GEN 7 Strategic Management of Land and Property Assets
Property Management Framework
Property Law Act 1969 (WA)
Disability Services Act 1993 (WA)
Local Government Act 1995 (WA)
Land Administration Act 1997 (WA)

Responsible officers	
Policy manager	Manager – Strategic Land and Property
Approval authority	Council

Next evaluation date	*This will be set by Governance*

Revision history

Version	Action	Date	Authority	Resolution number	Report number
1	Adopted		Council		

PROPOSED WCE TERMS SHEET SUMMARY
27 October 2021

The following defined terms and acronyms are referred to in this Terms Sheet Summary:

AFL	Australian Football League
AFLW	Australian Football League Women's
DA	Development Approval
MRP	Mineral Resources Park
PFC	Perth Football Club
Town	Town of Victoria Park
WAFL	Western Australian Football League
WAPC	Western Australian Planning Commission
WCE	West Coast Eagles

1. Council Approval:
    - A formal Deed of Agreement is required and entering such a deed is conditional upon a resolution of the Council of the Town of Victoria Park.

2. Legally Binding:
    - No binding agreement will exist between the parties until such time as the parties have executed a formal Deed of Agreement.
    - This Terms Sheet supersedes any negotiation or discussion between the parties prior to the date of this Terms Sheet.

3. Permitted Purpose:
    - The definition of Permitted Purpose will permit playing of WAFL, AFLW and AFL pre-season football games on Oval 1, subject to and in accordance with the DA issued by the WAPC dated 22 December 2020.

4. Oval 2:
    - WCE is prohibited from playing any WAFL, AFLW or AFL pre-season games on Oval 2 at any time.
    - During any WAFL, AFLW or AFL pre-season games WCE will not restrict or prohibit public access to Oval 2.

5. 2020 DA Conditions:
    - The 2020 DA Conditions will be incorporated into and form part of the Deed of Agreement, and WCE will comply with the DA Conditions at all times.

6. Duration:
    - The Deed of Agreement will apply for 3 years from the date of the 2020 DA and will automatically expire at midnight on 22 December 2023 and have no further effect. Following which the Lease will be interpreted without regard to the Deed of Agreement.
    - Prior to the end of the 3 year term WCE may apply to the WAPC for development approval to play competitive games for attendances above 3,500 spectators after 22 December 2023. At that time the WCE may request the Town to consider whether or not the Town will permit a further Deed of Agreement.

7. Annual Fixtures:
    - WCE must provide annual AFLW, WAFL and AFL pre-season (or similar) fixtures to the Town prior to the commencement of each season once available.

8. Maximum Number of Games:
    - WCE to comply with 2020 DA Conditions.
    - No more than 45 game days are permitted per year, of which no more than 3 are to the AFL pre-season men's games (currently called the AFL Marsh Community series).

9. Night Games:
    - Maximum of 10 games played under lights per calendar year with no more than one such game occurring in any seven day period (except as set out in the WCE Monday and Thursday Game Days Summary) and limited to the days specified in 12 below.
    - Operating of the oval floodlighting is to be restricted so, as to be switched off after 9pm Sunday, Monday and Thursday and 10pm on Friday and Saturday.
    - Operation of the lights after the above cut off periods will be considered by the Town of Victoria Park, when a written request has been submitted by the operators of the facility.
    - The request to operate after the time periods shall be submitted in writing at least 7 days prior to the event. Public notifications will be administered by WCE.
    - For the avoidance of doubt the maximum number of night games is included within the maximum number of 45 game days referred to in 8 above.

10. AFL Pre-season Games:
    - WCE to comply with 2020 DA Conditions.

11. AFL Premiership Season:
    - AFL Premiership Season games are prohibited.

12. Game Days:
    - Competition games can only be played on Friday, Saturday, Sunday and Public Holidays.

- AFLW Competition games can be played on Monday and Thursday if the season has been impacted due to a COVID-19 event, subject to satisfying the criteria based assessment and additional conditions referenced within the WCE Monday and Thursday Game Days Summary.

13. Crowd Capacity:
    - For a period of 3 years from the date of the 2020 DA, no more than 6,500 spectators are to attend the site at any time. After that 3 year period, no more than 3,500 spectators are to attend the site at any time and the approval for 6,500 spectators shall lapse and be of no further effect.
    - Measured and controlled by the Crowd Management Plan.

14. Special Events Management Plan:
    - For special events/other events that are not competitive football games (eg Grand Final Celebrations and Fan Days), a Special Events Management Plan must be submitted to the Council in accordance with Condition 9 and advice note 9 of the JDAP approval dated 21 December 2016 for consideration and if applicable approval.

15. Perth Football Club:
    - PFC will continue to play games on Oval 1 in collaboration with WCE on game days.
    - WCE agree and undertake that, in the event that PFCs access and use of Oval 1 in accordance with Schedule 3 of the Lease will be impacted or reduced by the playing of WAFL, AFLW and AFL pre-season games under the terms of this deed, then WCE shall be responsible to agree alternative access and use of Oval 1 with PFC to the satisfaction of PFC and to provide such alternative access and use of Oval 1 to PFC.

16. Notify Neighbours:
    - WCE must provide annual WAFL, AFLW and AFL pre-season (or similar) fixtures to neighbouring properties within 500m of the lease area prior to the commencement of each season.

17. Transport Impact Assessment, Traffic Management Plan and Travel Plan:
    - The Transport Impact Assessment, Traffic Management Plan and Travel Plan will cover the duration of the Deed of Agreement. WCE will comply with these plans at all times.
    - These plans must address (amongst other things) car and alternative travel modes, including initiatives and actions to encourage spectators to use public transport to get to and from the venue.
    - Once approved by the Town, the plans must be implemented to the specifications of the Town and satisfaction of the WAPC.
    - Approvals will need to be undertaken with both the Lathlain and East Victoria Park Primary schools to allow use of their parking area and school ovals for parking. This will allow flexibility in the use of off-street parking around Mineral Resources Park and

reduce the impact of on-street parking close to Mineral Resources Park.
- WCE must comply with all the requirements of the Travel Plan endorsed by the WCE Chief Executive Officer.
- WCE are prohibited from using Oval 2 for carparking.

18. Indemnity:
    - WCE must indemnify and keep indemnified the Town against all loss, costs, and expenses in respect of the change in the Permitted Purpose.

19. Costs:
    - Each Party to the Deed of Agreement shall pay all of their own respective costs and expenses incurred or to be incurred, in connection with the preparation, negotiation and execution of the Deed of Agreement.

20. Crowd Management Plan:
    - WCE must comply with all the requirements of the approved Crowd Management Plan.

21. Insurance Requirements:
    - WCE to ensure their liability protection will deal with claims that arise out of the permitted purpose.

22. No Nuisance
    - WCE must not do or permit to be done anything which may be a nuisance, disturbance, disruption or annoyance (Nuisance) to the Town or any owners, tenants or occupiers of other property in the neighbourhood of the Leased Premises.
    - WCE must promptly inform the Town of any complaints received in connection with any Nuisance and in connection with the Permitted Purpose and the use of Oval 1 for the playing of WAFL, AFLW and AFL pre-season football games and report to the Town when requested as to the actions being taken to prevent Nuisances.

23. Compliance with Liquor Legislation
    - WCE will be permitted to sell liquor, provided that the WCE at its own expense:
        - obtains and keeps current a Liquor Licence required under the Liquor Control Act 1988; and
        - promptly complies with any order or notice given to the WCE under the Liquor Control Act 1988, any conditions of the Liquor Licence or any other Law or requirements of any other Authority relating to the sale and consumption of liquor.
    - The WCE acknowledges that the clause concerning the sale and consumption of liquor, Liquor Licences and the Liquor Control Act will be inserted into the Deed of Agreement.

24. Compliance with Statutory Obligations
    - WCE will comply promptly with all statutes and local laws.

Reference Documents

WAPC Approval Letter – 22 December 2020
Reference: 32-50045-7

Mineral Resources Park Transport Impact Assessment – 10 March 2021
Reference: W202980

Mineral Resources Park Travel Plan – 17 February 2021
Reference: W202980

Lathlain Park Management Plan – 17 July 2017
Reference: 851/02/32/0005PV

Acoustic Report: Noise Management Plan – March 2021
Reference: 27229-3-21058

Mineral Resources Park - Crowd Management Plan
Provided to the Town of Victoria Park 14 October 2021

WCE Parking Management Plan – 22 September 2021
Reference: 301401169

WCE Traffic Management Plan – 7 February 2020
Reference: TMP No 9420

Proposed WCE Monday and Thursday Game Days Summary – 13 October 2021

PROPOSED WCE MONDAY AND THURSDAY GAME DAYS SUMMARY
27 October 2021

The following defined terms and acronyms are referred to in this Game Days Summary:

AFL	Australian Football League
AFLW	Australian Football League Women's
DA	Development Approval
FFC	Fremantle Football Club
MRP	Mineral Resources Park
PFC	Perth Football Club
Town	Town of Victoria Park
WAFL	Western Australian Football League
WAPC	Western Australian Planning Commission
WCE	West Coast Eagles

Trigger:
Any impact to the AFLW season caused by a COVID-19 event (either in WA or the Eastern States) that creates the requirement for the AFL to establish a hub in Perth.

Justification:
- Due to the changing landscape of scheduling Australian rules football games across the country, the COVID-19 pandemic has required the AFL to become agile in the scheduling of games with some being held on non-traditional days of the week due to games being cancelled then rescheduled at short notice to allow for the competitions full season's to be completed.
- When State Governments have imposed restrictions limiting travel of interstate teams the AFL has implemented hub scenarios to remove the requirement of teams travelling across the country.
- A hub for AFL men's and AFLW games is defined as the congregation of multiple teams in the same location due to the inability to play games in their home city from COVID-19 enforced lockdowns or border restrictions limiting free travel between states.
- Hubs have been implemented by the AFL in 2020 and 2021 to ensure the men's seasons were not cancelled. A compressed fixture has then been implemented by the AFL in these hubs to accommodate the rescheduled or yet to be played matches so that all games required in a full seasons fixture are completed.
- The AFL has recently confirmed the 2022 AFLW season commencement date has been delayed to January 2022 due to the ongoing COVID-19 border restrictions.
- The AFL seeks to avoid cancellation of the AFLW season as this would be detrimental to the progress made in the previous seasons completed to date and the ongoing development of female players filtering down to the local and underage competitions in Perth.

- While it is still unknown when border restrictions will be lifted the WCE anticipate the AFL may implement a hub scenario for the 2022 AFLW season to proceed which could be located in Perth.
- If a hub is established in Perth it is expected the AFL will request games be held at Optus Stadium and spread across the WAFL venues. Hub games cannot be held solely at Optus Stadium due to other sporting codes and entertainment events scheduled at this venue during the AFLW season.
- Consideration is sought by Council to include approval of games on both Monday's and Thursday's at MRP to accommodate matches that would be played under the Perth hub scenario. WCE anticipate matches played on a Monday or Thursday would be a rarity.

Criteria Based Assessment:

All of the following criteria based assessment must be met in order for the AFL to schedule AFLW games to be played on Monday and Thursday:

- ✓ A COVID-19 event has occurred and can be evidenced with reference to a formal acknowledgment published by a State Government Health Department.
- ✓ AFLW season has been impacted due to a COVID-19 event.
- ✓ Number of games for the current calendar year have not exceeded 45 game days.
- ✓ Number of AFL 'pre-season' games for the current calendar year have not exceeded 3 game days.
- ✓ Transport Impact Assessment, Parking and Traffic Management Plan and Travel Plan have been implemented.
- ✓ Acoustic report with relevant environmental requirements has been implemented.
- ✓ Community impact mitigation measures have been implemented.
- ✓ Two week notice period provided.
- ✓ Spectator numbers limited to no more than 6,500 or 3,500 if outside the 3 year DA approval period.
- ✓ No pre-existing unremedied breach or default.

Additional Conditions:

In addition to the terms and conditions contained within the Terms Sheet, WCE must adhere to the following conditions:

- WCE will comply with all COVID-19 directions issued by the Australian Federal Government and Western Australian State Government.
- WCE will not schedule games with crowds should COVID-19 restrictions be imposed in Western Australia.
- AFLW hub matches on a Monday or Thursday would not include a derby match between WCE and FFC.
- If PFC training sessions were required to be rescheduled to accommodate a hub match on Monday or Thursday WCE will reallocate PFC access to Oval 1 on that day and/or provide additional access to Oval 1 on an alternative day.
- Hub games played on Monday or Thursday are to comply with the 2020 Development approval conditions which WCE and PFC adhere to for playing of games at MRP.

- WCE will implement appropriate stakeholder engagement and provide two weeks' notice to the Town and residents within the immediate MRP catchment area, should a game need to be played on Monday or Thursday.
- Hub matches will be managed as per a normal match in accordance with the approved Management Plans and conditions referenced within the Terms Sheet.
- Night games may be played in accordance with the terms of clause 9 of the Terms Sheet save and except that the first bullet point of clause 9 shall be amended to read as follows:

  "Maximum of 10 games played under lights per calendar year with a minimum period between night games of 2 days".

Reference Documents

WAPC Approval Letter – 22 December 2020
Reference: 32-50045-7

Mineral Resources Park Transport Impact Assessment – 10 March 2021
Reference: W202980

Mineral Resources Park Travel Plan – 17 February 2021
Reference: W202980

Lathlain Park Management Plan – 17 July 2017
Reference: 851/02/32/0005PV

Acoustic Report: Noise Management Plan – March 2021
Reference: 27229-3-21058

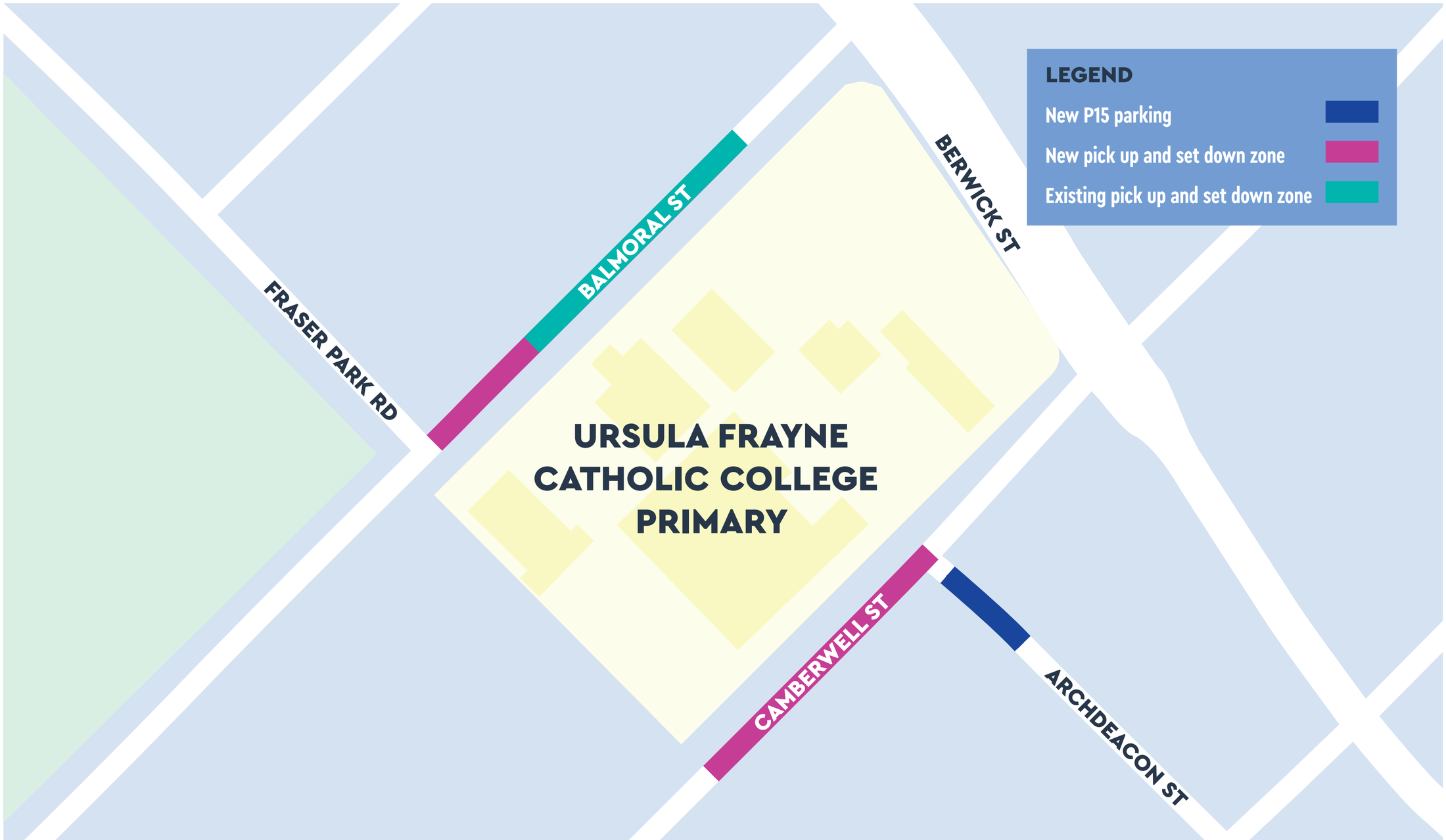
Mineral Resources Park - Crowd Management Plan
Provided to the Town of Victoria Park 14 October 2021

WCE Parking Management Plan – 22 September 2021
Reference: 301401169

WCE Traffic Management Plan – 7 February 2020
Reference: TMP No 9420

Proposed WCE Terms Sheet Summary – 13 October 2021

Competition/Game Type	Frequency (No. matches per annum.)	Approximate Crowd Size	Months of Year Games Played												Days of the Week Games Played
			Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sep	Oct	Nov	Dec	
AFL Marsh Community Games	0 – 3	4,000 – 6,500		✔	✔										Friday, Saturday & Sunday
WCE WAFL	0 – 11	1,500 – 4,000			✔	✔	✔	✔	✔	✔	✔				Friday, Saturday, Sunday & Public Holidays
AFLW	3 – 6	2,000 – 5,000	✔	✔	✔										Thursday*, Friday, Saturday, Sunday, Monday* & Public Holidays
Perth Demons	9 - 11	1,500 – 4,000			✔	✔	✔	✔	✔	✔	✔				Friday, Saturday, Sunday & Public Holidays
WAFLW	0 – 9	0 – 500		✔	✔	✔	✔	✔	✔						Friday, Saturday, Sunday & Public Holidays
Misc Requests (WAFL Finals/Fan Days etc)	0 – 5	0 – 6,500									✔	✔			Friday, Saturday, Sunday & Public Holidays
*AFLW hub games on Mondays and Thursdays if the season has been impacted due to a COVID-19 event, subject to satisfying the criteria based assessment and additional conditions referenced within the WCE Monday and Thursday Game Days Summary															


LEGEND
New P15 parking
New pick up and set down zone
Existing pick up and set down zone
FRASER PARK RD
BALMORAL ST
BERWICK ST
URSULA FRAYNE
CATHOLIC COLLEGE
PRIMARY
CAMBERWELL ST
ARCHDEACON ST

Town of Victoria Park

Lathlain Precinct
REDEVELOPMENT PROJECT

LATHLAIN PARK MANAGEMENT PLAN

Approved by the WAPC

July 2017

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 17-Jul-2017
FILE 851/02/32/0005PV

Town of Victoria Park

Our reports are printed on:



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1. Introduction

The Lathlain Precinct has long been identified by the Town of Victoria Park (Town) as an area for enhancement and revival. This has involved an overall project, known as the Lathlain Precinct Redevelopment Project (LPRP), which is a priority project in the Town's Strategic Community Plan.

Lathlain Park incorporates three of the eight precinct zones identified in the LPRP, (referred to as Zone 1 – Perth Football Club; Zone 2 – Community Activities; and Zone 3 – West Coast Eagles). Refer to Figure 1 – Lathlain Precinct Redevelopment Project Zones.

From 2006 to 2011 the Town worked on a plan for the redevelopment of Lathlain Park and the Master Plan was ultimately endorsed by Council in 2013.

Following this, the West Coast Eagles and the Town commenced preliminary discussions relating to the relocation of the West Coast Eagles Training Facility to Lathlain Park. In September 2013 a 'Heads of Agreement' was executed by the Town, the Perth Football Club and the West Coast Eagles regarding the relocation of the West Coast Eagles to Lathlain Park.

Subsequent to this, the Town undertook a process of developing a Major Land Transaction Plan to determine a future lease area for the West Coast Eagles on Lathlain Park. It was through this process that the West Coast Eagles undertook a process of assessment to determine the location of the two ovals and building on the site. Factors considered included site activation, community access to the site (both pedestrian and vehicular), the location of the existing Perth Football Club grandstand, prevailing winds that impact on the site, sun exposure and direction, the need to provide two ovals to ensure that both the West Coast Eagles and the Perth Football Club can access the grounds when required, and the site constraints including services, levels, width, length and existing vegetation.

On the 2 October 2014, the Town and the West Coast Eagles entered into a formal Agreement for Lease, which set out the Town's and the West Coast Eagles' responsibilities to enable a formal lease to be put in place. Endorsed as part of the Agreement are two annexures, being the formal lease that will govern the West Coast Eagles tenure and a site plan depicting the location of the ovals and new physical structures.

Following the preparation of the Lathlain Park Redevelopment Project Business Case in 2014, the Federal and State Governments have each announced $10 million in funding to go towards the redevelopment of Lathlain Park in August 2015 and May 2016 respectively. In June 2016, the Federal Government announced that it will provide $3 million in funding towards the relocation of the Wirrpanda Foundation's headquarters to the Lathlain Park.

The Town and the Western Australian Planning Commission (Commission) have determined that a Management Plan should be prepared in relation to Zones 1, 2 and 3 of the LPRP.

Clause 16 of the Metropolitan Region Scheme (MRS) allows for the development of reserved land owned by or vested in a public authority to be carried out without the written approval of the Commission where the works are in accordance with a management plan endorsed by the Commission. Notwithstanding, the development approval of the Commission in addition to an endorsed management plan may be required at the discretion of the Commission.

This Management Plan has been prepared to address this requirement, serving as the overarching guiding document for the development and management of Lathlain Park.

This Management Plan, which requires the approval of the Commission under the MRS, incorporates non-statutory planning principles and requirements in relation to land use, access, built form, public realm, landscaping, traffic and transport and governance and management.

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Figure 1 – Lathlain Precinct Redevelopment Project Zones

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2. The Subject Site

Lathlain Park comprises three land parcels owned by the Town of Victoria Park. The site has a total land area of 8.8710 hectares and is generally bound by Roberts Road to the east, McCartney Crescent to the north, Goddard Street to the west, and Bishopsgate Street to the south. Refer to Figure 2 – Subject site.

The following table summarises the Certificate of Title details:

Table 1: Property and Landowner Details

Lot	Volume / Folio	Diagram / Plan	Area	Landowner
1	1425 / 934	D26715	8.3667 Ha	Town of Victoria Park
2	1425 / 935	D26715	650m^2	Town of Victoria Park
3	1425 / 936	D26715	4393m^2	Town of Victoria Park

Refer to Appendix A - Certificate of Title

2.1 Lease Agreements

The use of Lathlain Park by both the Perth Football Club and the West Coast Eagles are subject to separate lease agreements with the Town, relating to portions of land of approximately 0.2 hectares and 6.6 hectares respectively, (as depicted on Figure 2).

- Town of Victoria Park Lease to West Coast Eagles. Commenced 15 August 2016 with a lease term of 50 years, with an option to renew for an additional 49 years.
- Town of Victoria Park Lease to Perth Football Club. Commenced 1 July 2005. A deed of partial surrender of the lease was executed 1 July 2016 to accommodate WCE new lease area.

The respective leases set out a number of requirements and responsibilities in relation to the development, management and permitted use of Lathlain Park. Amongst other matters, the agreed arrangements regarding the use of Oval 1 and Oval 2 by the Perth Football Club, the West Coast Eagles and the wider community are set out, as outlined in the following tables:

Table 2: Oval 1 Access Arrangements

OVAL 1				
	Monday – Friday		Saturday	Sunday
	Before 5pm	After 5pm		
West Coast Eagles	West Coast Eagles priority.	West Coast Eagles will need access on weekdays which are not Perth Demons Training Nights at times after 5pm.	West Coast Eagles priority - when the Saturday is not a WAFL Match Day.	West Coast Eagles Priority when the Sunday is not a WAFL Match Day (Perth Demons have priority on Oval 2).
Perth Demons		Perth Demons priority (Senior Squad) on the 3 Training Nights and on any WAFL Match Day which falls into this category.	Perth Demons priority on WAFL Match Days.	Perth Demons priority on WAFL Match Days.
Community	Subject to meeting the above priority use requirements, community access is available at the discretion of the West Coast Eagles.			

Table 3: Oval 2 Access Arrangements

OVAL 2				
	Monday – Friday		Saturday	Sunday
	Before 4pm	After 4pm		
West Coast Eagles	West Coast Eagles priority (other than on the Tenant players' day off).	West Coast Eagles has priority when Perth Demons or any other group is using Oval 1.	West Coast Eagles priority when Perth Demons have priority to Oval 1.	West Coast Eagles priority when Perth Demons have priority to Oval 1.
Perth Demons	Perth Demons priority on West Coast Eagles players' day off.			Perth Demons priority when the West Coast Eagles have priority to Oval 1.
Community	Access to a minimum of 100 'daylight' hours of passive recreation use per calendar month.			



Figure 2 – Subject site (Note Figure 2 depicts the existing lease agreements and may change upon finalisation of a future Perth Football Club Business Case).

2.2 Site History and Context

Lathlain Park was formed during the 1940's following the reclamation of land by the then Perth City Council to create a public recreation ground.

Construction works to establish the land as an Australian Rules football venue commenced in 1958 comprising the clearing of land for the oval, grandstand, car park and ancillary buildings, with the Perth Football Club subsequently moving there in 1959.

Lathlain Park enjoys excellent access to the Perth metropolitan region, with direct connections to Orrong Road and Shepperton Road via Roberts Road and Miller Street respectively.

Situated in the inner suburban suburb of Lathlain, Lathlain Park is in close proximity to the Perth Central District (5 kilometres) and major infrastructure including the Perth Stadium (3 kilometres) and Perth Airport (6 kilometres).

Lathlain Park is well serviced by Transperth's rail and bus services. The site is situated approximately 350 metres from the Victoria Park Train Station, located on the Perth-Armadale/Thornlie train line for which services operate every 15 minutes. A bus service (Route 39) runs through the area along Howick Street (100 metres to the north), operating from the Elizabeth Quay Bus Station through to Redcliffe (via Cloverdale and Belmont) at frequencies of 15 minutes during weekday peak periods and up to an hour on Sundays.

2.3 Existing Site Development

A number of existing buildings and structures are situated on Lathlain Park, the majority of which are associated with the Perth Football Club. These include:

- Perth Football Club administration and grandstand building;
- Main entry gate building;
- Perth Football Club VIP car parking area (accessed via Goddard Street); and
- Various ancillary structures (covered stands; ablution blocks; kiosks) and hardstand areas.

Situated on Lot 2 is an existing residential dwelling and detached garage accessed via McCartney Crescent.

A site feature survey plan is provided as Appendix 1.

2.4 Cultural Heritage

Lathlain Oval is listed under the Town of Victoria Park's Municipal Inventory with a management category of 'C' (retain and conserve if possible) which states:

> *"endeavour to conserve the significance of the place through the provisions of the Town of Victoria Park Planning Scheme; a more detailed Heritage Assessment/Impact Statement* may be required prior to approval being given for any major redevelopment or demolition; photographically record the place prior to any major redevelopment or demolition."*

The Statement of Significance for the listing is:

> *"Lathlain Oval has historic and social heritage significance. It has been an important football venue for the Western Australian Football League since 1959. The suburb Lathlain, from which the oval takes its name, was named after Sir William Lathlain, a prominent Lord Mayor of Perth in the 1930s."*

This Management Plan responds to the heritage significance of Lathlain Park through the identification of planning principles, and management assurances requiring a heritage assessment to be undertaken by a heritage consultant and submitted as part of any future development application.

A review of the Department of Aboriginal Affairs Aboriginal Heritage Inquiry System reveals there are no Registered Aboriginal Sites or Heritage Places, either within, or in the vicinity of Lathlain Park.

2.5 Contamination Sites Act 2003

The Contaminated Sites Act 2003 sets out a regime for classifying land that is contaminated. The Act classifies sites in accordance with the risk to human health that is posed by the condition of the land the use to which it is being put.

Under the Act, the subdivision and/or development of land classified as "contaminated – remediation required" is not to be approved, without seeking and taking into account the advice of the Department of Environment Regulation as to the suitability of the land for the purpose for which approval is sought.

A review of the Department of Environment Regulation's online contaminated sites database reveals Lathlain Park is not identified as a known contaminated site.

3. Planning Context

3.1 Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) is the statutory land use planning scheme for the Perth metropolitan region. The Scheme's functions are to reserve and zone land and control development on reserved and zoned land. The MRS reflects the agreed strategic direction for land within the Perth metropolitan region and is a catalyst for changes to planning controls at the local level and subsequent local area planning and development processes.

Under the MRS, the subject site is primarily reserved 'Parks and Recreation – Restricted Public Access', although a 1058m^2 portion along Roberts Road is reserved 'Other Regional Road'. Land surrounding the site is zoned 'Urban'.

Refer to Figure 3 – MRS Zones and Reservations.

Clause 16 of the MRS allows for the development of reserved land owned by or vested in a public authority to be carried out without the written approval of the Commission where the works are in accordance with a management plan endorsed by the Commission. In this regard, an endorsed Management Plan may, subject to the discretion of the WAPC, obviate the need for any individual development approvals on the site (although building permits/licenses will still be required).

This Management Plan has been prepared to address the requirement of clause 16 of the MRS.

3.2 Draft Perth and Peel @ 3.5million

The Perth and Peel@3.5million strategic suite of documents has been developed to provide a long-term growth strategy for land use and infrastructure for the Perth and Peel regions.

The framework outlines a number of overarching objectives in relation to urban form; economy and employment; community and social infrastructure; movement and access; service infrastructure; environment and landscape; and natural resources.

In relation to Lathlain Park, the following objectives are considered relevant:

Community and Social Infrastructure

To provide a wide range of community and social infrastructure to enhance the health and wellbeing of the community and meet the community's needs including health, education and recreation, while promoting co-location and optimising the use of existing facilities and infrastructure to reduce traffic movement and establish a sense of social cohesion.

Sport and Recreation

Future population growth will inevitably require additional sporting and recreational facilities across the sub-regions. Ideally, these should be co-located with other uses including libraries, education facilities and activity centres, requiring an integrated and collaborative across-Government approach to planning.

3.3 Draft Central Sub-regional Planning Framework

The draft Central Metropolitan Peel Sub-Regional Planning Framework (Framework) forms an integral part of the Perth and Peel@3.5million strategic suite of draft planning documents. The Framework has been developed to guide further detailed planning and decision-making by State Government agencies and local governments.

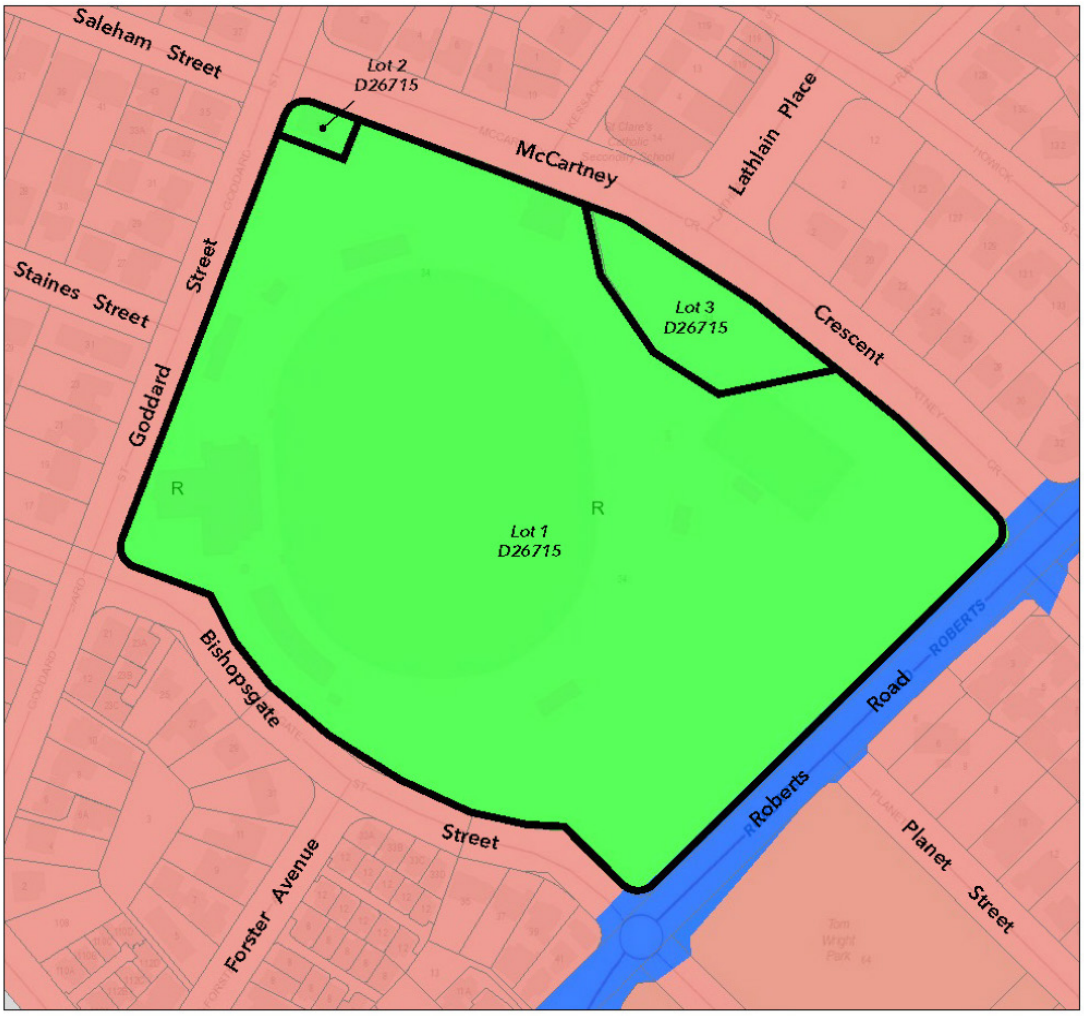


Figure 3 – MRS Zones and Reservations

The Framework is made up of five distinct elements of urban consolidation: activity centres, corridors, station precincts, industrial centres and the green network.

Relevant to Lathlain Park, the document states in relation to community and social infrastructure that land use planning "should include the consideration of alternative solutions to optimise social infrastructure, such as considering multi-use of buildings and facilities outside core function hours". The document also states that "public open space should be designed as an integral part of the urban structure and offer a variety of safe and attractive spaces that are multi-functional and easily accessible via public transport, walking and cycling".

This Management Plan seeks to ensure the future use and development of Lathlain Park as a multi-user facility, serving the needs of the Perth Football Club, the West Coast Eagles and the wider community, that appropriately interfaces with the surrounding area.

3.4 State Planning Policies

State Planning Policy 3 Urban Growth and Settlement

This policy aims to facilitate sustainable patterns of urban growth and settlement by establishing requirements for sustainable settlements and communities and the broad policy in accommodating growth and change.

In relation to creating sustainable communities, the policy advocates making the most efficient use of land and infrastructure in existing urban areas, including clustering of various activities (including employment, recreational) around major public transport nodes. The policy also advocates building public and private partnerships (i.e. State and local government, businesses, community) in urban planning.

The future redevelopment of Lathlain Park in accordance with this Management Plan is consistent with the policy's measures in relation to sustainable communities, in that it provides for the efficient use and development of Lathlain Park as a multi-user, high quality recreational facility, centrally located within the metropolitan region and within excellent proximity to existing servicing infrastructure and public transport.

State Planning Policy 3.5 Historic Heritage Significance

This policy sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage. The identification of places and areas of local heritage significance is provided for in the Heritage of Western Australia Act 1990, which requires all local governments to identify heritage places in local government inventories. Further to this, the Planning and Development (Local Planning Schemes) Regulations 2015 set out the requirements for the preparation and maintaining of a heritage list by the local government.

The policy states that local governments are responsible for the identification of places of local significance through the preparation and ongoing review of local government inventories, in accordance with assessment criteria and guidelines published by the Heritage Council. The WAPC and local government should have regard to heritage places and areas in formulating planning schemes and strategies.

This Management Plan responds to the policy requirements, through the identification of planning principles and management assurances, which respond to the heritage significance of Lathlain Park.

3.5 Development Control Policies

Development Control 1.2 – Development Control – General Principles

This policy deals with the general principles that will be applied by the Commission in its determination of applications for approval to commence development for which it is the responsible authority. A key requirement of the policy is that the Commission, in determining applications for approval to commence development, is bound to have regard to the purpose for which the land is reserved.

This Management Plan addresses the policy through the identification of principles and requirements in relation to land use, access, built form, public realm and landscaping matters, and the management of the reserve. The Management Plan will ensure that the

future use and development of the reserve is consistent with orderly and proper planning and its 'Parks and Recreation – Restricted Public Access' reservation, is well managed and does not affect the amenity of the locality.

Development Control 5.3 - Use of Land Reserved for Parks and Recreation and Regional Open Space

This policy seeks to provide guidance on development which may be permitted, and the procedures for obtaining approval for the use and development of land reserved for Parks and Recreation or Regional Open Space under a region scheme. With regard to such land, the policy states that the use and development of land shall be restricted to that which is consistent with enhancing the reserve and facilitating its use for recreational or conservation purposes. Uses and development for commercial purposes ancillary and or compatible to the purpose of the reserve and likely to enhance the public access to and enjoyment of the reserve may be contemplated.

This Management Plan meets the intent of the policy serving as the basis for the redevelopment and enhancement of Lathlain Park. The use of the reserve for active sporting pursuits is consistent with the current use on the site and will ultimately result in greater public access being provided.

Development Control 5.4 - Advertising on Reserved Land

This policy sets out the objectives and considerations taken into account by the Commission in determining applications for the display of advertisements on land reserved under a region scheme.

The policy states that the approval of the Commission is required for the erection, alteration, and extension of any advertisement on land reserved by a region scheme. The number, size, location and appearance of advertisements must be carefully controlled in order to protect the amenity of the locality. Approval will only be granted if the Commission is satisfied that the proposal will not detract from the amenity of the reservation and the locality generally.

This Management Plan meets the intent of the policy through the identification of requirements regarding the location and extent of tenant and advertising signage.

4. Community and Stakeholder Engagement

A robust community and stakeholder engagement program was undertaken as part of preparation of the Management Plan. The Town of Victoria Park (Town) has worked with its project partners West Coast Eagles and Perth Football Club and other project stakeholders including the Lathlain Precinct Redevelopment Project Team and Town of Victoria Park Elected Members during this engagement process. Additionally, prior to the commencement of the Management Plan process, the Town and West Coast Eagles carried out community engagement on issues surrounding the Lease Agreement.

The community engagement objectives were as follows:

1. To proactively and collaboratively engage with the community and stakeholders regarding the future form of development and ongoing operations at Lathlain Park.
2. To outline the town planning and approval processes for development of the site.
3. To develop an urban planning instrument which will drive integrated development and operational outcomes across a number of discrete sub-precincts within and adjoining Lathlain Park.
4. To ensure that future development of the site is consistent with orderly and proper planning and that the construction and ongoing use / operation is well managed and considers local amenity issues.

Broadly, the program comprised the following widely publicised engagement opportunities:

- An In-Fun-Mation Day;
- Community Information Sessions (and advertising of the West Coast Eagles' Forward Works Development Application);
- Community Workshops;
- Establishment of the Community Reference Group (CRG); and
- Online engagement (through the Lathlain Park Management Plan – Your Thoughts webpage).

The following diagram provides an overview of the engagement process:

Figure 4 – Community and Stakeholder Engagement Overview

Figure 4 – Community and Stakeholder Engagement Overview

How community can be involved in the preparation of the Management Plan



Formal Management Plan Announcement	Community Workshop First Thoughts	Community Workshop Second Thoughts	Community Workshop Final Review	Management Plan considered by council
From 14 July	14 August	28 August	25 September	Management Plan forwarded to the WAPC
• Two week EOI process to form a Community Reference Group	• Brief Community on Management Plan process • Outline how Community can contribute to the Management Plan • Talk through Community ideas and thoughts about zones 1,2,3 and 7 • Work with Community to develop overall Lathlain Park design principles • Develop online engagement space for community members who cannot attend workshops	• Finalise design principles for Lathlain Park • Review ideas from First Thoughts workshop • Present preliminary costings • Refine ideas	• Review final draft Management Plan design principles • Review design concepts for Zone 2 and old bowling club site	
Community Reference Group will be briefed on the project	Community Reference Group Meeting	Community Reference Group Meeting	Community Reference Group Meeting	

Lathlain Precinct REDEVELOPMENT PROJECT

For more information visit:
lathlainprecinct.com.au

Town of Victoria Park

victoriapark.wa.gov.au
CONNECT WITH US

4.1 In-Fun-Mation Day

May 14th 2016

The Lathlain In-Fun-Mation Day was held on Saturday 14 May, 10am – 12pm at Lathlain Park, Goddard Street Lathlain. The In-Fun-Mation Day was designed to provide a further opportunity for the community to obtain information and provide feedback regarding the Lathlain Precinct Development Project. This included preliminary information relating to the upcoming Development Application for forward works associated with the second oval.

The event provided an opportunity to:

- Re-introduce what's happening with the Lathlain Precinct Redevelopment Project;
- Provide opportunity for community members to ask questions;
- Provide opportunity for community members to find out more information about the project;
- Provide opportunity for community members to register to be involved in future community engagement on the project; and
- Gather any early feedback the community members may have, specifically in relation to forward works and prior to the submission of the Development Application.

It also allowed the community to meet with project partners, including West Coast Eagles and Perth Football Club. Given the drop-in nature of the event it is difficult to provide accurate numbers of attendance, however it can be estimated that over 500 community members attended.

4.2 Community Information Sessions

May 28th and June 2nd 2016

In May 2016 the Town and its project partners West Coast Eagles and Perth Football Club were seeking to prepare a Management Plan for the redevelopment of Lathlain Park, and at the same time West Coast Eagles submitted a Development Application relating to the forward works associated with the second oval.

Community information sessions were held on Saturday 28th May (between 10am – 12pm) and Thursday 2nd June (between 6:30 – 8:30pm) 2016 for West Coast Eagles' Development Application. The information sessions provided an opportunity to:

- Re-introduce what's happening with the Lathlain Precinct Redevelopment Project;
- Provide a detailed outline of the works proposed in the Development Application;
- Provide an opportunity for community members to ask questions on the Development Application and the broader project;
- Provide information to community members on how to submit a response to the Development Application;
- Provide an opportunity for community members to register to be involved in future community engagement on the project (please refer to page 11 for a full list of those who registered); and
- Gather any community feedback in relation to forward works (and the project more broadly) prior to the submission of the Development Application (please refer to page 8 for further details regarding the feedback).

A total of 9 community members attended Saturday's information session and a total of 20 community members attended Thursday evening's information session.

4.3 Community Workshop One

August 14th 2016

The first workshop focused on the Lathlain Precinct Zones: Zone 1 Perth Football Club Zone, Zone 2 Community Activity Zone, Zone 3 West Coast Eagles Zone, Zone 7 Equitable Access Zone. The workshop also discussed the former bowls club site and Tom Wright Park.

The workshop was held at the Perth Football Club on Sunday 14th August (between 10am – 2pm) 2016. Representatives from the Town, West Coast Eagles and Realm Studios (landscape Architect engaged by the Town to design the community zones of the project) were also in attendance.

An objective of this workshop included the clear articulation of the elements that the community could have input in, and the elements that would not be included as part of the engagement. The workshop provided an opportunity:

- to present details regarding the Management Plan and for community members to ask questions;
- to outline the Management Plan process, and to articulate how community members can be involved in the process;
- to outline what issues relating to the Management Plan that the community can engage on, and aspects that they cannot;
- to ask community members to provide high level value statements for Zones 1, 2, 3, 7 and the former bowls club site and Tom Wright Park, which will inform Design Principles in the Management Plan; and
- to gather ideas (and an early prioritisation of these ideas) from community members on Zones 1, 2, 3, 7 and former bowls club site and Tom Wright Park.

A broad range of ideas were brainstormed and discussed throughout the workshop, the most popular ideas focusing on:

- No roundabout Goddard Street/McCartney Crescent – solid mid-line barrier instead to stop E/W traffic;
- Demolish existing stand – not accessible, non compliant, keep demon emblem, stand is old;
- Vic Park/Lathlain Bowling Club/Croquet Club/ Tennis courts on former bowling club site;
- Zone 1 - Soft fencing and soft boundaries – retain green boundaries;
- Zone 2 - Parking on site minimised;
- Zone 2 - Dog park (including trees); and
- Architecture of Zones 1 and 3 should be complementary.

The feedback from this workshop will be used to inform the Management Plan and landscape designs for Zone 2 and the former bowls Club. The next workshop will be used to further develop these ideas with the community.

A total of 42 community members indicated an interest in attending the workshop, and a total of 25 community members attended on the day.

4.4 Community Workshop Two

August 28th and August 31st 2016

The second stage of workshops focused on providing information and asked for community feedback on issues relating to the Lathlain Park Management Plan. This stage included a weekend workshop that was held at the Perth Football Club on Sunday 28th August (between 10am – 2pm) 2016, and an additional 'summary' workshop which was held at the Town's Administration Offices on Wednesday 31st August (between 6 – 8pm) (in response to community requests for an additional workshop).

These workshops focused on Lathlain Precinct Zones: Zone 2 Community Activity Zone, Zone 7 Equitable Access Zone and the former bowling club site (and Tom Wright Park) and touched on the Lathlain Precinct Zones: Zone 1 Perth Football Club Zone and Zone 3 West Coast Eagles Zone.

Representatives from the Town, West Coast Eagles, Perth Football Club and Realm Studios (landscape Architect engaged by the Town to design the community zones of the project) were also in attendance at the weekend workshop.

The workshops provided an opportunity to:

- introduce the Community Reference Group's (CRG) role in the project;
- outline what we heard at the previous workshop;
- present the initial design principles for Zone 1, 2, 3, 7, and the former bowls club site (and Tom Wright Park) and invite feedback from community members; and
- present the initial landscape ideas for Zone 2 and the former bowls club site (and Tom Wright Park) and invite community feedback.

Some general themes of discussion that emerged throughout the workshops included a general desire:

- to focus on sustainability;
- for tree retention and planting (advanced/ mature trees preferred) – with a focus on native landscaping;

- to minimise carparking on the community zones;
- for permeability across the site and for the zones to "work together" effectively;
- for traffic calming initiatives;
- for both passive (shaded seating areas) and active (tennis courts and dog parks) in the community areas;
- for nature based play; and
- for ongoing, accessible community engagement on the project.

The feedback from these workshops will be used to further refine the draft Management Plan and landscape designs for Zone 2 and the former bowling club site (and Tom Wright Park).

A total of 38 community members attended the weekend workshop, and a total of 6 community members attended the evening 'summary' workshop. This 'summary' workshop was scheduled in response to community requests, and it covered a summarised version of the content discussed at the weekend sessions.

4.5 Community Workshop Three

September 25th and September 28th 2016

The third stage of workshops focused on presenting the key information in the Management Plan; seeking feedback on the design principles for Zone 2 Community Activity Zone the former bowls club site and Tom Wright Park; and presenting the landscape concept plans for Zone 2 Community Activity Zone the former bowls club site and Tom Wright Park and asking for feedback.

This stage included a weekend workshop that was held at the Perth Football Club on Sunday 25th September (between 10am – 2pm) 2016, and an additional 'summary' workshop which was held at the Town Offices on Wednesday 28th September (between 6 – 8pm). The evening workshop was scheduled in response to community requests for an additional workshop, due to the Sunday workshop being scheduled on a long weekend.

The workshops provided an opportunity to:

- provide an update on the progress on the Management Plan;
- outline what we heard at the previous workshop;
- provide clarity on a few key project issues;
- present the draft design principles in the Management Plan and ask for feedback on Zone 2, the former bowling club/Tom Wright Park; and
- present the draft concept plan(s) for Zone 2, the former bowling club/Tom Wright Park and ask for feedback.

A broad range of ideas were brainstormed and discussed throughout the workshops, with some general themes including:

- a focus on sustainability;
- a general desire for tree retention and planting (of advanced/mature trees) – with a focus on native landscaping;
- a general desire to minimise car parking on the community zones;
- a general desire for permeability across the site and for the zones to "work together" effectively;
- a general desire to keep Zone 2 as a 'football-free zone' and expand upon other activities on the site, including non-sporting activities
- a general desire for both passive (seated/shaded spaces) and active (tennis courts and dog parks) in the community areas;
- a general desire for nature based play; and
- the general desire for ongoing, accessible community engagement on the project.

The feedback from these workshops will be used to further refine the draft Management Plan and landscape designs for Zone 2 and the former bowling club site (and Tom Wright Park).

A total of 32 community members attended the weekend workshop, and a total of 9 community members attended the evening 'summary' workshop.

4.6 Community Reference Group (CRG)

A Community Reference Group (CRG) was established during the development of the Lathlain Park Management Plan. The purpose of the Community Reference Group was to:

- Provide an opportunity for the community to collaborate with the Lathlain Park Management Plan Team and to provide input into the preparation of the Lathlain Park Management Plan;
- To provide feedback on the community engagement approach; and
- Provide feedback on key issues and approaches being developed for the Management Plan.

The CRG Members included:

Brooke Gowles	Margaret Redfern
Geoff Robinson	Peter Melrosa
Simon Mead	Colleen Hanlon
Jodi Castle	Alana Dowley
Maxine Petty	Patrice Duffy
Pat Brewer	Sue Coltrona

4.7 Online Engagement

The community had the opportunity to share their thoughts on the Lathlain Park Management Plan – Your Thoughts webpage. There was a total of 960 visits to the site, and a total of 66 community members actively contributed ideas to the site. These ideas were similar in theme to the issues discussed during the workshops, including:

- car parking and traffic management;
- trees;
- construction issues;
- community facilities;
- services; and
- project management and programming.

4.8 Summary of Community Feedback

The following tables outline the design principles developed through the community and stakeholder engagement program. These principles have been incorporated within, and complement more detailed planning and design principles prepared to guide future use and development of the Lathlain Park (outlined under the 'Planning and Design Guidelines' section).

Zone 1 – Perth Football Club	Preliminary Principles
Community Uses	• Opportunities for the provision of multi-purpose/shared spaces that can accommodate community events, activities and/or programs are encouraged. • Ensure public access is designed to accommodate a range of users and incorporates universal access design principles. • Ensure the connection between development and the streetscape in terms of pedestrian access, views and vistas to the existing stadium is enhanced. • Integration of servicing infrastructure within landscaped and/or public art for the area is encouraged.
Built Form	• Facilitate the interpretation of the heritage values of Lathlain Park. • New development shall be designed to orientate around the oval and articulated to ensure building bulk is minimised when viewed from the street. • Provide for the shared use of facilities where possible. • Enhanced public and spectator amenities to Oval 1.
Public Realm & Landscaping	• Landscaping shall ensure the retention of existing mature trees where possible. • Landscaping treatments to be of a high quality (incorporating hard and soft landscaping elements) and incorporate water wise principles / native plant species. • Landscaping elements (eg. public art) themed on cultural heritage is encouraged. • Reciprocal (Perth FC/public) use of formal car parking.

Zone 2 – Community Activity	Preliminary Principles
Community Uses	• Car parking shall not dominate this zone. • Create multi-purpose landscaped spaces that facilitate passive recreational opportunities as well as pedestrian access through the precinct.
Built Form	• Development shall be limited to lightweight shade structures (ie. gazebos) and toilet facilities designed to integrate within the overall landscaping theme for the precinct. • Landscaping treatments shall promote and enhance the connection between Lathlain Place and Lathlain Park in terms of pedestrian access, views and vistas.
Public Realm & Landscaping	• Landscaping shall primarily incorporate walk trails, natural landscaped areas and areas for passive recreational opportunities. • The Goddard Street/McCartney Crescent corner shall be developed as a landscaped entry statement to the precinct. • Landscaping treatments to be of a high quality (incorporating hard and soft landscaping elements) and incorporate water wise principles / native plant species and local WA materials. Existing trees are to be retained.

Zone 3 – West Coast Eagles	Preliminary Principles
Community Uses	• Provide for activities incidental to the West Coast Eagles Football Club (i.e. Club store, museum) to be available to the public. • Enable public access between the two ovals. • Retaining to Oval 2 shall be of a low height, and designed to facilitate ease of access by general public to the Oval, whilst ensuring the priority use requirements of the Perth Football Club and West Coast Eagles can be maintained. • Ensure public access is designed to accommodate a range of users and incorporates universal access design principles.
Built Form	• New development designed to integrate with the existing site topography (i.e. facing the oval), and be visually appropriate to the street. • Built form shall be contemporary in design, and incorporate high quality materials and finishes to contribute positively to the character of the local area. • Front setbacks areas should incorporate a strong landscape treatment to facilitate the provision of a soft, visual interface to adjacent residential areas. • Lighting should ensure overspill to residential areas is minimised.
Public Realm & Landscaping	• Landscaping treatments to be of a high quality (incorporating hard and soft landscaping elements) and incorporate water wise principles / native plant species. • The reuse of salvaged timber from the Forward Works DA is encouraged in hard landscape elements (e.g. street furniture). • Existing mature trees are to be retained within landscaped areas. A tree replacement strategy that provides for 6 new trees for every 1 existing tree removed shall form part of any landscaping approach. • Oval 2 shall be readily accessible.

5. Vision for Lathlain Park

The overall vision is to redevelop Lathlain Park to achieve an improved mix of recreation, sporting and community uses at the site specifically aiming to:

- Utilise the redevelopment of Lathlain Park as a revitalisation and enhancement project that acts as a catalyst for the wider Lathlain Precinct.
- Develop passive and active recreation facilities and infrastructure improvements for the community.
- Construct a new training, administration and community facility for the Perth Football Club, at the site of the existing Perth Football Club facility.
- Develop an administration, training and community facilities complex for the West Coast Eagles and Wirrpanda Foundation, with limited community access to facilities.

The Major Land Transaction Plan prepared subsequent to the Heads of Agreement envisages the redevelopment of the site comprising the following key elements:

- Two AFL standard ovals with a synthetic running track around one oval;
- Multiple parking nodes around the Park to meet weekday user demand;
- Substantial on street, on-site and verge parking for Perth Football Club games and West Coast Eagles special events;
- As much community access to the site as possible;
- Perth Football Club to remain on-site in their current location;
- West Coast Eagles lease, for a 50 + 49 year term, including financial contributions to the Perth Football Club new club buildings, to Town for new community infrastructure, and a host of localised community and business benefits.

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6. Planning and Design Principles

This section outlines guiding principles and requirements with respect to the future use and development of Lathlain Park (being the land reserved 'Parks and Recreation – Restricted Public Access' under the MRS). Guiding principles have been defined for each of the precincts under the Lathlain Precinct Redevelopment Project (LPRP), being:

- Zone 1 – Perth Football Club;
- Zone 2 – Community Activities; and
- Zone 3 – West Coast Eagles.

The guiding principles are structured around four (4) elements of design consideration, being:

- Use;
- Built Form;
- Environment; and
- Access, Safety and Security.

The principles are intended to serve as a framework for which future proposals for the use and development of Lathlain Park will be assessed against by the Town and the Western Australian Planning Commission. The principles build upon those developed through the community and stakeholder engagement program, providing more detailed planning and design principles to guide future use and development of the Lathlain Park.

Figures identifying the key principles are also provided.

Refer to Figure 5 – Key Principles Plan, and Figure 6 – Building Envelope

In addition to the guiding planning and design principles, the use and/or development of land and/or buildings within any zone is to comply with relevant WAPC Policies including Policy DC 1.2, 5.3 and 5.4.

Development

- All development within the Lathlain Park Management Plan area not provided for within the endorsed Management Plan will require the development approval of the WAPC. The WAPC will consider all applications on its merits against the development criteria of the Management Plan, and upon advice from the relevant referral agencies.
- Notwithstanding the above, minor development that is considered (by the Town) to be incidental to the predominant use of the land (eg: art work; walking trails; landscaped areas; seating; signage; play equipment etc) and consistent with the intent of the Management Plan, will not require development approval from the WAPC.

Change of use

- Any change of use within an existing building footprint that does not generate new or additional net floor area, and is a use that is described in section 6.1 of the Management Plan will not require the development approval of the WAPC.
- Additionally, any internal building works associated with a change of use which do not affect the external appearance of the building or introduce additional floor space, does not require development approval from the WAPC.

Uses not listed

Uses that are not described in Part 6.1 of the Management Plan may not be considered compatible with the MRS reservation. These uses will be assessed by the Town, and if considered appropriate, will sign the application form as the owner enabling the lodgement to the WAPC for determination.

6.1 Zone 1: Perth Football Club

Precinct Statement: This Zone includes the present Perth Football Club building and immediate surrounds. The building fulfils a variety of roles including football administration, training, functions and spectator facilities. The building was built in the mid-late 1950's and is now out-of-step with contemporary facilities of its kind across metropolitan Perth. An opportunity exists to redevelop the site to complement the overall LPRP redevelopment, achieving more multi-purpose and community focussed outcomes than is possible from the existing building.

Planning Principles:

Principle	Objectives	Strategies
Use	• Ensure the provision of multi-purpose spaces for use by both the Perth Football Club and the local community.	• New development shall incorporate multi-purpose/shared spaces that can accommodate community events, activities and/or programs. • Uses available for access by the general public: - museum; - function rooms; - community uses; and - car parking. • Uses subject to restricted access (ie. Perth Football Club): - playing rooms and amenities; - administration offices; - sports bar; and - car parking.
Built Form	• Ensure high quality new development that appropriately responds to the site's physical and social context. • Ensure new development is of a scale that is sympathetic to, and appropriately interfaces with adjacent residential areas. • Ensure car parking and servicing infrastructure do not dominate the streetscape and impact on the amenity of the residential area.	• Provide for enhanced public and spectator amenities within new development. • Buildings shall be designed to integrate with the existing site topography and generally orientated around the oval. • The maximum height of new development shall generally be limited to 29.5mRL (and should read as two (2) storeys when viewed from either Goddard or Bishopsgate Street). Higher elements to a maximum height of 35.0mRL (and which should read as three (3) storeys when viewed from either Goddard or Bishopsgate Street) is permitted where it is setback from the front building line and located adjacent to the ovals. Basement level development may be permitted. • Limited minor projections (eg. roof forms, lift overruns, communications infrastructure) above the height limits may be permitted where they are to be designed to integrate with and match the colours and materials of the overall development. • The following minimum front setbacks apply: - 15 metres to Bishopsgate Street. - 8 metres to Goddard Street.

Principle	Objectives	Strategies
		• Building facades shall be articulated to assist in breaking up the horizontal appearance and ensure building bulk is minimised when viewed from the street. This can be achieved through varied setbacks, the design and location of main public entrance/plaza spaces, the shape and placement of windows/openings and the innovative use of building materials, colours and textures. Extensive blank walls and facades facing the street are not permitted. • New development shall be of a high standard of architectural design that offers a contemporary aesthetic, incorporating high quality materials and finishes to contribute positively to the local streetscape and adjoining residential properties. • The interpretation of the heritage values of Lathlain Park within new development is encouraged. • Simple, unifying roof forms are preferred. Roof forms should be articulated to assist with breaking up building bulk when viewed from the street. • The main public entrance to new development should be located adjacent to the existing public gates. Entrances shall be clearly defined and articulated to provide a strong relationship with the street, and accessibility to, within and around the building. • Building servicing areas, plant and equipment (eg. air conditioners, telecommunications structures) should be designed and located to minimise visual and noise impact upon the street and adjacent residential areas. • Tenant signage shall be integrated within the building design and limited to the extent necessary to have no undue adverse effect on the amenity of the locality. Advertising signage associated with club sponsorship shall be located to orientate to the oval, preferably integrated within boundary fencing. Signage shall be subject to the requirements of applicable Town of Victoria Park policies/local laws and WAPC Policy DC 5.4. • Limited, discrete car parking and lay down areas for staff, visitors and delivery vehicles may be permitted within the Goddard Street front setback area (adjacent to the Perth Football Club). Crossovers to car parking areas shall be limited to the minimum extent necessary so as to not dominate the streetscape.

Principle	Objectives	Strategies
Environment	• Ensure public realm and landscaped areas are of a high quality and protect the amenity of the residential areas.	• Ensure the connection between development and the streetscape in terms of pedestrian access, views and vistas to the existing stadium is enhanced. • Landscaping shall ensure the retention of existing mature trees where possible. • Landscaping treatments to be of a high quality (incorporating hard and soft landscaping elements) and incorporate water wise principles / native plant species. • A low scale/discrete entry statement should be incorporated to the Goddard Street/Bishopsgate Street corner. • Public art themed on football heritage is to be provided. • Shared (Perth Football Club/public) use of formal car parking. • Car parks should be of a high landscape quality, with appropriate levels of shading (tree canopies). The number of crossovers shall be kept to a minimum and located to minimise the impact on existing intersections. • Ensure servicing infrastructure is integrated within landscaped areas and/or public art to minimise visual impact and enhance streetscape amenity.
Access, Safety and Security	• Enhance the sense of safety and personal security for users within the area. • Facilitate safe and appropriate levels of pedestrian access.	• New development and public realm areas shall be designed to accommodate a range of users by incorporating universal access (aged and disabled) design principles and complying with the Town's Disability Access Inclusion Plan. • Clear demarcation between the pedestrian and vehicle realms should be provided. • The location of fencing and access points to facilitate controlled access to Oval 1 for Perth Football Club match day games, and closed training sessions shall be located as shown on Figure 5: Key Principles Plan. Fencing should be visually permeable and constructed of high quality materials and finishes and provide opportunities for direct pedestrian access between Zone 2 and Oval 1. • Lighting to be both functional and aesthetically appropriate, in terms of ensuring safety and emphasising the quality of the built form and architectural detailing. • Light poles to the oval should be limited to the extent necessary and designed to ensure overspill to residential areas is minimised and compliant with relevant Australian Standards. • Floodlighting shall be automated, with the floodlights not being permitted to operate between 9pm and 7am on Sunday to Thursday, and 10pm and 7am on Friday and Saturday unless approval is given for special events.

6.2 Zone 2: Community Activity

Precinct Statement: This Zone encompasses the development of passive recreation facilities and infrastructure improvements on Lathlain Park for the community to use. Public facilities and equipment to be installed may include barbecues, toilets, playgrounds and exercise equipment with landscaping to create an attractive, user-friendly space for the whole community to enjoy.

Planning Principles:

Principle	Objectives	Strategies
Use	• Ensure the development of a passive recreational space, incorporating a high level of pedestrian access through the area.	• Create multi-purpose landscaped spaces that facilitate passive recreational opportunities as well as pedestrian access through the precinct. • Limited car parking, designed as multi-purpose spaces with minimal hardstand. • Uses available for access by the general public: - recreation; and - limited car parking (VIP and overflow parking). • Uses subject to restricted access (ie. Perth Football Club): - facilities associated with the access and use of Oval 1 (ie. entry gatehouse/ablution block).
Built Form	• Ensure any development and/ or structures are minimised and low in scale.	• Ancillary structures (eg. entry gate house and ablution blocks) shall be low in scale and designed to be sympathetic to the adjacent residential areas. Structures should incorporate high quality materials and finishes to integrate with, and match the overall development. • Development within landscaped areas shall be limited to lightweight shade structures (ie. gazebos) and toilet facilities designed to integrate within the overall landscaping theme for the precinct.
Environment	• Ensure public realm and streetscape are of a high quality and protect the amenity of the residential areas.	• Landscaping shall primarily incorporate walk trails, natural landscaped areas and areas for passive recreational opportunities. • Landscaping treatments to be of a high quality (incorporating hard and soft landscaping elements) and incorporate water wise principles / native plant species and local WA materials. • Existing trees are to be retained as much as possible. • The Roberts Road/McCartney Crescent corner should incorporate a prominent entry statement, whilst a lesser scale/discrete entry statement should be provided to the Goddard Street/McCartney Crescent street corner. • The location of on-site car parking shall be limited to the existing Perth Football Club car park (accessed via Goddard Street) at the north-western extent of the Zone. Overflow parking is permitted to the north of this car parking area (adjacent to McCartney Crescent) and shall be developed as a multi-purpose landscaped space capable of being used for car parking if required (ie. reinforced turf or similar). The Perth Football Club shall retain priority access to parking areas within Zone 2. • Car parking areas are to be designed into a landscaped setting rather than dominating the area. • Public art, themed on local heritage is to be provided.

Access, Safety and Security	• Enhance the sense of safety and personal security for users within the area. • Facilitate safe and appropriate levels of pedestrian access.	• Landscaping treatments shall promote and enhance the connection between Lathlain Place and Lathlain Park in terms of pedestrian access, views and vistas. • The area and facilities shall be designed to accommodate a range of users by incorporating universal access (aged and disabled) design principles and complying with the Town's Disability Access Inclusion Plan. • The location of fencing and access points to facilitate controlled access to Oval 1 for Perth Football Club match day games, and closed training sessions shall be located as shown on Figure 5: Key Principles Plan. Fencing should be visually permeable and constructed of high quality materials and finishes and provide opportunities for direct pedestrian access between Zone 2 and Oval 1.

6.3 Zone 3: West Coast Eagles

Precinct Statement: This Zone includes the West Coast Eagles new administration, training and community facilities. Community accessible facilities within the zone include the Community Education Centre, the Events and Function Centre, and the Interactive Sports and Cultural Centre. The new Community Education Centre will provide facilities for the delivery of community programs in partnership with the Town of Victoria Park, other community agencies and groups. The Zone will also provide a new home for the nationally acclaimed Wirrpanda Foundation, which delivers a broad array of programs focusing on the wellbeing of Aboriginal and Torres Strait Islander people.

Planning Principles:

Principle	Objectives	Strategies
Use	• Provide for administration and related football activities associated with the West Coast Eagles Football Club. • Provide for activities incidental to the West Coast Eagles Football Club available to the public. • Provide spaces for use and access by the general public.	• Enable public access to and between the two ovals. • Uses available for access by the general public: - function spaces; - museum; - shop (merchandise store); - café/kiosk; - sports medicine and medical facilities; - child care; - private recreation; - car parking; - Ovals 1 and 2 when not in use for football purposes. • Uses subject to restricted access (ie. West Coast Eagles and Wirrpanda Foundation): - administration offices; - indoor and outdoor training, education aquatic, medical, rehabilitation and recovery activities; and - staff/player car parking.
Built Form	• Ensure high quality new development that appropriately responds to the site's physical and social context. • Ensure new development is of a scale that is sympathetic to, and appropriately interfaces with adjacent residential areas.	• Buildings shall be designed to integrate with the existing site topography and generally orientated around the oval. • The maximum height of new development shall generally be limited to 29.5mRL (and should read as no higher than two (2) storeys when viewed from Bishopsgate Street). Higher elements to a maximum height of 35.0mRL (and which should read as no higher than three (3) storeys when viewed from Bishopsgate Street) is permitted where it is setback from the front building line and located adjacent to the ovals. Basement level development may be permitted. • Limited minor projections (eg. roof forms, lift overruns, communications infrastructure) above the height limits are permitted and are to be designed to integrate with and match the colours and materials of the overall development. • The following minimum front setbacks apply: - 15 metres to Bishopsgate Street. - Nil to Roberts Road.

Principle	Objectives	Strategies
	• Ensure car parking and servicing infrastructure do not dominate the streetscape and impact on the amenity of the residential area.	• Building facades and frontages to the street shall be articulated to assist in breaking up the horizontal appearance and ensure building bulk is minimised when viewed from the street. This can be achieved through varied setbacks, the design and location of main public entrance/plaza spaces, the shape and placement of windows/ openings and the innovative use of building materials, colours and textures. Extensive blank walls and facades facing the street are not permitted. • New development shall be of a high standard of architectural design that offers a contemporary aesthetic, incorporating high quality materials and finishes to contribute positively to the local streetscape and adjoining residential properties. • The interpretation of the heritage values of Lathlain Park within new development is encouraged. • Simple, unifying roof forms are preferred. Roof forms should be articulated to assist with breaking up building bulk when viewed from the street. • The main public entrance to new development shall be clearly defined and articulated to provide a strong relationship with the street. • Building servicing areas, plant and equipment (eg. air conditioners, telecommunications structures) should be designed and located to minimise visual and noise impact from the street and adjacent residential areas. • Tenant signage shall be integrated within the building design and limited to the extent necessary to have no undue adverse effect on the amenity of the locality. Advertising signage associated with club sponsorship shall be located to orientate to the oval, preferably integrated within boundary fencing. Additional signage shall be subject to the requirements of applicable Town of Victoria Park policies/local laws and WAPC Policy DC 5.4. • At-grade car parking (for shared West Coast Eagles, Wirrpanda Foundation, Perth Football Club and public use) shall generally be located to the south-eastern corner (generally adjacent to the former bowling club) and accessed via Bishopsgate Street. • Limited discrete visitor car parking/drop-off area located to the western end (adjacent to the Perth Football Club) may be permitted within the Bishopsgate Street front setback area. Crossovers to car parking areas shall be limited to the minimum extent necessary so as to not dominate the streetscape. • Car parking shall be limited to no more than 250 bays in total, and incorporate reciprocal parking arrangements for use by the Perth Football Club.

Principle	Objectives	Strategies
Environment	• Ensure public realm and streetscape are of a high quality and protect the amenity of the residential areas.	• Front setbacks areas should incorporate a strong landscape treatment to facilitate the provision of a soft, visual interface to adjacent residential areas. • Landscaping treatments to be of a high quality (incorporating hard and soft landscaping elements) and incorporate water wise principles / native plant species. • The reuse of salvaged timber from the Forward Works DA is encouraged in hard landscape elements (e.g. street furniture). • Existing mature trees are to be retained within landscaped areas. A tree replacement strategy that provides for 6 new trees for every 1 existing tree removed within Zone 3 shall form part of any landscaping approach. • The Roberts Road/Bishopsgate Street corner should incorporate a prominent landscaped entry statement. • Car parks should be of a high landscape quality, with appropriate levels of shading (tree canopies). The number of crossovers shall be kept to a minimum and located to minimise the impact on existing intersections. • Provision of public art, themed on football heritage is to be provided.

Principle	Objectives	Strategies
Access, Safety and Security	• Enhance the sense of safety and personal security for users within the area. • Facilitate safe and appropriate levels of pedestrian access.	• Oval 2 shall be readily accessible. • New development and public realm areas shall be designed to accommodate a range of users by incorporating universal access (aged and disabled) design principles and complying with the Town's Disability Access and Inclusion Plan. • Clear demarcation between the pedestrian and vehicle realms should be provided. • The location of fencing and access points shall be located as shown on Figure 5: Key Principles Plan. • Perimeter fencing to Oval 1 is permitted to facilitate controlled access to the oval for Perth Football Club match day games, and closed training sessions. Fencing should be visually permeable and constructed of high quality materials and finishes and provide opportunities for direct pedestrian access between Zone 2 and Oval 1. • Any fencing to Oval 2 shall be limited to the perimeter of the oval and be no higher than 1.2 metres, except where the fence abuts Oval 1 and is required for controlled access of that oval. Permanent goal line fencing or netting (designed to restrict the flight of footballs) is permitted. • Retaining to Oval 2 shall be of a low height, and designed to facilitate ease of access by general public to the Oval, whilst ensuring the priority use requirements of the Perth Football Club and West Coast Eagles can be maintained. • Lighting to be both functional and aesthetically appropriate, in terms of ensuring safety and emphasising the quality of the built form and architectural detailing. • Light poles to ovals should be limited to the extent necessary with the lighting being designed to ensure overspill to residential areas is minimised and compliant with relevant Australian Standards. • Floodlighting shall be automated, with the floodlights not being permitted to operate between 9pm and 7am on Sunday to Thursday, and 10pm and 7am on Friday and Saturday unless approval is given for special events.

PLAN 1: KEY PRINCIPLES

BUILT FORM

- Permitted building envelope (29.5mRL height limit)
- Permitted building envelope (35mRL height limit)

Setbacks

- S1 8 metre minimum
- S2 14 metre minimum
- S3 15 metre minimum
- S4 21 metre minimum

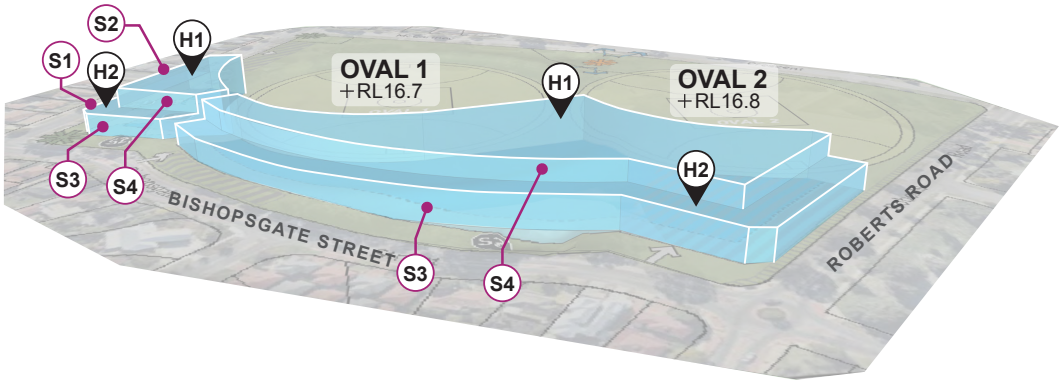
KEY

- MRS 'Other Regional Road' Reservation
- Landscaped open space
- Entry statement
- Landscaped entry statement - treatment to enhance views, vista and access between Lathlain Place and Lathlain Park
- At-grade car parking area
- Overflow at-grade car parking area (developed as a multi-purpose landscaped space)
- Preferred vehicular access point
- Perimeter fencing
- Pedestrian pathway to oval perimeter
- Pedestrian access point (controlled)
- Pedestrian access point
- Existing Perth Football Club buildings denoted as follows:
  - A Main entry gate
  - B Grandstand

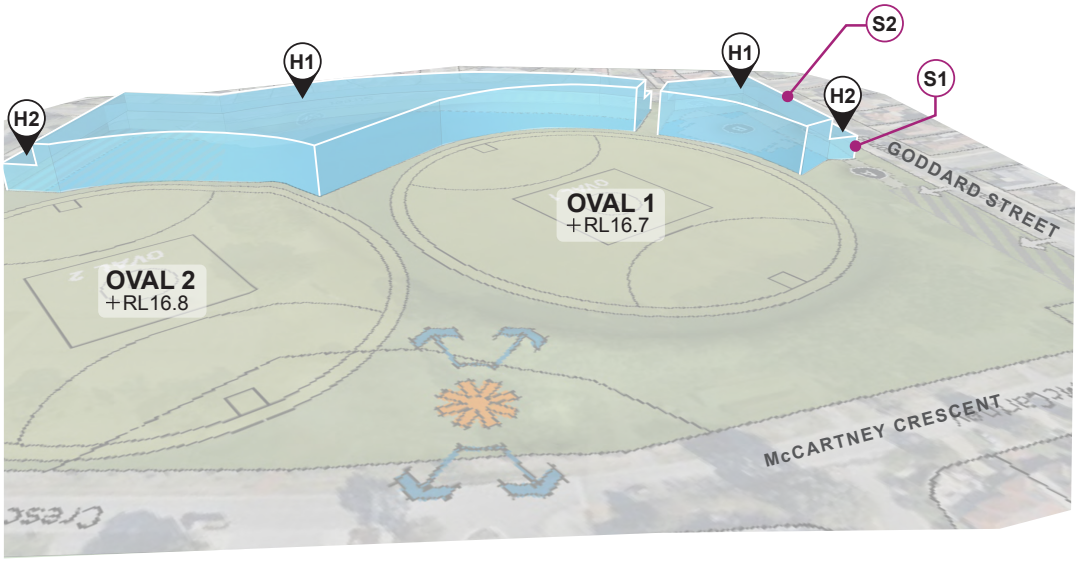


Figure 5 – Key Principles Plan

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Indicative Massing Diagram - View Looking North



Indicative Massing Diagram - View Looking South-West

LEGEND

H1 35m RL height limit	S1 8m minimum setback	S3 15m minimum setback
H2 29.5m RL height limit	S2 14m minimum setback	S4 21m minimum setback

Figure 6 – Building Envelope

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7. Transport Assessment

Flyt transport consultants were engaged by the Town to undertake an assessment on the transport network implications associated with the future redevelopment of Lathlain Park. A copy of Flyt's report is attached as Appendix 2.

The following sections represent the relevant findings of Flyt's report as they relate to Lathlain Park, including a profile of the future user groups and their anticipated transport characteristics, as well as strategies to address potential transport issues.

7.1 User Groups and Profile

The following table provides a breakdown of the user groups for each of the precinct zones associated with Lathlain Park, together with their respective profiles.

Zone	User Group	Profile Information
1 – Perth Football Club	• Perth Football Club players and admin • Attendees at games, functions, events and training • Visitors to the site • Service vehicle movements	• Min. 10 games (mainly Saturdays during March-September) • Weekday afternoon and evening training sessions (30-50 people) • Weekday community events and evening social events in function centre (250 people) • Majority of arrivals by car for admin, training and games • Minimal use of public transport • Average crowds 1500-2000 per game
2 – Community Activity	• Local residents • Social groups • School and community groups	• Usage primarily during non-working hours and weekends • Group gatherings within the capacity of the facilities • Potential for use by larger community based events • Local trips by walking, cycling and private vehicles
3 – West Coast Eagles	• West Coast Eagles Football Club players and admin • Wirrpanda Foundation staff and visitors • Attendees at functions, meetings, press gatherings, training events • General public visiting retail shop or museum • Service vehicle movements	• Admin and support staff • Usage by playing group for training between October-February for pre-season activities • Usage by playing group for training between March-September for main season • Administration staff and Wirrpanda Foundation during normal working hours all year • Visitors to retail and museum facilities during Monday-Saturday • Attendees at training events • Attendees at meetings, press sessions, administration events during weekday working hours. • Attendees to Sports Medicine Clinic • Service vehicles for retail and operational requirements during weekday hours • Majority of arrivals by car but some use of public transport and cycling by staff

From the user group and profile information details, the general "peak" periods for the transport network around Lathlain Precinct will be:

- "Normal" weekday peak periods associated with general traffic movements nominally between 7.30 am and 8.30 am and then 4.30 pm to 5.30 pm;
- School run traffic between 8.15 am and 9.00 am and 2.45 pm and 3.15 pm during school terms;
- Perth Football Club home fixtures on Saturday afternoon between 2.00 pm and 5.00 pm; and
- One-off events (private functions, community events, gatherings, significant events at the Community Buildings etc.).

Outside of these peak periods for usage, the level of traffic, on and off-street parking usage, public transport usage, pedestrian activity and cycling trips would likely be as presently experienced given that the form or density of development in the remainder of Lathlain is not expected to be significantly different than today and the limited road network access points into and out of the area are unlikely to change.

7.2 Transport Characteristics

The use of the transport network in Lathlain Precinct will be driven by (in no set order):

- Existing predominantly residential development;
- Through traffic from other localities, primarily Carlisle, Victoria Park and East Victoria Park;
- Lathlain Primary School;
- Existing retail and developing community facilities in Lathlain Place (including minimal service vehicle volumes);
- Perth Football Club home games;
- West Coast Eagles administration and playing functions;
- Sports Medicine Clinic;
- Wirrpanda Foundation administration and community activities;
- Users of the community activities zone and Rayment Park; and
- Local residents and visitors using existing and planned footpaths and cycle infrastructure.

The majority of these trips will be made by private motor vehicle, as is presently the case. Strategies and infrastructure can be included within the plans for Lathlain Precinct to mitigate these issues and the Town has already undertaken the Lathlain Local Area Traffic Management Pilot Study to address existing issues on the local street network.

No modal split has been set for Lathlain Precinct in respect of encouraging use of non-private vehicle modes of travel in keeping with the Town's Integrated Movement Network Strategy (IMNS).

7.3 Transport Strategy

Overall Principles

As set out in the MLTP for Lathlain Precinct, the Town's Strategic Community Plan and Long Term Financial Plan identified regeneration of the Lathlain area and redevelopment of Lathlain Park as key priorities. The aim and deliverables of the project were:

"Aim of the Project – The aim of the project is to develop the Lathlain Precinct into a sport and community hub that services the broader community needs.

Project Deliverables:

- Upgrade, or rebuild, of existing football facilities to align with league standards
- A facility that promotes multipurpose facility sharing
- A facility that promotes community meeting and social places and spaces
- A facility that promotes community health and education
- A sense of place that is safe and inviting for the community"

Although these principles reflect the wider area of the Lathlain Precinct, specific principles in relation to the transport network have not been established. In order to inform the transport strategies, set out below, specific principles have been developed using the key issues raised in the public engagement for the MLTP, as well as stakeholder requirements for Lathlain Precinct. They are:

- Include transport network improvements that support the Lathlain Precinct Redevelopment;
- Prioritise local pedestrian and cycling trips to Lathlain Precinct;
- Develop and manage on and off-street parking facilities within Lathlain Precinct which provide for use by all user groups without dominating the Precinct;
- Include traffic and parking management outcomes that reduce the loss of amenity for local residents and users of Lathlain Precinct;
- Manage the impact of traffic movements generated by Zones 1 and 3; and
- Encourage use of non-motorised transport modes to access Lathlain Precinct, including use of Victoria Park Station.

Transport Strategies

Flyt's report identifies a number of transport strategies developed in conjunction with key stakeholders, and which are directly relevant to the precincts subject of this Management Plan. These strategies, which are presented below, comprise a mix of statutory, design and strategic elements which have been derived from the initial stakeholder engagement process for the MLTP, discussions with organisations involved in the Lathlain Precinct Redevelopment Project and known statutory requirements.

It should be noted that some elements of this section relate to areas outside the boundaries of Lathlain Park and therefore the scope of this Management Plan (e.g. 'Zone 7 - Equitable Access' comprising the surrounding streets). This information is presented for the purpose of providing context to the assessment undertaken for Zones 1, 2, and 3. Accordingly only these actions or strategies identified for Zones 1, 2 or 3 below would be implemented under the scope of this Management Plan.

User	Issue	Zone	Objective	Strategy	Stakeholder
Private Vehicles	Volume of traffic generated by development	All	Reduce impact of traffic on local street network.	• Implement recommendations out of Lathlain Local Area Traffic Management Pilot Study. • Require submission of detailed transport impact assessment with development applications for Zones 1 and 3. • Require submission of travel plan with development applications for Zones 1 and 3.	ToVP, MRWA, DoT, PTA, WCE, PFC
Off-Street Parking	Peak parking for Perth Football Club games	Zones 1, 2, 3, 4 and 7	Provide adequate parking for home games and events at Perth Football Club. Manage parking impact on surrounding street network. Remove informal parking affecting amenity.	• Extend game day parking restrictions to surrounding street network including Rutland Avenue, Planet Street, Mars Street, Getting Street, Rayment Street, Howick Street, Keyes Street, Forster Avenue, Kessack Street and Staines Street by 2017. • Encourage and promote use of public transport to access games at Lathlain Park to take advantage of Park and Ride facilities at other stations. • Facilitate agreement of reciprocal parking rights between Zones 1, 2 and 3 developments. • Require Perth Football Club to develop a parking management plan to illustrate how parking will be managed on-site.	ToVP, PTA, WCE, PFC
	Peak parking for Perth Football Club games in 2017 and 2018	Zones 1, 2, 3, 4 and 7	Provide adequate parking for home games and events at Perth Football Club during construction phases.	• Extend game day parking restrictions to surrounding street network including Rutland Avenue, Planet Street, Mars Street, Getting Street, Rayment Street, Howick Street and Staines Street by 2017. • Examine areas for overspill parking at home games and events. • Manage existing VIP area in Zone 2 from 2017 onwards so that no more than 90 bays provided are used. • Require West Coast Eagles and Perth Football Clubs to develop parking management provisions within the construction management plan to illustrate how parking will be managed on-site.	ToVP, PFC, WCE, contractors
	Parking for Zone 3	Zone 3	Provide for allocation of parking associated with West Coast Eagles Football Club and Wirrpanda Foundation	• Provide for number of bays set out in lease agreements (absolute maximum of 250 inclusive of required ACROD parking as set out within Australian Standards). • Set out mix of public and private parking within detailed transport impact assessment with development application. • Focus access for main parking facilities off Bishopsgate Street to minimise impact on lower order streets.	ToVP, WCE
	Parking for Zone 2	Zone 2	Provide for parking allocation associated with Zone 2 activities	• Provide for off-street parking area of 90 bays (absolute maximum inclusive of required ACROD parking and motorcycle parking bays). • Allocate and enforce unpaid parking restrictions to new off-street bays comprising 4 hour time limits on weekdays and unrestricted on weekends.	ToVP, PFC

User	Issue	Zone	Objective	Strategy	Stakeholder
On-Street Parking	McCartney Crescent configuration	Zones 1, 2, 4 and 7	Utilise potential space on McCartney Crescent for on-street parking for Zone 2.	• Implement recommendations out of Lathlain Local Area Traffic Management Pilot Study. • Examine configuration of McCartney Crescent and formalise on-street parking layout. • Allocate and enforce unpaid parking restrictions to new off-street bays comprising 4 hour time limits on weekdays and unrestricted on weekends.	ToVP, residents
	Surrounding network on-street parking	Area adjacent to Lathlain Place	Manage wider area parking implications.	• Extend game day parking restrictions to surrounding street network including Rutland Avenue, Planet Street, Mars Street, Getting Street, Rayment Street, Howick Street and Staines Street by 2017.	ToVP, residents
Public Transport	Increasing use of public transport to and from Lathlain Precinct	All	Maximise potential use of public transport to assist in reducing impact of private vehicle traffic.	• Examine co-funding of game tickets with public transport travel for Perth Football Club games. • Examine use of other Park and Ride sites on Armadale Line for overspill parking for Perth Football Club home games. • Examine potential for shuttle bus operating locally between Lathlain Park and external parking lot in the Town on game days. • Improve wayfinding between Lathlain Precinct and Victoria Park Train Station. • Require submission of detailed transport impact assessment with development applications for Zones 1 and 3. • Require submission of travel plan with development applications for Zones 1 and 3. • Perth Football Club and West Coast Eagles to develop localised TravelSmart programme for Lathlain Precinct as part of a condition of planning approval.	ToVP, Transperth, PFC, WCE
Pedestrians	Prioritise pedestrian movements to and around Lathlain Precinct	All	Prioritise pedestrian movements so that all users can move to and around Lathlain Precinct safely and easily.	• Install pedestrian footpaths on both sides of McCartney Crescent and Roberts Road. • With redesign of McCartney Crescent, provide for high quality at-grade pedestrian crossing points. • Improve wayfinding between Zones in Lathlain Precinct to Victoria Park Station and existing bus stops. • Provide new pedestrian footpaths within Bishopsgate Street and Roberts Road. • Provide new shared path facilities in Zone 2. • Provide community facilities to support pedestrian movements including water fountains, public conveniences, shaded seating areas, effective lighting in keeping with CPTED principles and priority street crossings.	ToVP, MRWA, residents

User	Issue	Zone	Objective	Strategy	Stakeholder
Cycling	Cycling access to, from and through Lathlain Precinct	All	Maximise opportunity for trips by bicycle to and from Lathlain Precinct	• Provide publicly available secured cycle parking facilities at highly visible access points within the Precinct at key locations in Zone 1, Zone 2 and Zone 5 as well as improvement of those provided in Zone 4. • Inclusion of end of trip facilities for staff and players within new structures in Zone 1 and 3. • Examination of local street connections for Bicycle Boulevard treatments in keeping with planning projects being undertaken by the Department of Transport. Indicatively, Rayment Street, Saleham Street and Planet Street could be examined for more detailed design. • Provision of shared paths through the Precinct to encourage community use and access to other facilities including the Lathlain Primary School.	ToVP, PFC, WCE, residents, Department of Transport
Universal Access	Access for all transport network users	All	Ensure convenient access for all users of Lathlain Precinct transport network.	• Provide requisite amount of ACROD parking bays for new developments in Zone 1 and 3. • Provide requisite amount of ACROD parking bays for Zones 2 and 5. • Provide pedestrian facilities as set out above.	ToVP, PFC, WCE, residents
Servicing	Adequate service access	All	Maintain required service access for existing and new developments.	• Incorporate servicing requirements in to developments in Zones 1 and 3. • Set out servicing impacts in transport impact assessments submitted for sites in Zones 1 and 3.	ToVP, PFC, WCE,
Construction	Managing construction traffic impacts	Zones 1, 2, 3 and 5	Minimise impacts on residents, businesses and other users of the street network resulting from construction traffic.	• Require submission of detailed construction management plans for developments in these zones. • Oversee contractor vehicle movements as per normal statutory requirements. • Limit construction heavy vehicle movements to Roberts Road when accessing sites external to Lathlain Precinct. No use of local residential streets through Carlisle or Lathlain for construction traffic.	ToVP, PFC, WCE, contractors, residents
Traffic Management	Manage impact of traffic in Lathlain Precinct	All	Manage traffic to support Lathlain Precinct Redevelopment	• Implement recommendations out of Lathlain Local Area Traffic Management Pilot Study. • Require submission of detailed transport impact assessment with development applications for Zones 1 and 3. • Examine configuration of McCartney Crescent and formalise on-street parking layout. • Implement 40 km/h speed zone within Lathlain Precinct.	ToVP, PFC, WCE, residents, MRWA

8. Planning Assessment

Clause 30(1) of the MRS sets out the following factors when determining a development application:

1. The purpose for which the land is zoned or reserved under the Scheme.
2. The orderly and proper planning of the locality.
3. The preservation of the amenities of the locality.

An assessment against these factors is provided below.

8.1 Purpose of the reserve

The purpose of the 'Parks and Recreation' reservation is to protect open space of regional significance generally for recreation, landscape and/or conservation purposes. In this regard, this Management Plan will facilitate the redevelopment of Lathlain Park to achieve an improved mix of recreation, sporting and community uses at the site, consistent with the site's 'Parks and Recreation – Restricted Public Access' reservation under the MRS.

This Management Plan addresses the Commission's Policy DC 5.3 through the identification of principles and requirements in relation to the use, development, and management of the reserve for recreational purposes.

8.2 The preservation of the amenities of the locality

Situated adjacent to the Lathlain Place local neighbourhood centre and within a relatively low density residential neighbourhood, Lathlain Park is an established facility within the local urban fabric, having served as an important football venue for the West Australian Football League since 1959.

This Management Plan seeks to ensure the continued use and development of the site for recreational and community purposes into the future, and maintain the site's established relationship with the surrounding area. This Management Plan identifies various principles and requirements to ensure the future development of the site is to a high standard and sympathetic to the surrounding area, as well as ensure any potential off-site impacts on the amenity of the locality are minimised through an agreed governance and approach to issue management.

8.3 The orderly and proper planning of the locality

Orderly and proper planning requires that planning is a logical and efficient extension of existing development, and is consistent with the current and future planning for the area. This Management Plan is consistent with this notion as follows:

- The Management Plan will facilitate land use and development consistent with the 'Parks and Recreation – Restricted Public Access' reservation under the MRS and ensure the future use of Lathlain Park for recreational purposes as is recognised under the State and local planning framework.
- The Management Plan builds upon previous planning, and public and private sector commitments for Lathlain Park, including the 'Lathlain Park Master Plan' (endorsed by Council in 2013), the 'Heads of Agreement' (executed by the Town, the Perth Football Club and the West Coast Eagles in 2013), the 'Agreement for Lease' (executed by the Town and the West Coast Eagles in 2014).
- Facilitates the enhancement and revitalisation of an existing, regionally important, recreational facility that will provide significant improvements and benefits to the visual amenity of the area, public access to open space and other community benefits.
- Facilitates a high quality built form and public realm, designed in a manner that is complimentary to the surrounding residential neighbourhood in terms of external appearance, design, height, scale and bulk.
- Capitalises on the site's excellent proximity and access to the Perth metropolitan major road network and public transport infrastructure.

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9. Governance and Management

9.1 Monitoring and Review

It is likely that new opportunities and challenges may arise over time which have the potential to impact on the use and development of Lathlain Park, for example, through changing needs and aspirations of key stakeholders and/or the local community.

In this regard it is important that the Management Plan is reviewed over time, to ensure its content remains relevant, and the potential of Lathlain Park as a community and sporting asset is realised.

Given the role of the Management Plan within the broader planning framework, a review of the Management Plan shall be undertaken every five (5) years after its approval, (possibly as part of a review of the Town's Local Planning Scheme), or other lesser timeframe as determined and agreed to by key stakeholders.

9.2 Venue Management / Agreements

As outlined earlier, the Town has entered into formal lease agreements with both the Perth Football Club and the West Coast Eagles, which set out a number of requirements and responsibilities with respect to the ongoing development, management and use of Lathlain Park.

This section outlines additional requirements and responsibilities, primarily in relation to ongoing implementation and management matters typically involving multiple stakeholders, and which are outside of the lease agreements.

Issue Management, Implementation and Stakeholder Responsibilities

Issue	Objectives/ Principles	Management Assurances	Stakeholders
Monitoring and Review	Ensure the Management Plan is subject to a process of review.	Undertake a review of the Management Plan no later than every 5 years following its approval, or such other lesser timeframe as determined and agreed to by key stakeholders.	ToVP; WAPC; PFC; WCE
	Community consultation to be undertaken as part of any review of the Management Plan.	Community consultation to be undertaken in regard to any future review of the Management Plan to the specifications of the Town of Victoria Park.	ToVP
Environment and Landscape	Landscaping treatments to be of a high quality and to provide clear delineation of public and private areas.	A Landscaping and Irrigation Management Plan shall be submitted and approved to the specification of the local government and the satisfaction of the Western Australian Planning Commission prior to the commencement of site works. The Landscaping and Irrigation Management Plan shall include detail regarding the following: • The retention of existing mature trees within landscaped areas; • A tree replacement strategy that provides for 6 new trees for every 1 existing tree removed; • The incorporation of water wise principles / native plant species within new landscaping; and • The reuse of salvaged timber from trees removed from the site in hard landscape elements (e.g. street furniture) where possible. All such landscape works shall be undertaken prior to initial occupation of new development, and maintained thereafter by the owner(s)/occupier(s).	ToVP; WAPC; PFC; WCE
	Stormwater Management	Stormwater is to be retained on-site and/or connected to the local drainage system to the specification of the local government and the satisfaction of the Western Australian Planning Commission.	ToVP; WAPC; PFC; WCE
Land Use and Development	Safe and equitable access and use of the Ovals and publicly accessible facilities.	An Operational Management Plan shall be prepared and submitted to the Town for approval prior to the initial occupation of new development which outlines responsibilities and actions with regard to: • Oval use and public access, having regard to existing lease arrangements; • The number and nature of special events in addition to that normally associated with scheduled football fixtures; • Traffic and crowd management associated with special events; • Management of, operating hours and access to community/shared use facilities; and • Waste management.	ToVP; PFC; WCE

Issue	Objectives/ Principles	Management Assurances	Stakeholders
	Reduce impact of traffic on local street network.	A Parking and Movement Network Plan shall be prepared and submitted to the Town for approval prior to the initial occupation of new development. The Plan will outline the approach and collaborative management to parking, ingress and egress from the land (by all modes of transport) and include: • The development and implementation of a travel plan to facilitate public access to and egress from the Oval Areas, including by way of encouragement of public transport; • Approach and management to special event car parking; and • Exclusive use and reciprocal parking arrangements.	ToVP; PFC; WCE
	The construction of new development will be managed to minimise the impact on the surrounding area.	A Construction Management Plan shall be submitted and approved to the specification of the local government and the satisfaction of the Western Australian Planning Commission, prior to the commencement of site works. Once approved, the Construction Management Plan is to be implemented in its entirety.	ToVP; WAPC; PFC; WCE
	Ensure signage does not detract from the amenity of the area.	Signage shall be subject to the preparation of a signage strategy for the approval of the Town.	ToVP; PFC; WCE
	Ensure development does not adversely impact on any of the stated values of significance.	A Heritage Impact Statement, prepared on advice from the Heritage Council, is to be prepared and submitted as part of any development application. New development shall be consistent with the recommendations of the Heritage Impact Statement.	ToVP; PFC; WCE
Community	Community programs which respond to the evolving health and wellbeing needs of the local community.	Implement a Community Benefits Delivery Program in accordance with the requirements of the Lease Agreement between the Town and the West Coast Eagles prior to practical completion of new development. The program is to be subsequently reviewed every 5 years.	ToVP; WCE

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Appendix 1

Feature Survey Plan

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Appendix 2

Movement Network Report

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TOWN OF VICTORIA PARK

Parking Management Plan Lathlain Precinct Area





Lathlain Parking Precinct Boundary

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Introduction

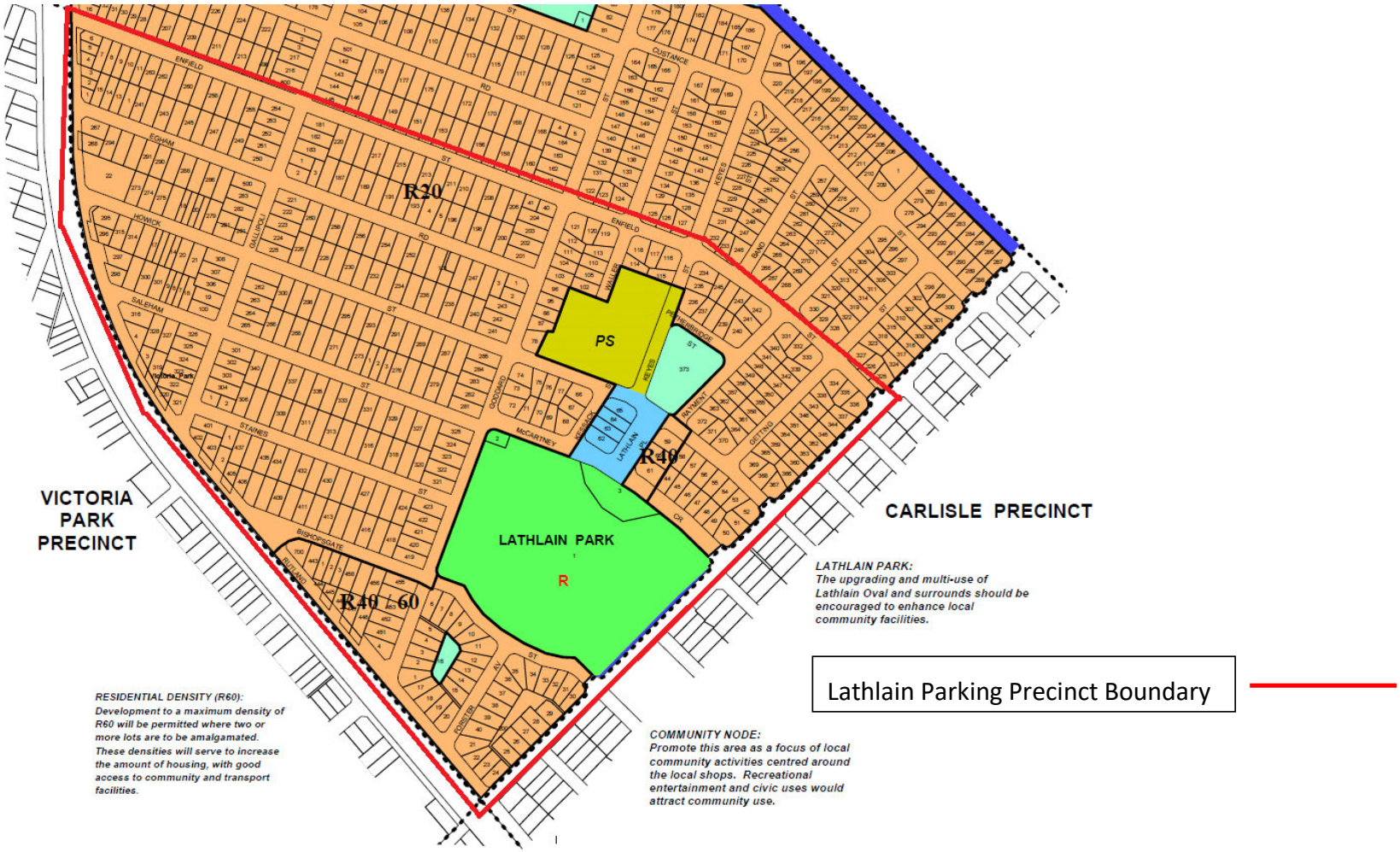
At its meeting held on 13 November 2012, Council resolved to adopt a Parking Management Plan (Plan) to guide future parking management activities in the Town. That adopted plan was part of the Town's Integrated Movement Network Strategy (IMNS) and focused on seven parking hot spots. Since this Plan has been implemented the Town has undergone significant development particularly in the Lathlain Precinct area. It is timely that a Parking Management Plan be formulated to help manage the demand for parking spaces in this particular area. The Lathlain Precinct is a relatively new area that is currently undergoing rapid and substantial development.

Recent pressures have highlighted the need for an investigation into the management of parking in this precinct. Parking facilities in this area are utilised by a variety of users such as local residents, visitors, family, businesses, employees, workers, Perth Football Club, West Coast Eagles and commuters. The location of this area is adjacent to a large recreational development [Lathlain Oval] and the newly upgraded Rayment Park.

Parking Management Environment and Issues

The Lathlain Precinct Parking Management Area is an area of the Town that is bounded by Roberts Road, Rutland Avenue and Enfield Street. It is an area that contains among other things the Victoria Park Railway Station, Lathlain Oval, Rayment Park, Lathlain Place, Lathlain Primary School and the wider residential area. The residential component of the Precinct is primarily zoned R20 with a couple of pockets of R40 and R40/60. The majority of original lots in the area are of the traditional quarter acre size of 1012m^2 with approximately 20% of these lots having been subdivided into 2 lots. It is noteworthy that the zoning density of R20 will allow all 1012m^2 lots to be subdivided placing increased pressure on the road network including traffic density and parking demand. The "Lathlain Precinct Redevelopment Project" is a major driver of development in this area and which has largely precipitated this parking management plan.

The figure below is an excerpt of the Town Planning Scheme No.1 Lathlain Precinct map that covers this area.



Excerpt of Planning Scheme No.1 Lathlain Precinct P7 plan.

What has led to an investigation into parking in this area?

- The implementation of the Lathlain Precinct Redevelopment Project which has resulted in:
  - Lathlain Oval redevelopment
  - Lathlain Place redevelopment
  - Rayment Park redevelopment
  - Construction of a Community and Scouts Building
- Resident complaints in various streets near to the Victoria Park Railway Station

Who is/may be affected by parking management in the area (both stakeholders and modes of transport)?

Stakeholders in the area include:

- Residents in streets near to the Victoria park Railway Station
- Residents in streets adjacent the Lathlain Oval
- Businesses in Lathlain Place
- Customers to businesses in Lathlain Place
- Users and supporters of the Perth Football club
- Users and supporters of the West Coast Eagles Football Club
- Users of the Victoria park Railway Station
- Users of the Community Centre
- Users of the Scout Hall
- Residents in the catchment area

Transport modes include:

- Trains utilising the Victoria park Railway Station, a designated Park and Ride facility
- Buses along Howick Street and Goddard Street

What times and days show parking trends?

- Most parking related to the Victoria Park Railway Station occurs during business hours.
- Events such as the WAFL games occur on the weekend and are responsible for most parking demand in this location.
- The high parking demand in Keyes Street occurs during school times and is likely to be from employees of the school.
- There is a very high parking demand in Kessack Street and Keyes Street at school pickup times.

What locations in the area have different concerns and demands?

- Some streets closest to the Victoria Park Train Station during business hours have a high parking occupancy. However this often only affects a small length of the street closest to the station.
- Some streets closest to the Lathlain Oval experience a high parking occupancy during WAFL games.
- Some streets closest to the Lathlain Primary School experience parking congestion at school pickup times.

What factors are influencing changes in parking behaviours in the area?

- Developments associated with the Lathlain Precinct Redevelopment Project.
- The Victoria Park Railway Station
- Possibly events at Perth Stadium

How are these factors resulting in reduced amenity?

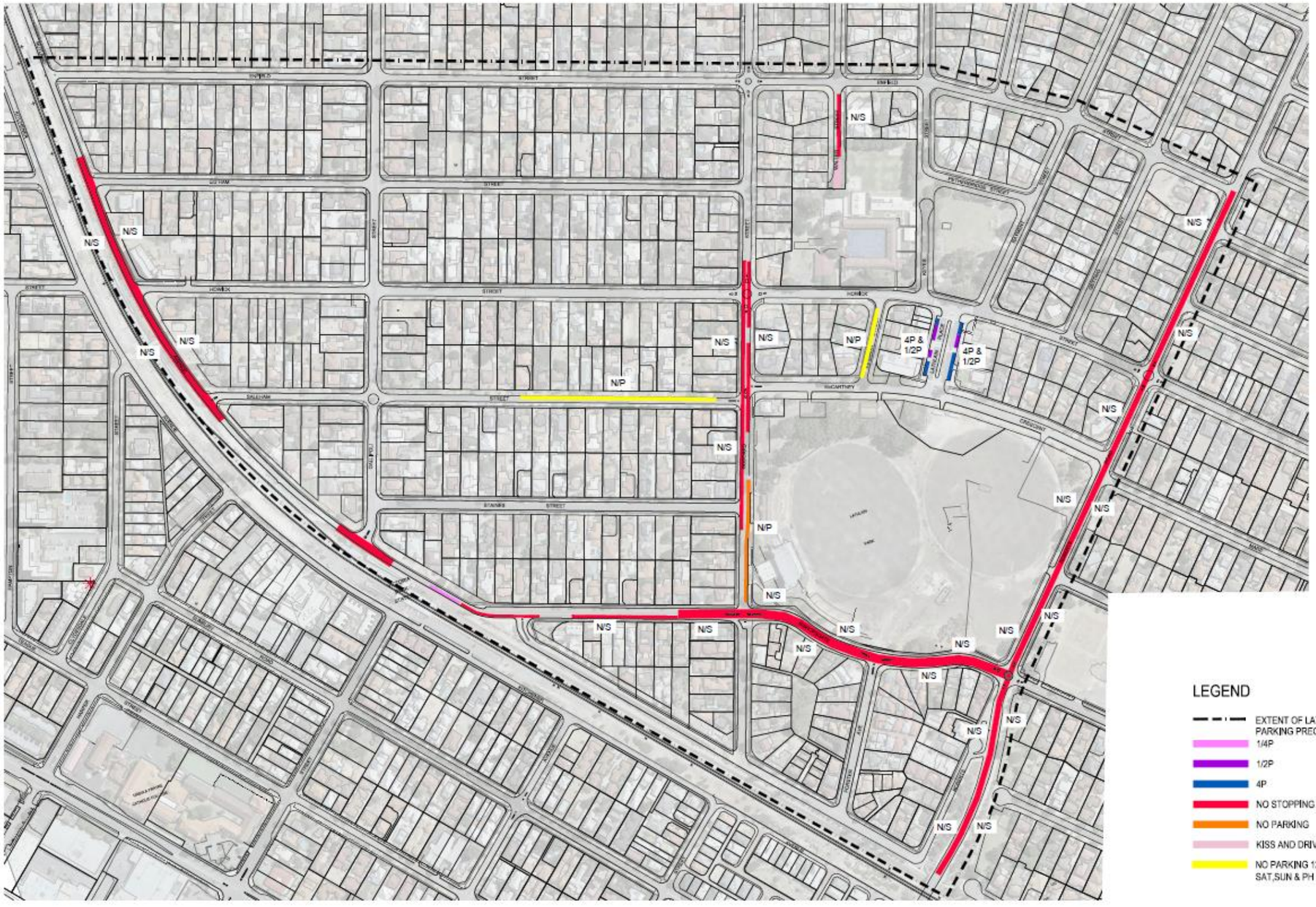
- Some streets nearest the Victoria Park Train Station experience high parking occupancy in some sections resulting in a decreased amenity in the area. However this effect is localised and only affects a short section of the street in most cases.
- Some streets nearest Lathlain Oval experience high parking occupancy in some sections resulting in decreased amenity in the area.
- Parking occupancy in Kessack Street at school pickup times is very high which results in a constrained street with vehicles parking both sides of the road, however this impact is of short duration with no complaints received.

Existing Parking Restrictions

The existing parking restrictions in the Lathlain Precinct are minimal with most streets unrestricted. The restrictions in place consist of:

- *No Stopping* and *No Parking* in some streets adjacent the Lathlain Oval during the WAFL season
- Some *No Stopping* adjacent the Victoria Park Railway Station
- 15 minute short term parking at the Victoria Park Railway Station
- A mixture of 30 minute and 4 hour parking timed restrictions recently installed at Lathlain Place.
- *No Stopping* and *Kiss'n'Ride* at Lathlain Primary School in Waller Street

The following plan overleaf shows existing parking restrictions:



Amendments				
No	Date	REVISION	By	App'd
.	.	.	.	.

TOWN OF VICTORIA PARK
99 SHEPPERTON ROAD, VICTORIA PARK

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DESIGNED	AH	04/18	SCALE 1:4000
DRAWN	AH	04/18	DATUM ASSUMED
CHECKED	.	/ /	APPROVED
RECOMMENDED			

LATHLAIN PRECINCT
LATHLAIN
EXISTING PARKING RESTRICTIONS

SHEET . OF .
DRAWING No.
Job No.

A3

Findings

Parking Occupancy Ratio

The parking occupancy of a road section is expressed as a percentage of the number of observed parked vehicles to the number of possible parking spaces on the road section. For example, occupancy of 100% would be when the road section has no more available parking spaces. Occupancy of 50% means that half the available parking spaces are occupied. For clarity and presentation of heat maps the parking occupancy has been displayed as:

Occupancy	Colour	Occupancy %
Very Low	Dark Blue	<10%
Low	Light Blue	10-30%
Medium Low	Green	30-50%
Medium High	Yellow	50-70%
High	Brown	70-90%
Very High	Red	>90%

It is not considered a problem from a traffic engineering point of view if the parking occupancy is less than 80%. Contemporary traffic engineering practice uses an occupancy rate of 85 to 95% as being a practical maximum after which the road network will experience problems. The "Austroads" publication "Guide to Traffic Management Part 11: Parking" states:

"It should be noted that a parking system operates at optimum efficiency when the system is being used slightly less than at full capacity. The occupancy at which a parking facility achieves optimum efficiency is generally accepted as being in the range of 85 to 95% of capacity (ULI and NPA 2000). Supply should therefore be about 10% higher than the estimated demand for parking when using this approach. This allowance provides for vehicle circulation and manoeuvring, operating fluctuations, and loss of parking attributable to misparked vehicles"

Occupancies greater than 50% many observers would consider the road congested and "full of cars". To manage the various complaints/requests the Town receives, a document called "Parking Complaint Management Process" was created by the Parking Management Service Unit. This was created to efficiently manage these complaints/requests and ensure they are processed in a fair, objective and consistent manner in accordance with contemporary best practice. The document recognises that the Town is in a transition phase due to urban infill and increased car ownership and that community expectation, particularly in low density areas may be at odds with increased parking occupancy. The trigger points used in the decision matrix are therefore set lower than optimum at this time with the expectation that these levels will be adjusted higher as community acceptance grows.

To determine the occupancy of parked vehicles in the streets, three scenarios were observed and analysed. These are:

1. Typical weekday traffic.
2. Typical event at the Lathlain Oval when a WAFL game was underway 21 March 2018
3. Perth Stadium event when a AFL game was underway, also 21 March 2018

For the typical weekday traffic scenario a series of video surveys were undertaken on the 2 March 2018, 6 March 2018, 7 March 2018 and 8 March 2018 at various times during the day. These observations were analysed and collated to produce an average parking occupancy percentage.

An event day at Lathlain Oval was observed on the 21 March 2018 in a series of 3 surveys taken at 10:34am, 3:20pm and 5:38pm to try to capture the parking behaviour associated with these games. This day at Lathlain Oval saw the Perth football club playing a series of games at different levels with games starting at:

- Colts 9.00am
- Reserves 11.30am
- League 2.15pm

The results from these 3 sets of observations were analysed and collated to produce a peak parking occupancy percentage in order to determine the worst case scenario for parking occupancy. As may be expected the league game drew most traffic with the peak parking occupancy happening around mid-afternoon.

In order to assess if the Perth Stadium event had an impact of the streets surrounding the Victoria Park Train Station a video survey was undertaken that same day at 5:38pm. Although the AFL game started at 6.10pm it was assumed that the most people would have parked their vehicles and been on the train by this time. The results however are complicated somewhat by any lingering impacts from the Lathlain Oval game which should have been finalised at this time. Nevertheless the results are provided here and are likely to be a worst case scenario.

The figures below show these various parking occupancies as heat maps. For detailed information the values have been tabulated and included as Appendix 1

The findings of these occupancy surveys are:

For the normal weekday scenario:

1. There is a very high occupancy in:
    - Bishopsgate Street on the south side in the 4 indented parking bays near the intersection of Rutland Avenue.
    - Gallipoli Street on the north side between Staines Street and Saleham Street

2. There is a medium high occupancy in:
    - Bishopsgate Street on the north side between Rutland Avenue and Goddard Street.
    - Staines Street on the south side between Gallipoli Street and half way to Goddard Street.
    - Forster Avenue on the north side between Rutland Avenue and Bishopsgate Street.

- Keyes Street between Howick Street and Petherbridge Street

3. There is a medium low occupancy in:
   - Gallipoli Street on the south side between Staines Street and Saleham Street
   - Staines Street on the north side between Gallipoli Street and half way to Goddard Street.
   - Forster Avenue on the south side between Rutland Avenue and Bishopsgate Street.
   - Bishopsgate Street on the north side between Rutland Avenue and Gallipoli Street in the 4 indented parking bays.
   - Roberts Road on the north side between Rutland Avenue and cul-de-sac end
   - Gallipoli Street on both sides between Howick Street and Egham Street adjacent the local shopping centre
   - Waller Street on the south side between Enfield Street and cul-de-sac end.
   - Rayment Street on the north side between Howick Street and Petherbridge Street.
   - Howick Street on the south side between Keyes Street and Rayment Street

4. All the other streets in the area have a very low to low occupancy rate between 0% - 30%.

5. The streets with the very high occupancy rates have available parking close to the Victoria Park Railway Station.

6. The impact of the train station does not appear to exceed a distance of 400m. This is consistent with Western Australian Planning Commission document "Liveable Neighbourhoods" which states:
   "Typically, most people will consider walking up to 400m (5 minutes), or 800m (10 minutes) to a train station or town centre to daily activities."

7. Bishopsgate Street experiences a medium high to very high occupancy rate. This may be due to its proximity to the train station. It may also be due to the demand from local residents as much of this section of the street has experienced "urban infill" development. It is noteworthy that parking has been significantly limited in this street due to the installation of cycle lanes and a continuous white dividing line which prohibits parking availability.

8. Staines Street appears to be attractive to train commuters. This is probably due to its quiet nature and width of 10m which comfortably allows parking both sides and two way traffic flow. The affect however is limited to about half way to Goddard Street whereupon it has a low occupancy rate.

9. Gallipoli Street between Staines Street and Howick Street also appears to be very attractive to train commuters. This is probably due to its width of 10m which comfortably allows parking both sides and two way traffic flow. This impact however is very limited as past Howick Street it has a very low occupancy rate.

10. Forster Avenue has a medium low to medium high occupancy rate. This is likely due to the largely mature urban infill development in this location and its density coding of R40/60. Possibly Bishopsgate Street which provides no parking potential between Roberts Road and Goddard has contributed to this although there is plenty of overflow parking potential in Rutland Avenue nearby which would mitigate this issue.

11. Keyes Street between Howick Street and Petherbridge Street has a medium high occupancy rate. This is however adjacent the Lathlain Primary School and appears to function as a carpark for the staff and visitors to the school.

For the Lathlain Oval event scenario:

1. There is a very high occupancy in:
    - Gallipoli Street between Staines Street and Saleham Street.
    - Gallipoli Street on the north side between Saleham Street and Howick Street.
    - Staines Street between Gallipoli Street and Goddard Street
    - Saleham Street between Gallipoli Street and halfway up to Goddard Street
    - Bishopsgate Street on the south side between Rutland Avenue and Goddard Street.
    - Forster Avenue
    - Goddard Street between Bishopsgate Street and Saleham Street
    - McCartney Street between Goddard Street and Roberts Road
    - Lathlain Place

2. There is a high occupancy in:
    - Bishopsgate Street on the north side between Rutland Avenue and Goddard Street.
    - Saleham Street on the south side between Goddard Street and half way up to Gallipoli Street
    - Rayment Street on the north side between Howick Street and Petheridge Street
    - Petheridge Street on the south side
    - Roberts Road on the north side between Rutland Avenue and cul-de-sac end

3. It is evident that patrons to the Lathlain Oval are trying to obtain parking as close as possible to the venue.

4. Parking management on the day resulted in the south side verge of McCartney Crescent being used for informal 90 degree angle parking and was very heavily utilised.

5. It was observed that there was significant illegal parking in Kessack Street and Saleham Street in contravention of the no parking signs installed specifically for the WAFL season.

6. Lathlain Place appears to be utilised for event parking and this may be adversely affecting some businesses in this location.

7. The impact of the event generally appears to be constrained within a 400m radius of the event entry gates.

For the Perth Stadium event scenario:

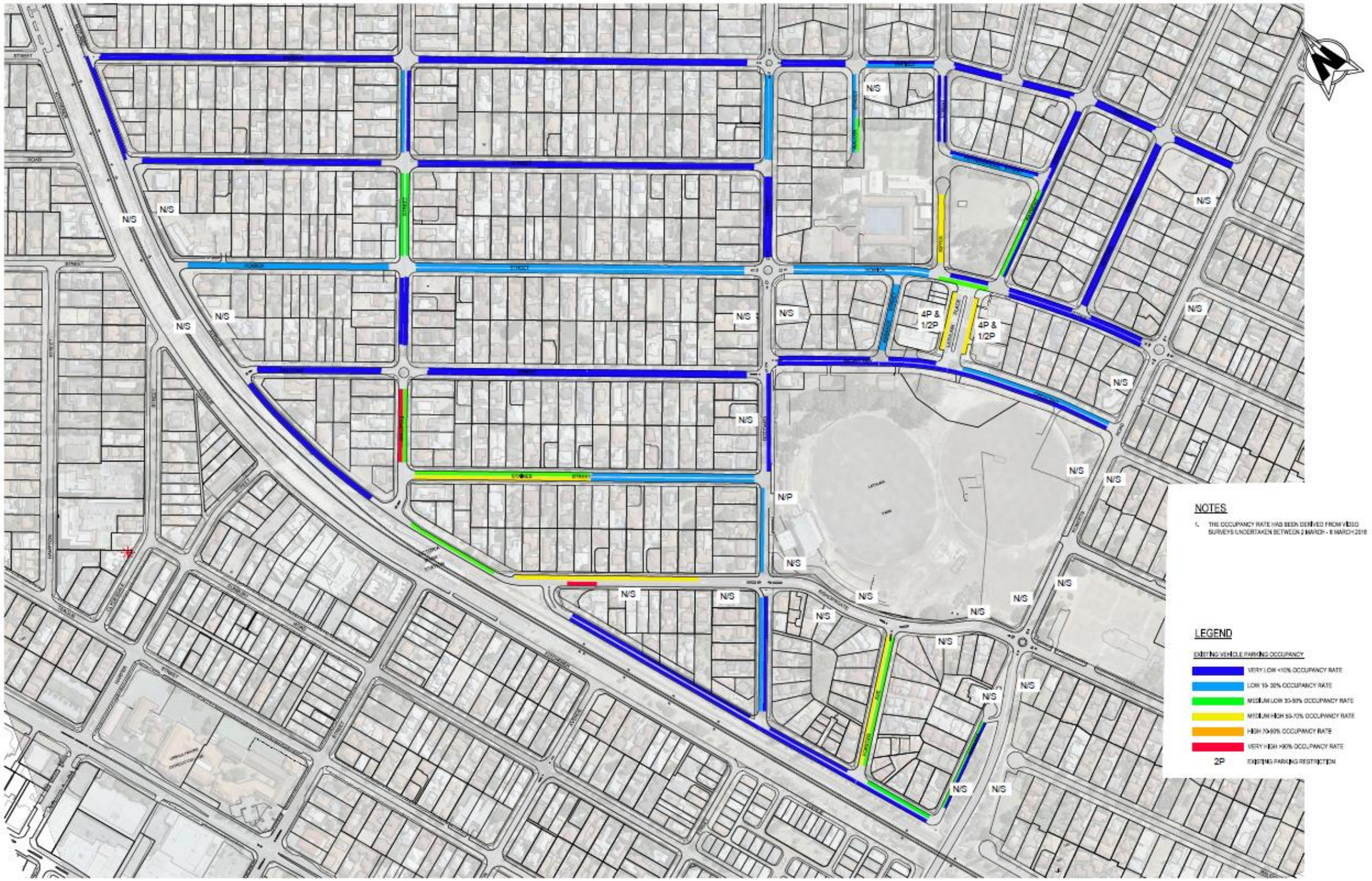
1. There is a very high occupancy in:
    - Gallipoli Street between Staines Street and Saleham Street.

2. There is a high occupancy in:
    - Bishopsgate Street on the south side between Rutland Avenue and Goddard Street.
    - Rutland Avenue on the north side between Rutland Avenue and Gallipoli Street.
    - Staines Street on the north side between Gallipoli Street and halfway up to Goddard Street.

3. It appears that the impact of the Stadium event has had a limited impact to the parking occupancy rate in the nearby streets. However the residual impact from the Lathlain Oval event is very likely affecting these measurements. The only conclusion that can be drawn is that the parking occupancy at this time is less than the peak parking occupancy during the Lathlain Oval event.

General observations:

- The Victoria Park Train Station appears to have limited impact on the nearby streets with only a fairly small length of Staines St and Gallipoli Street being unduly affected. Bishopsgate Street shows a very high occupancy in the indented car parking bays on the south side closest to Rutland Avenue but as there are only 4 bays available these may be residents and not commuters.
- There is underutilised parking available in Rutland Avenue between Bishopsgate Street and Roberts Road. This is ideally located to service the Victoria Park Railway Station and the Lathlain Oval.
- There is underutilised parking available in the area within 800m of the Lathlain Oval. It is noteworthy that the Western Australian Planning Commission document “Liveable Neighbourhoods” states:
    “Most people will consider walking up to 400 metres to access services and facilities, or 800 metres to a train station or higher-order centre” It is therefore reasonable to assume that the current demand for event parking does not outstrip supply at this time.



Amendments

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TOWN OF VICTORIA PARK
99 SHEPPERTON ROAD, VICTORIA PARK

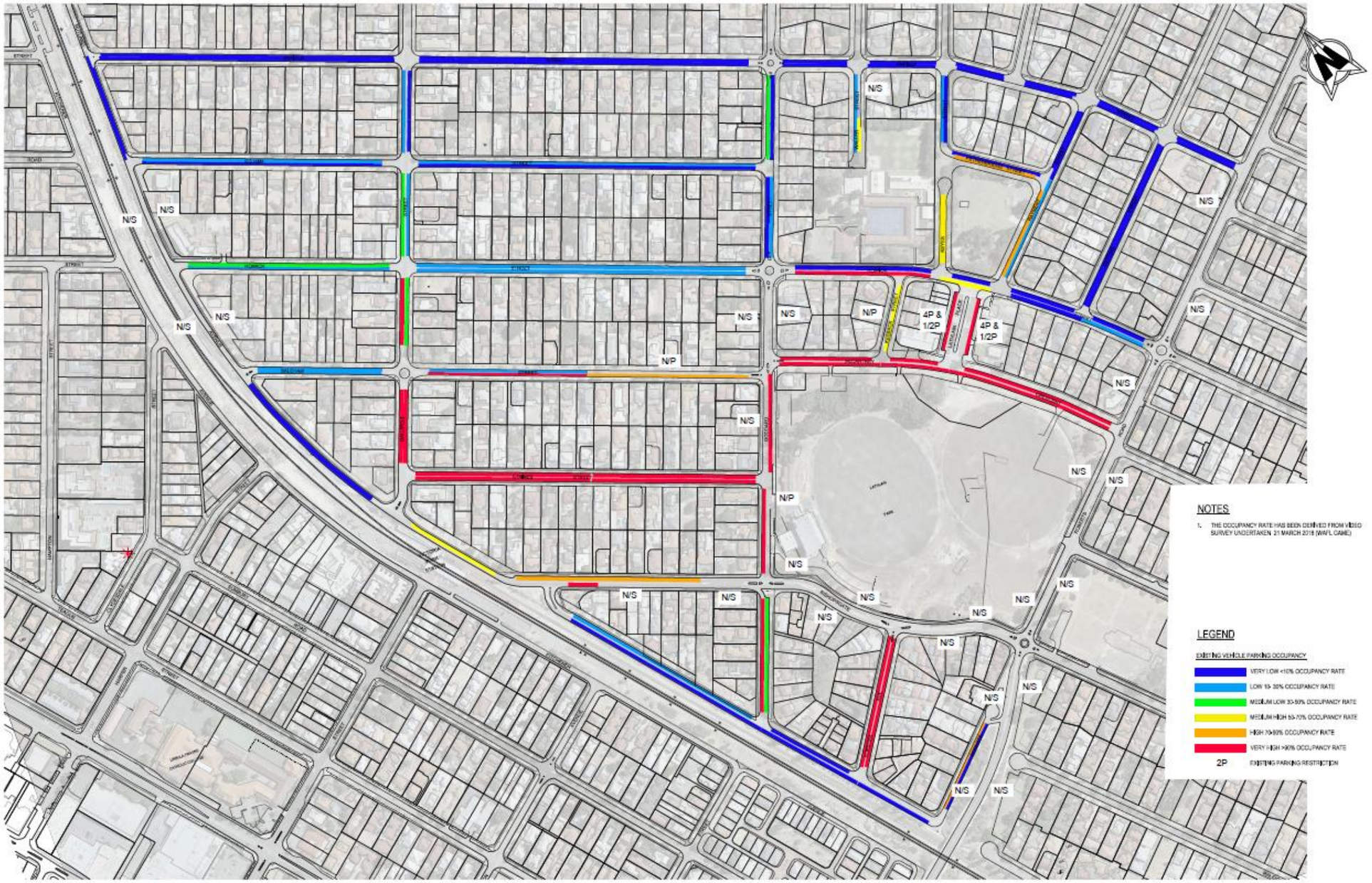
THIS DRAWING REMAINS THE PROPERTY OF THE TOWN OF VICTORIA PARK AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF THE DIRECTOR TECHNICAL SERVICES

DESIGNED	AH	04/18	SCALE 1:4000
DRAWN	AH	04/18	DATUM ASSUMED
CHECKED	.	/	APPROVED
RECOMMENDED			

LATHLAIN PRECINCT
NORMAL WEEKDAY
EXISTING PARKING OCCUPANCY HEAT MAP

SHEET . OF .
DRAWING No. .
Job No.

A3



Amendments

No	Date	REVISION	By	App'd
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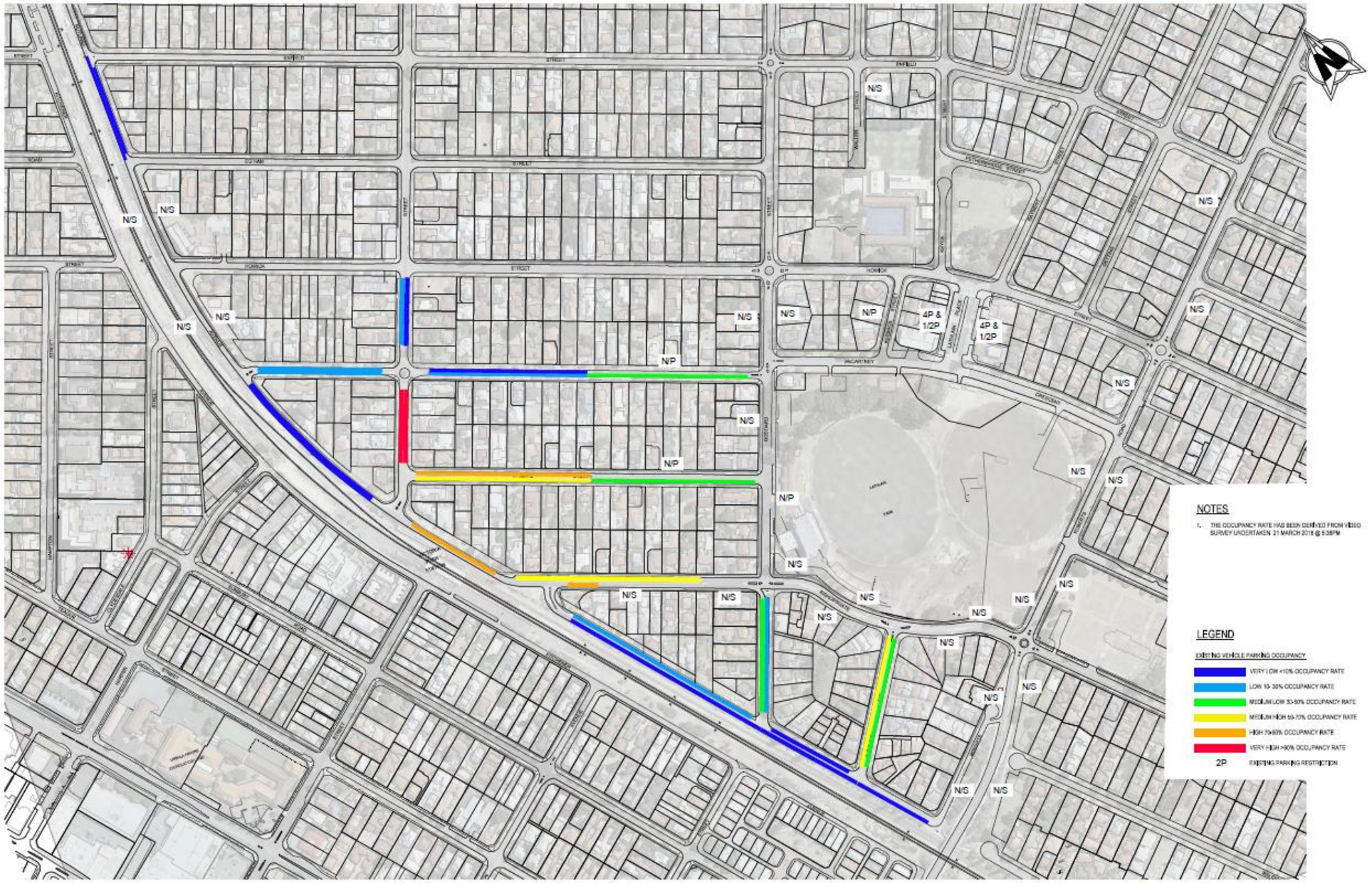
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CHECKED	.	/	APPROVED
RECOMMENDED			

LATHLAIN PRECINCT
WAFL EVENT
PEAK PARKING OCCUPANCY HEAT MAP

SHEET . OF .
DRAWING No. .
Job No.
A3



Amendments				
No	Date	REVISION	By	App'd
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TOWN OF VICTORIA PARK
99 SHEPPERTON ROAD, VICTORIA PARK

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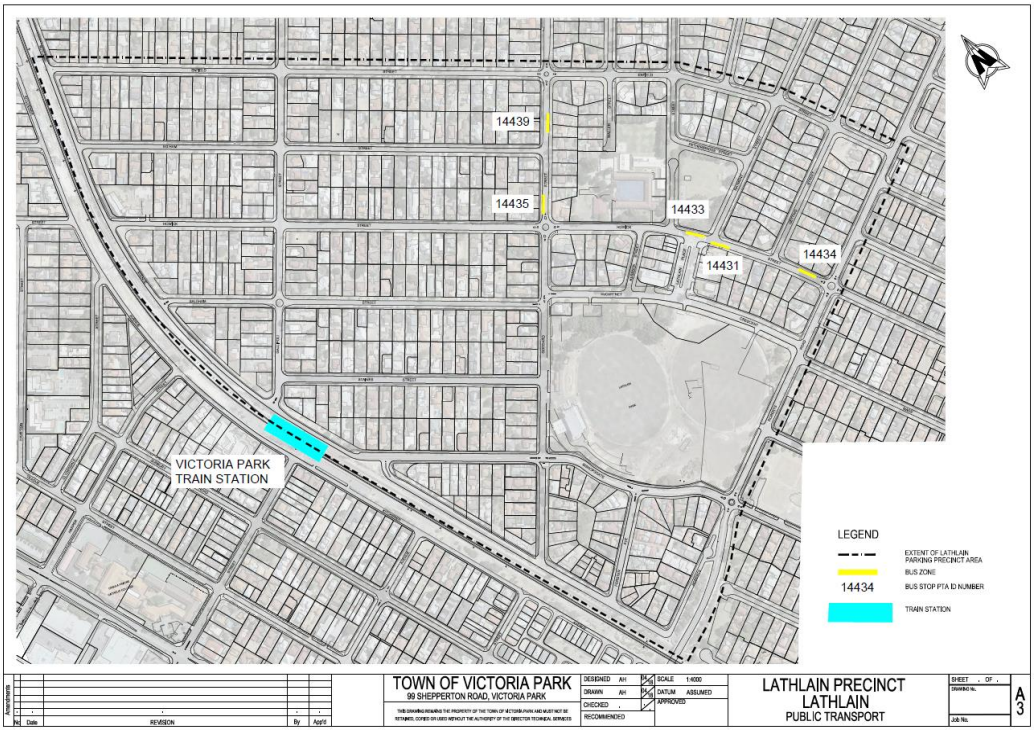
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CHECKED	,	/	APPROVED
RECOMMENDED			

LATHLAIN PRECINCT STADIUM EVENT
PEAK PARKING OCCUPANCY HEAT MAP

SHEET . OF .
DRAWING No. .
Job No.
A3

Public Transport

Statistics for bus and train services have been obtained from the Department of Transport to determine the level of passenger numbers alighting and departing their trips at various bus stops and the Victoria Park Train station within the study area. These statistics have limited value at this stage but have been obtained to provide "Baseline" statistical data that will enable future reviews to be undertaken that help assess the impact to public transport after parking restriction changes have been made. A complete table and figures provided in *Appendix 4* shows the passenger numbers alighting and departing from the various bus stops in the area. The ID number is the Public Transport Authority identification number. The associated plan indicates the location of the bus stops with the ID number and the train station.



Stakeholder Requests and Complaints

In addition to the surveys undertaken to measure the satisfaction level of stakeholders with the current parking situation, the Towns records management system "Trim" was investigated for parking related complaints received in the five year period up to April. A summary of the main issues in order of the number of complaints received in this period is listed below. A complete table of the feedback is included as *Appendix 2*:

No of Complaints	Stakeholder Issue:	Notes:
7	Footpath Obstruction	
6	Other	
5	Illegal verge parking	
4	Illegal Parking	
2	Parking Restriction request	
2	Obstructed Crossover	
2	Sightline problems	
2	Lack of Parking	Bishopsgate St and Forster St
Total = 30		

According to correspondence received there does not appear to be any particular trend that would indicate a problem.

Further investigation was also undertaken with the Towns customer service management system "CRMS" to determine any problem trends in the area. All streets were investigated for complaints and only Staines Street and Goddard Streets had more than 3 parking related complaints/requests. These were largely related to illegal parking where crossovers were being obstructed and illegal verge parking. Several complaints occurred during events at the Lathlain Oval. This appears to be mainly an enforcement issue.

Public Consultation including Business and Resident Surveys

Public consultation was undertaken to investigate the satisfaction levels of residents with regard the existing parking environment and current parking restrictions. The opportunity was also taken to gain knowledge of any other parking related problems in the area. This was done by posting letters to all residents in the Lathlain area, handing out flyers to businesses and erecting posters around Rayment Park and Lathlain Place inviting people to participate in the consultative process and to access the Towns "My Thoughts" page where a survey could be undertaken. There were 869 letters posted out in addition to the posters and flyers which resulted in a total of 27 submitted survey forms. Some statistics are:

- Only 1.8% of Lathlain residents completed the survey.
- Residents in 8 streets out of a total of 19 (42%) responded to the survey.
- 9 respondents (33%) were patrons of the "Cherrybomb" beauty parlour.
- 9 respondents (33%) were satisfied with the current parking restrictions in the area

- 11 respondents (41%) were not residents of the area.

The “Cherrybomb” participant’s general complaint was that 4 hours is insufficient for a visit and that the existing 30 minutes and 4 hour parking restrictions unfairly prejudiced this business and their clients. It is noteworthy though that plenty of all day “free” parking is available within 100 metres (approx. 1 minute walk) in McCartney Crescent and Rayment Street. The streets that were mentioned in the survey, other than Lathlain Place (Cherrybomb) were the streets closest to Lathlain Park that are effected by event parking.

The following figure is a summary of the survey questions, responses and comments from participants.

Street	Street Section	Number	Questions														
			Qre you a resident or ratepayer in the Lathlain Area	Owner or Renting	Type of property	Available car spaces on property	Have you noticed increase in vehicles parking in the street	Would you supporttimed parking erictions in your street	f so what time period	Reason for answer	Would you supporttime retrictions on Lathlain Oval event days	Reason for visit	Are you satisfied with current parking restrictions in area	Comment	Do you experience any issues with parking in the area	What are they	Other comments
Bishopsgate St																	
Egham St																	
Enfield St																	
Forster St																	
Gallipoli St																	
Getting St																	
Goddard St	Enfield to Cookham	[redacted]	Yes	Owner	House	2	Yes	Unsure		Current parking levels don't warrant restrictions	No		Yes	"There is increased car activity at Lathlain Oval presumably due to the Eagles coming in (requiring a bit more care driving/riding through this area), but generally it has not been noticed as far down as my house which is closer to Orrong Rd and it doesn't currently seem like a big problem. The true effect of the Eagles moving it might only be known a year or so into the future"	No		
	Rutland to Bishopsgate	[redacted]	Yes	Owner	Unit	2	Yes	No					No	"Unit 2 No 9 Goddard St has 6 residents each one with a vehicle. 5 of these park in the street, one parks in front of the garage door of his residence. In addition there is a vehicle parked in their garage which belongs to someone else who does not live in the house"			
		[redacted]		Owner	House	1	Yes	Yes			Yes		No	Biggest problem is unit dwellings - insufficient parking for them + visitors on their residence. Street is full so services face difficulty.	Yes	Parking both sides of narrow Streets like Forster are a nightmare to traverse.	
Howick St	Rutland to Gallipoli	[redacted]	yes	owner	house	3	no	unsure			yes		yes	"Timed restrictions may be appropriate further down Howick St, closer to Lathlain Park, but I would prefer that restrictions are not implemented. Some restrictions may be appropriate on event days"	yes	Some congestion occurs at the corner of Howick St with Rutland Ave. People park there and catch the train and sometimes park with vehicle pointing the wrong way or too close to intersection, creating a hazard.	
Kessack St																	
Keyes St																	
Lathlain Pl		[redacted]	no									Work	no	"Half an hour is not long enough for a coffee or a visit to the child health nurse"	yes	I carry large equipment to and from my car. Sometimes there is no parking out the front of the centre. If there is parking I have to move my car after 4 hours in the middle of my working day. The child health nurses should have allocated bays or parking permits to allow us to park close to the building. There are way too many motorcycle bays both on Lathlain place and near Rayment park that I have never seen utilised.	
McCartney Cr	Roberts to Lathlain Plc	[redacted]		Owner	House	3	Yes	Yes					No	"We are not aware of any parking restrictions. We wish parking restricted only to the oval side of McCartney Crescent"	Yes		
Petheridge St																	
Rayment Street	Enfield to Custance	[redacted]	Yes	Owner	House	4	No	No		Doubt that timed restrictions would be warranted. Wants permit for residents if introduced.	yes		yes	"We generally walk around the area, and don't have a need to park in the suburb, unless visiting friends from time to time via car"	YES	Problems with crossing Howick St at crossing near Kettle Cafe due to parked vehicles. Suggested banning parking on raised plateau.	
Roberts Rd																	
Rutland Av	Enfield to Egham	[redacted]	Yes	Owner	House	2	No	No		Rutland ave is a thoroughfare so there is little parking utilised on Rutland ave so it is not an issue.	No		Yes	"This generally occurs on weekends on event days for the stadium. generally WAFL days the crowd parking is not excessive due to old bowling grounds being used"			
	Bishopsgate to Goddard	[redacted]	Yes	Owner	House	1	Yes	No		Inconveniences local residents. Preference is a permit system.	No		Yes	"When you live in a inner city area and close to a train station you simply know that you have to put up with parking in your street"			
Saleham St	Rutland to Gallipoili	[redacted]	Yes	Owner	House	4	Yes	No					no	Don't want any time restrictions and resident permits. "I want clearly marked parking bays on one side of streets only" Parking on both sides of street a problem as narrow.	yes		We noted that we had significant parking along Staines, Gallipoli and Saleham street on this Saturday.
	Gallipoli to Goddard	[redacted]	Yes	Owner	House	2	Yes	Yes	3Hrs		Yes		Yes	"However, there doesn't appear to be any enforcement when cars are parked on both sides of the road on game days"	No		
	Gallipoli to Goddard	[redacted]	Yes	Owner	House	2	Yes	No		"The issue of parking was well known prior to the development and there were no major issues then so why now"	No		Yes	"We are happy with the redevelopment of Lathlain Park and were well aware there would be increased public parking in our street. The vast majority of the people parking are doing the right thing without any inconvenience to our selves. By restricting the parking further is only going to inconvenience ourselves"	No		
	Gallipoli to Goddard	[redacted]	Yes	Owner	House	2	Yes	Yes			Yes		Yes		No		
Staines St	Gallipoli to Goddard	[redacted]	yes	owner	unit	2	yes	yes	4 hrs		yes		no	"We don't want to live in an area like Subiaco were a negativity attitude prevails"	yes	Traffic blocks access to Goddard St on practice days	
	Gallipoli to Goddard	[redacted]	yes	owner	unit		yes	no					no	Lost oval car park means more cars parked in streets	yes	There are more cars wanting to park at the oval.	
Waller St																	
Other outside of Lathlain area																	
Forrestfield			no									work	no	"Working on lathlain place, parking is difficult to get when working. Clients struggle to park for enough time as well. I'm here 9-9 some days and the 4 hour parking doesn't cover that"			
Heathridge			no									Hairdresser	no	4 hr timed restriction too short for visit to Cherrybomb. Permits could be issued to Cherrybomb customers.			
Collie			no									Hairdresser	no	4 hr timed restriction too short for visit to Cherrybomb and local shops.			Change the parking time or allow businesses to hand out parking passes that allow users of their businesses to park closer to their stores.
Cloverdale			no									Hairdresser	no	"I attend a hair salon, sometimes my appointments will go for hours. I'm unable to shift my car during this time"			Please don't allow minimum parking near and around a
Kalamunda			no									Hairdresser	no	"There are new parking signs which are restricting the amount of hours we can conveniently park for our appointments at the beauty parlour. Often the appointments are between 2 & 5 hours depending on what is being done and the restrictions make it difficult to enjoy the procedure"	yes	Sometimes the time is not enough!	
Not given			no									Hairdresser	no	"Sometimes my appointments at cherrybomb can put more than 4 hours long. Don't want to pay for parking. Why not have parking permits for cherrybomb customers who know their appointments will be longer than 4 hours. Which cherrybomb can hang on too"			If there is illegal parking then fix it with angle parking which you could get more cars in around the football oval.
Ballajura			no									Hairdresser	no	"Quite often the 4 hr long bays are full, and most time hair appointments can take longer than 4 hours. With a new cafe just opened it is impossible sometimes to get a bay of any sort in the area. Would like more bays on oval or longer parking times. No limit at all would be good. It's only a small car park"	yes	School close by and parents park in the shopping section too.	
Sunbury St Victoria Park			no									Hairdresser	no	"Time limits on parking at Lathlain Precinct and no permits for Victoria Park residents. We pay rates and still have to pay for parking!"	yes	Non residents parking to catch public transport.	
Leeming			no									Hairdresser		"My appointment times range from 1.5 hrs to 4.5 hrs. I cant leave to move my car. We need unlimited time bays assigned to the shop. Many eye and hair processes take a long time"	yes	Not having a correct bay to use	Simply assign enough bays to each shop depending on service provided
Not given			no									Hairdresser		"There are too many half hour spots.Hairdresser and restaurant visitors need at least 1.5 hours per visit"	yes	Not enough space to park, especially around school hours	
Woodbridge			no									Business		"My appointment is never half an hour and sometimes more than 4 hours"	yes	Not enough parking for long enough.	
[redacted] Maple St			Yes	Owner		4	Yes	No			No		Yes	"If we want people to come to Lathlain oval for Football and social events, then parking needs to remain open or timed restrictions sufficiently long to make them useless. There has been an increase in parking on Optus Stadium event days. Again, I don't believe this needs to be time restricted at this point in time. We don't seem to have an issue with all day parking at this time"	No		I live in Maple St and timed restrictions are not necessary.

Parking Offence Rates

Offence rates have been investigated to determine the number and nature of offences by motorists in all of the streets in the Lathlain Precinct. This investigation provides "Baseline" statistical data that will enable future reviews to be undertaken that assess the impact to offence characteristics after parking restriction changes are made. The Towns "Autoissue" infringement management software contains records of all infringements issued by TOVP parking officers. These are in turn exported to the Towns corporate software system "Authority" which the following data has been derived from. Each street has been investigated and the results are presented in the Table below.

The findings of the investigation into offence rates indicate:

1. There is a high offence rate in:
    - Goddard Street for stopping or parking contrary to a *No Stopping* or *No Parking* area.
    - There is a high offence rate in Saleham Street for stopping or parking contrary to a *No Stopping* or *No Parking* area.
2. The offences mentioned above for Saleham Street and Goddard Street are primarily connected with the Lathlain Oval events. Two thirds of Saleham Street between Gallipoli Street and Goddard Street has parking restrictions that prohibit parking a vehicle between 12 noon and 6pm on weekends and public holidays between the months of March to September, the WAFL football season. Conversely, Goddard Street has similar restrictions between Bishopsgate Street and McCartney Crescent and all similar offences have occurred in the same period. Given the large number of vehicles drawn to these events and the time period investigated the above would be considered typical of this situation.

Offence Type							
Street	Parked Contrary to "No Stopping/No Parking" sign	Parked Contrary to Direction of Traffic Flow	Obstructing Footpath or Pedestrian Crossing	Obstructing Crossover	Parking Illegally On Verge	Other	Number of Infringements issued April 2017 - April 2018
Bishopsgate Street	9	2	1			2	14
Egham Street			1		1		2
Enfield Street		4					4
Forster Street		4					4
Gallipoli Street	2	6					8
Getting Street							0
Goddard Street	53	2	3	1			59
Howick Street	6	7	1			2	16
Kessack Street	3		2				5
Keyes Street	2						2

Offence Type							
Street	Parked Contrary to "No Stopping/No Parking" sign	Parked Contrary to Direction of Traffic Flow	Obstructing Footpath or Pedestrian Crossing	Obstructing Crossover	Parking Illegally On Verge	Other	Number of Infringements issued April 2017 - April 2018
Lathlain Place						1	1
McCartney Crescent		1	1			1	3
Petherbridge Street							0
Roberts Road							0
Rutland Avenue		2	6				8
Saleham Street	43	3	1				47
Staines Street		5	7				12
Waller Street			1				1
					Total Number of Infringements		**186**

Road Safety Assessments

An assessment of the street network has been undertaken to determine if there are safety concerns with regard to the existing parking environment. Two issues were examined being:

- Narrow streets with the ability to park on both sides of the road and a high recorded parking occupancy.
- Intersection sightlines.

Narrow Streets

The following table indicates the streets in the area with their width, parking occupancy rate, traffic volume and 85th percentile speed. Most streets in the area have a width of 7.4 and 10m. These widths allow parking both sides of the road with one way traffic flow for a 7.4m width and two way traffic flows in the case of streets with a 10m width. The only streets that have a narrower width are parts of Rutland Avenue and the service road section of Roberts Road. The narrower section of Rutland Avenue currently has a very low parking occupancy and the section of Roberts Road had parking observed on one side of the road only. Although there were no traffic counts for this section of Roberts Road it has been observed as being very quiet. Therefore these narrower road sections at this time are not considered a problem. However the narrower section of Rutland Avenue should be monitored as it has a reasonably significant traffic volume and recorded traffic speed and therefore should be considered for parking restrictions if the parking demand increases.

Street	Carriageway Width	Average Occupancy Rate	Traffic Volume Per Day	85% Speed Km/hr	Comment	Problem Y/N
Bishopsgate Street	7m	71%	2011	62	Has indented parking which allows 2 way traffic flow.	N
Egham Street	7.4m	3%	296	51		N
Enfield Street	7.4m	2%	1959	56	This street has recently had LATMs installed and after the count	N
Forster Street	10.0m	49%	No Count	No Count		N

Street	Carriageway Width	Average Occupancy Rate	Traffic Volume Per Day	85% Speed Km/hr	Comment	Problem Y/N
Gallipoli Street	10.0m	31%	1118	54		N
Getting Street	7.4m	5%	268	54		N
Goddard Street	10.0m	11%	2703	53		N
Howick Street	7.4m & 10.0m	12%	428	43		N
Kessack Street	7.4m	20%	93	32		N
Keyes Street	7.4m	2%	104	38	Enfield to Petherbridge	N
Lathlain Place	2 of 6m one way carriageways	61%	345	23	Pre Upgrade works	N
McCartney Crescent	10.0m	7%	628	46		N
Petherbridge Street	7.4m	14%	137	40		N
Rayment Street	7.4m	15%	405	43		N
Roberts Road	6.0m	16%	No Count	No Count		N
Rutland Avenue	6.5m & 10.0m	6% 6%	1643 -6m 238 -10m	54 55		N N
Saleham Street	7.4m	3%	326	52		
Staines Street	10.0m	35%	194	52		N
Waller Street	7.4m	30%	No Count	No Count	Cul-de-sac	N

Intersection sightlines

All intersections within the study area have been assessed for satisfactory intersection sight line distance using the criteria contained in the "Parking Complaint Management Process" document mentioned. This document uses information which is derived from the "Austroads" publication "Guide to Road Design Part 4A: Unsignalised and Signalised Intersections"

Note:

- Intersections which have roundabouts, continuing roads with no parking allowed or a speed environment less than 20km'hr have not been included in this analysis as these are considered satisfactory for safe intersection control.

- Although the road Traffic Code 2000 states "A person shall not stop a vehicle on a carriageway so that any portion of the vehicle is within 10 m of the prolongation of the nearer edge of any intersecting carriageway" this distance is often insufficient to allow suitable sight distance for intersection safety.

The following table shows the intersections assessed and whether they comply or not. It can be seen that many do not comply and these should be investigated further with regard installing no stopping restrictions or modifying the intersection geometry to improve sight line distance.

Intersection	Existing Restrictions Y/N	Average Parking Occupancy Rate (Continuing Road)	Traffic Volume Per Day	85%ile Speed Km/hr	Intersection Sight Distance Complies with Standard Y/N	Comment
Enfield/Waller	Y	Low	1959	56	?	Has raised plateaux installed 20km/hr
Enfield/Keyes	N	Low	1959	56	N	
Enfield/Rayment	N	Very Low	1959	56	N	
Enfield/Getting	N	Very Low	1959	56	N	
Gallipoli /Egham	N	Medium Low	1118	54	N	Has nib extensions
Gallipoli /Enfield	N	Low	1118	54	N	Has nib extensions
Gallipoli/Howick	N	Medium Low	1118	54	N	
Gallipoli/Staines	N	Medium Low	1118	54	N	
Goddard /Egham	Y	Low	2703	53	Almost	
Goddard/Staines	Y	Low	2703	53	Y	Has yellow N/S lines
Goddard/Saleham	Y	Very Low	2703	53	Y	Has yellow N/S lines
Goddard/McCartney	Y	Very Low	2703	53	Y	Has yellow N/S lines
Howick/Getting	N	Very Low	428	43	N	

Intersection	Existing Restrictions Y/N	Average Parking Occupancy Rate (Continuing Road)	Traffic Volume Per Day	85%ile Speed Km/hr	Intersection Sight Distance Complies with Standard Y/N	Comment
Howick/Kessack	Y	Low	428	43	Y	OK as 20km/hr speed limit on south side
McCartney /Kessack	N	Very Low	628	46	N	
Rayment/Petherbridge	Y/&N	Medium Low	405	43	Y&N	North side does not comply
Rutland/Egham	Y&N	Very Low	1643	54	Y&N	North side does not comply
Rutland/Forster	N	Low	238	55	N	
Rutland/Gallipoli	Y	Medium Low	1643	54	Y	
Rutland/Goddard	N	Very Low	238	55	N	

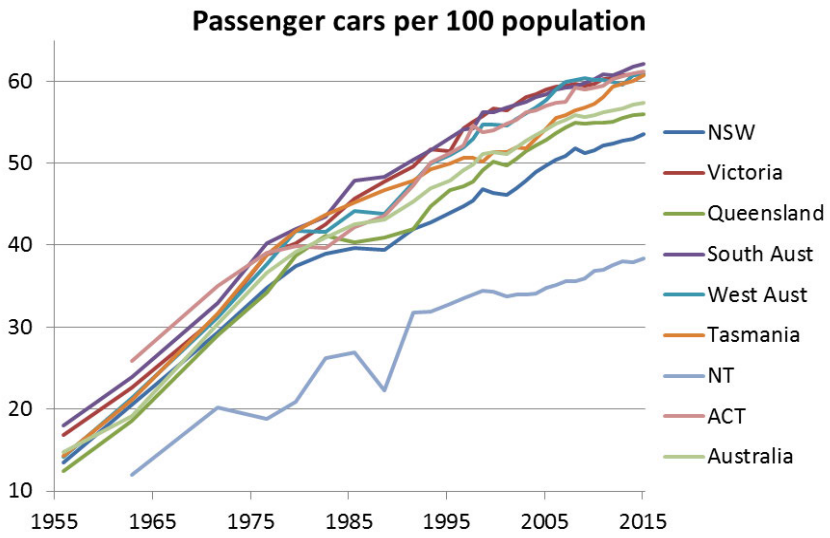
Future Developments

There are two main drivers of development in the area and they are:

- Urban infill
- Lathlain Precinct Redevelopment Project.

Urban infill is where the current large original lots will be subdivided in two or more to create additional lots. This has the potential to more than double the current number of dwellings in the area and significantly increase the number of motor vehicles. This is an ongoing process and is likely to take many years. The Lathlain Precinct Redevelopment Project is underway with the completion of the Rayment Park upgrade and Lathlain place Upgrade including a Scouts building and community building. The Lathlain Oval redevelopment is also well underway.

It is noteworthy that the number of potential motor vehicles in the area may not simply increase in proportion to the number of dwellings. The graph below demonstrates that car ownership is increasing per capita as time goes on and although the growth rate is slowing it has far from peaked. In 2015 the number of passenger vehicles per 100 people in Western Australia was about 61. The average number of persons per dwelling in Australia in 2016 was 2.6. Therefore if the number of dwellings doubles which is planned in the Lathlain area, motor vehicles will increase by a factor of 0.61*2.6 = 1.6 per dwelling at current car ownership levels.



Source Australian Bureau of Statistics and https://chartingtransport.com/

Summary of Findings

Occupancy Rate

To manage the various complaints/requests the Town receives, a document called "Parking Complaint Management Process" was created by the Parking Management Service Unit. This was created to efficiently manage complaints/requests and to ensure they are handled in a fair, objective and consistent manner in accordance with best practice. This document has been used to assess the parking occupancy in the streets to determine if intervention is warranted. Assessment of the streets in accordance with this document can be found in *Appendix 3*. According to this document the following road sections are indicated for further investigation:

- Bishopsgate Street, south side – Rutland Avenue to Goddard St (only 4 bays)
- Gallipoli Street, north side – Staines Street to Saleham Street

Both these streets had average occupancy rates higher than 90% in the normal working weekday scenario.

Note: It will be seen in the table that although there are a few streets near the Victoria Park Train Station with occupancy rates close to or higher than 50% such as part of Staines Street and the north side of Bishopsgate Street they did not justify treatment. This is because street sections closer than 400m to a high frequency train or bus station require an occupancy rate greater than 80% to trigger a treatment. The requirement of greater than 80% occupancy rate is in recognition that streets close to high frequency public transport stations will naturally attract more vehicles than the normal residential street.

Stakeholder Requests and Complaints

There does not appear to be any particular trend that would indicate a problem in the area other than issues with some illegal parking in Staines Street and Goddard Streets. These complaints appear related to Lathlain Oval events and the Victoria Park Railway Station and are to be expected in this situation.

Public Consultation including Business and Resident Surveys

The public consultation had a participation rate of only 1.8% of Lathlain residents. However, other than a large percentage of survey respondents originating from the "Cherrybomb" beauty parlour, there does not appear to be any particularly significant issues raised.

Parking Offence rates

Parking offence rates have been investigated to determine if there is a particular problem in the area and to provide a baseline reference for further parking reviews.

Most offences in the area appear related to Lathlain Oval events and involve parking contrary to a *No Parking* or *No Stopping* sign. The vast majority of offences occurred in Goddard Street and Saleham Street. The other streets in the area were not observed as having any particular problem.

Road Safety Assessments

Desk top road safety assessments were conducted on all streets and relevant intersections in the area to determine whether narrow streets posed a problem for parking and traffic flow and for sight distance at intersections. It was found that:

- There were no narrow roads that present a problem at this time.
- There are several intersections that should be investigated with a view to improving sight line distance.

Future Developments

The area is subject to two main drivers of development being urban infill and Lathlain Precinct Redevelopment Project. Infill development is expected to provide a relatively slow but steady increase in the number of dwellings and motor vehicles. Most of the Lathlain Precinct Redevelopment Project is expected to be complete by the end of 2018. However the Perth Football Club redevelopment component timeline is not determined at this stage.

It is not envisaged that either of these is likely to create an adverse parking environment given the capacity of the street network.

Recommended Parking Changes

1. Timed parking restrictions on the north side Gallipoli Street between Staines and Saleham Streets be installed
2. Timed parking restrictions on the south side of Bishopsgate Street between Rutland Avenue and Goddard Street be installed
3. Increase officer attendance/patrols during Lathlain Oval events
4. Increase officer attendance/patrols Monday to Friday in residential streets adjacent to the Victoria Park Train Station.
5. Further investigation into intersection sight distance requirements at the intersections identified in the desk top safety audit.
6. Lathlain Place businesses to be provided with a parking availability plan showing free long term parking areas.

Appendix 1 – Parking Occupancy Details

Surveys taken 2 Mar 2018 to 8 Mar 2018

Road	Section	Side of street	Actual Number of Car Spaces Available	Number of parked cars					Average Number of Vehicles Observed	Average Physical Occupancy %
				02 Mar 2018 11:34am	06 Mar 2018 3:07pm	07 Mar 2018 9:52am	07 Mar 2018 3:59am	08 Mar 2018 1:12pm		
Bishopsgate Street	Rutland to Goddard Street	North	14	10	9	4	4	10	7	52.9%
	Rutland to Goddard Street	South	4	3	3	4	4	4	4	90.0%
Egham Road	Rutland Ave to Gallipoli St	North	23	1	2	1	2	2	2	7.0%
	Rutland Ave to Gallipoli St	South	28	0	0	0	0	1	0	0.7%
	Gallipoli St to Goddard St	North	36	2	0	1	0	0	1	1.7%
	Gallipoli St to Goddard St	South	29	2	1	0	0	1	1	2.8%
Enfield Street	Rutland to Gallipoli St	North	29	1	1	0	1	0	1	2.1%
	Rutland to Gallipoli St	South	34	0	0	1	1	1	1	1.8%
	Gallipoli St to Goddard St	North	32	0	1	1	0	2	1	2.5%
	Gallipoli St to Goddard St	South	25	0	1	0	0	0	0	0.8%
	Goddard St to Waller St	North	6	0	0	0	0	0	0	0.0%
	Goddard St to Waller St	South	6	0	0	0	0	0	0	0.0%
	Waller St to Keyes St	North	9	0	0	0	0	0	0	0.0%
	Waller St to Keyes St	South	8	0	3	3	0	0	1	15.0%
	Keyes St to Band St	North	6	0	0	0	0	0	0	0.0%
	Keyes St to Band St	South	5	0	0	0	0	0	0	0.0%
	Band St to Rayment St	North	6	0	0	0	0	0	0	0.0%

Road	Section	Side of street	Actual Number of Car Spaces Available	Number of parked cars					Average Number of Vehicles Observed	Average Physical Occupancy %
				02 Mar 2018 11:34am	06 Mar 2018 3:07pm	07 Mar 2018 9:52am	07 Mar 2018 3:59am	08 Mar 2018 1:12pm		
Enfield Street	Getting St to Roberts Rd	South	7	0	0	0	0	0	0	0.0%
Forster Avenue	Rutland Ave to Bishopsgate St	North	14	8	7	11	10	7	9	61.4%
	Rutland Ave to Bishopsgate St	South	10	2	2	6	3	5	4	36.0%
Gallipoli Street	Staines to Saleham Street	North	6	5	7	5	5	5	5	90.0%
	Staines to Saleham Street	South	6	4	1	2	1	5	3	43.3%
	Saleham Street to Howick Street	North	6	0	0	2	0	0	0	6.7%
	Saleham Street to Howick Street	South	6	2	0	0	0	0	0	6.7%
	Howick Street to Egham St	North	11	6	1	3	4	9	5	41.8%
	Howick Street to Egham St	South	8	5	1	3	3	0	2	30.0%
	Egham St to Enfield St	North	10	3	1	1	3	3	2	22.0%
	Egham St to Enfield St	South	10	1	0	0	1	0	0	4.0%
Getting Street	Howick St to Enfield St	North	21	1	5	1		1	2	9.5%
	Howick St to Enfield St	South	23	0	1	0		0	0	1.1%
Gallipoli Street	Rutland Av to Bishopsgate St	North	11	0	1	1	5	2	2	16.4%
	Rutland Av to Bishopsgate St	South	11	0	0	2	1	0	1	5.5%
	Bishopsgate St to Staines St	North	11	5	2	1	3	4	3	27.3%

Road	Section	Side of street	Actual Number of Car Spaces Available	Number of parked cars					Average Number of Vehicles Observed	Average Physical Occupancy %
				02 Mar 2018 11:34am	06 Mar 2018 3:07pm	07 Mar 2018 9:52am	07 Mar 2018 3:59am	08 Mar 2018 1:12pm		
Goddard Street	Bishopsgate St to Staines St	South	n/a	n/a	n/a	n/a	n/a	n/a		
	Staines St to Saleham St	North	n/a	n/a	n/a	n/a	n/a	n/a		
	Staines St to Saleham St	South	10	1	0	0	1	0	0	4.0%
	Saleham St to Howick St	North	n/a	n/a	n/a	n/a	n/a	n/a		
	Saleham St to Howick St	South	n/a	n/a	n/a	n/a	n/a	n/a		
	Howick St to Egham St	North	1	0	0	0	0	0	0	0.0%
	Howick St to Egham St	South	6	0	0	0	0	0	0	0.0%
	Egham St to Enfield St	North	2	1	0	0	0	1	0	20.0%
	Egham St to Enfield St	South	3	1	1	0	0	0	0	13.3%
Howick Street	Rutland Ave to Gallipoli St	North	11	3	1	4	1	3	2	21.8%
	Rutland Ave to Gallipoli St	South	22	1	2	2	4	3	2	10.9%
	Gallipoli St to Goddard St	North	26	5	1	4		2	3	11.5%
	Gallipoli St to Goddard St	South	29	2	5	2	4	4	3	11.7%
	Goddard St to Keyes St	North	5	0	4	0	1	2	1	28.0%
	Goddard St to Keyes St	South	8	0	6	1	0	2	2	22.5%
	Keyes St Rayment St	North	6	0	0	0	0	0	0	0.0%
	Keyes St Rayment St	South	3	0	0	3	0	3	1	40.0%
	Rayment St to Getting St	North	10	0	0	1	0	0	0	2.0%

Road	Section	Side of street	Actual Number of Car Spaces Available	Number of parked cars					Average Number of Vehicles Observed	Average Physical Occupancy %
				02 Mar 2018 11:34am	06 Mar 2018 3:07pm	07 Mar 2018 9:52am	07 Mar 2018 3:59am	08 Mar 2018 1:12pm		
Howick Street	Rayment St to Getting St	South	8	0	0	0	0	0	0	0.0%
	Getting St to Roberts Road	North	3	0	0	0	0	0	0	0.0%
	Getting St to Roberts Road	South	7	0	0	0	0	0	0	0.0%
Kessack Street	McCartney St to Howick St	North	9	0	9	0	0	0	2	20.0%
	McCartney St to Howick St	South	5	0	5	0	0	0	1	20.0%
Keyes Street	Howick St to Petheridge St	North	33	19	28	24	10	21	20	61.8%
	Howick St to Petheridge St	South	6	1	6	5	3	3	4	60.0%
	Petheridge St to Enfield St	North	8	0	0	0	0	0	0	0.0%
	Petheridge St to Enfield St	South	5	1	0	0	0	0	0	4.0%
Lathlain Place	McCartney St to Howick St	North	19	15	10	13	12	16	13	69.5%
	McCartney St to Howick St	South	23	16	6	18	6	15	12	53.0%
McCartney Crescent	Goddard St to Kessack St	North	8	0	2	1	0	0	1	7.5%
	Goddard St to Kessack St	South	12	0	0	0	0	0	0	0.0%
	Kessack St Lathlain Pl	North	7	1	1	1	0	0	1	8.6%
	Kessack St Lathlain Pl	South	21	0	0	1	0	0	0	1.0%
	Lathlain Pl to Roberts Road	North	24	9	6	7	3	6	6	25.8%
	Lathlain Pl to Roberts Road	South	28	0	0	0	0	0	0	0.0%
	Lathlain Pl to Roberts Road	North	24	9	6	7	3	6	6	25.8%
	Lathlain Pl to Roberts Road	South	28	0	0	0	0	0	0	0.0%
Petherbridge Street	Keyes St to Rayment St	North	10	0	0	0	0	0	0	0.0%
	Keyes St to Rayment St	South	13	3	5	5	1	4	4	27.7%

Road	Section	Side of street	Actual Number of Car Spaces Available	Number of parked cars					Average Number of Vehicles Observed	Average Physical Occupancy %
				02 Mar 2018 11:34am	06 Mar 2018 3:07pm	07 Mar 2018 9:52am	07 Mar 2018 3:59am	08 Mar 2018 1:12pm		
Rayment Street	Howick St to Petheridge St	North	9	1	3	4	2	5	3	33.3%
	Howick St to Petheridge St	South	14	0	0	0	0	0	0	0.0%
	Petheridge St to Enfield St	North	9	0	0	0	0	0	0	0.0%
	Petheridge St to Enfield St	South	9	1	0	1	0	0	0	4.4%
Roberts Road (Cul-De-Sac)	Rutland Ave to End	North	11	1	3	6	4	4	4	32.7%
	Rutland Ave to End	South	15	0	0	0	0	0	0	0.0%
Rutland Avenue	Enfield St to Egham St	East	8	0	0	0	0	0	0	0.0%
	Enfield St to Egham St	West	15	0	0	0	0	0	0	0.0%
	Egham St to Howick St	East	n/a	n/a	n/a	n/a	n/a	n/a		
	Egham St to Howick St	West	n/a	n/a	n/a	n/a	n/a	n/a		
	Howick St to Saleham St	East	n/a	n/a	n/a	n/a	n/a	n/a		
	Howick St to Saleham St	West	n/a	n/a	n/a	n/a	n/a	n/a		
	Saleham Street to Gallipoli Street	North	21	0	0	0	0	0	0	0.0%
	Saleham Street to Gallipoli Street	South	25	0	0	0	0	0	0	0.0%
	Gallipoli Street to Bishopsgate Street	North	5	2	1	2	0	3	2	32.0%
	Gallipoli Street to Bishopsgate Street	South	n/a	n/a	n/a	n/a	n/a	n/a		
	Bishopsgate Street to Goddard Street	North	24	2	1	0	0	0	1	2.5%
	Bishopsgate Street to Goddard Street	South	40	0	0	0	0	1	0	0.5%

Road	Section	Side of street	Actual Number of Car Spaces Available	Number of parked cars					Average Number of Vehicles Observed	Average Physical Occupancy %
				02 Mar 2018 11:34am	06 Mar 2018 3:07pm	07 Mar 2018 9:52am	07 Mar 2018 3:59am	08 Mar 2018 1:12pm		
Rutland Avenue	Goddard St to Forster St	North	11	0	0	0	0	0	0	0.0%
	Goddard St to Forster St	South	22	1	1	1	0	1	1	3.6%
	Forster St to Miller St	North	3	1	1	1	0	1	1	26.7%
	Forster St to Miller St	South	10	0	1	1	0	0	0	4.0%
Saleham Street	Rutland Avenue to Gallipoli Street	North	9	0	1	1	1	0	1	6.7%
	Rutland Avenue to Gallipoli Street	South	13	0	0	0	0	0	0	0.0%
	Gallipoli Street to [redacted]	North	17	0	0	0	1	0	0	1.2%
	Gallipoli Street to [redacted]	South	12	1	0	0	0	0	0	1.7%
	[redacted] to Goddard Street	North	14	0	1	1	1	2	1	7.1%
	[redacted] to Goddard Street	South	16	0	1	2	0	0	1	3.8%
Staines Street	Gallipoli Street to [redacted]	North	11	6	9	4	1	7	5	49.1%
	Gallipoli Street to [redacted]	South	14	8	8	7	6	8	7	52.9%
	[redacted] to Goddard Street	North	14	4	1	1	5	0	2	15.7%
	[redacted] to Goddard Street	South	17	6	3	4	4	4	4	24.7%
Waller Street	Enfield St to End	North	10	1	3	1	1	1	1	14.0%
	Enfield St to End	South	6	2	5	2	3	2	3	46.7%

Appendix 2 – Stakeholder Requests and Complaints

The following is a table of parking related correspondence received and recorded in the Towns record management system "Trim" for the previous five year period up to April 2018

Date	Street	Issue	Details
Bishopsgate Street			
9/11/2016	[redacted] Bishopsgate St	Footpath obstruction	Car parked and blocking footpath
22/3/2016	[redacted] Bishopsgate St	Parking permit request	Request for temporary parking permits to access Lathlain Function Centre after 5pm for 2 functions
31/3/2016	[redacted] Bishopsgate St	Illegal parking	2 vehicles Illegally parking on road in contravention of DA conditions related to home business
6/11/2015	Between Goddard and Rutland Avenue	Blocked driveways	Vehicles often parked and blocking driveways
Egham Road			
15/5/2017	[redacted] Egham Rd	Footpath obstruction	Vehicle parking on footpath
13/2/2015	[redacted] Egham	Vege parking	Vehicle illegally parked on verge
Enfield Street			
5/09/2017	Corner of Waller St	Verge parking	Request from Lathlain primary School to remove verge parking on Enfield St to improve visibility to vehicles leaving Waller St at school set down and pickup times.
3/05/2016	Cnr Goddard St	Sightline problems	Cars parking on verges causing sightline obstructions at roundabout
Forster Avenue			
6/12/2017	[redacted] Forster	Bin collection	Request for no stopping restrictions to enable bins to be collected
15/08/2017	[redacted] Forster	Driveway obstruction	Parked vehicle partially obstructing crossover.
4/01/2017	[redacted] Forster	Parking congestion	General complaint about lack of parking in street due to infill develop development and no parking restrictions in Bishopsgate St.

Date	Street	Issue	Details
Gallipoli Street			
14/09/2016	Cnr Howick	Sightline problem	Sightline problems for vehicles turning out of Howick St into Gallipoli St
16/12/2016	[redacted] Gallipoli St	Footpath Obstruction	Vehicle parked across footpath
29/12/2015	[redacted] Gallipoli St	Timed parking request	Request for timed parking outside business to improve access for customers. This was completed.
Getting Street			
	None		
Goddard Street			
11/12/2017	Adjacent Lathlain Park	Illegal verge parking	Vehicles parking in contravention of no parking on verge restrictions
16/01/2015	Corner of Goddard And Staines St	Illegal parking	Vehicles parking in contravention of no parking on verge restrictions on training and game days.
Howick Street			
25/11/2016	[redacted] Howick St	Footpath obstruction	Cars illegally parked across footpath
6/01/2014	[redacted] Howick Street	Illegal parking	Vehicles parking in contravention of no parking signs in Howick Street.
Kessack Street			
	None		
Keyes Street			
25/10/2016	[redacted] Howick St (School)	Illegal parking	Vehicles parking illegally at cul-de-sac end of Keyes St making difficulty for turning vehicles.
Lathlain Place			
			This was addressed in the Lathlain Place redevelopment now complete.
McCartney Crescent			
	None		This street is subject to a parking upgrade to increase parking for Lathlain Park. This is ongoing.

Date	Street	Issue	Details
Petherbridge Street			
	None		
Rayment Street			
19/10/2015	[redacted]Rayment Street	Illegal parking	Caravan illegally parked on verge
Roberts Road			
25/07/2016	[redacted] Roberts Road	Parking congestion	Complaint about parking congestion outside of 13 Roberts Road.
Rutland Avenue			
3/01/2018	[redacted] Rutland Avenue	Illegal parking	Vehicles ignoring no parking signs near bend. Not clear where this is though.
18/01/2018	[redacted] Rutland Avenue	Visibility and illegal parking	Vehicles parking causing sightline problems in Rutland Avenue. It is illegal to park here though due to continuous white line.
16/01/2018	[redacted] Rutland Avenue	Footpath obstruction	Vehicle illegally parked on footpath
14/10/2016	[redacted] Rutland Avenue	Footpath obstruction	Vehicle illegally parked on footpath
13/09/2016	[redacted] Rutland Avenue	Footpath obstruction	Vehicle illegally parked on footpath
Saleham Street			
	None		
Staines Street			
4/06/2014	Not specified	Parking congestion	Complaint regarding the high number off parked cars due to railway station and paid parking at Oats St Station which has displaced commuters.
Waller Street			
	See Enfield St re corner		

Appendix 3 – Street Assessment

Road	Section	Side of Street	Adjacent Land Zoning	Average Physical Occupancy %	Trigger Point Occupancy	Treatment Justified Y/N
Bishopsgate Street	Rutland to Goddard Street	North	R20	52.9%	80% *	No
	Rutland to Goddard Street	South	R40/60	90.0%	80% *	Yes
Egham Road	Rutland Ave to Gallipoli St	North	R20	7.0%	50%	No
	Rutland Ave to Gallipoli St	South	R20	0.7%	50%	No
	Gallipoli St to Goddard St	North	R20	1.7%	50%	No
	Gallipoli St to Goddard St	South	R20	2.8%	50%	No
Enfield Street	Rutland to Gallipoli St	North	R20	2.1%	50%	No
	Rutland to Gallipoli St	South	R20	1.8%	50%	No
	Gallipoli St to Goddard St	North	R20	2.5%	50%	No
	Gallipoli St to Goddard St	South	R20	0.8%	50%	No
	Goddard St to Waller St	North	R20	0.0%	50%	No
	Goddard St to Waller St	South	R20	0.0%	50%	No
	Waller St to Keyes St	North	R20	0.0%	50%	No
	Waller St to Keyes St	South	R20	15.0%	50%	No
	Keyes St to Band St	North	R20	0.0%	50%	No
	Keyes St to Band St	South	R20	0.0%	50%	No
	Band St to Rayment St	North	R20	0.0%	50%	No
	Band St to Rayment St	South	R20	3.3%	50%	No
	Rayment St to Getting St	North	R20	0.0%	50%	No
	Rayment St to Getting St	South	R20	0.0%	50%	No
	Getting St to Roberts Rd	North	R20	0.0%	50%	No
	Getting St to Roberts Rd	South	R20	0.0%	50%	No
Forster Avenue	Rutland Ave to Bishopsgate St	North	R40/60	61.4%	70-80%	No
	Rutland Ave to Bishopsgate St	South	R40/60	36.0%	70-80%	No
Gallipoli Street	Staines to Saleham Street	North	R20	90.0%	80% *	Yes
	Staines to Saleham Street	South	R20	43.3%	80% *	No
	Saleham Street to Howick Street	North	R20	6.7%	80% *	No
	Saleham Street to Howick Street	South	R20	6.7%	80% *	No
	Howick Street to Egham St	North	R20	41.8%	50%	No
	Howick Street to Egham St	South	R20	30.0%	50%	No
	Egham St to Enfield St	North	R20	22.0%	50%	No
	Egham St to Enfield St	South	R20	4.0%	50%	No
Getting Street	Howick St to Enfield St	North	R20	9.5%	50%	No
	Howick St to Enfield St	South	R20	1.1%	50%	No
Goddard Street	Rutland Av to Bishopsgate St	North	R40/60	16.4%	80% *	No
	Rutland Av to Bishopsgate St	South	R40/60	5.5%	80% *	No
	Bishopsgate St to Staines St	North	R20	27.3%	80% *	No
	Bishopsgate St to Staines St	South	Parks and Recreation	n/a as no stopping		
	Staines St to Saleham St	North	R20	n/a as no stopping		
	Staines St to Saleham St	South	Parks and Recreation	4.0%	50%	No
	Saleham St to Howick St	North	R20	n/a as no stopping		
	Saleham St to Howick St	South	R20	n/a as no stopping		
	Howick St to Egham St	North	R20	0.0%	50%	No
	Howick St to Egham St	South	R20	0.0%	50%	No
	Egham St to Enfield St	North	R20	20.0%	50%	No
	Egham St to Enfield St	South	R20	13.3%	50%	No
Howick Street	Rutland Ave to Gallipoli St	North	R20	21.8%	50%	No
	Rutland Ave to Gallipoli St	South	R20	10.9%	50%	No

Road	Section	Side of Street	Adjacent Land Zoning	Average Physical Occupancy %	Trigger Point Occupancy	Treatment Justified Y/N
Howick Street	Gallipoli St to Goddard St	South	R20	11.7%	50%	No
	Goddard St to Keyes St	North	Primary School	28.0%	50%	No
	Goddard St to Keyes St	South	R20	22.5%	50%	No
	Keyes St Rayment St	North	Parks and Recreation	0.0%	80%	No
	Keyes St Rayment St	South	Local Centre	40.0%	80%	No
	Rayment St to Getting St	North	R20	2.0%	50%	No
	Rayment St to Getting St	South	R20	0.0%	50%	No
	Getting St to Roberts Road	North	R20	0.0%	50%	No
	Getting St to Roberts Road	South	R20	0.0%	50%	No
Kessack Street	McCartney St to Howick St	North	R20	20.0%	50%	No
	McCartney St to Howick St	South	Local Centre	20.0%	80%	No
Keyes Street	Howick St to Petheridge St	North	Primary School	61.8%	80%	No
	Howick St to Petheridge St	South	Parks and recreation	60.0%	80%	No
	Petheridge St to Enfield St	North	Primary School & R20	0.0%	50%	No
	Petheridge St to Enfield St	South	R20	4.0%	50%	No
Lathlain Place	McCartney St to Howick St	North	Local Centre	69.5%	80%	No
	McCartney St to Howick St	South	Local Centre	53.0%	80%	No
McCartney Crescent	Goddard St to Kessack St	North	R20	7.5%	50%	No
	Goddard St to Kessack St	South	Parks and Recreation	0.0%	80%	No
	Kessack St Lathlain Pl	North	Local Centre	8.6%	80%	No
	Kessack St Lathlain Pl	South	Parks and Recreation	1.0%	80%	No
	Lathlain Pl to Roberts Road	North	R40 & R20	25.8%	50-70%	No
	Lathlain Pl to Roberts Road	South	Parks and Recreation	0.0%	80%	No
Petherbridge Street	Keyes St to Rayment St	North	R20	0.0%	50%	No
	Keyes St to Rayment St	South	Parks and Recreation	27.7%	80%	No
Rayment Street	Howick St to Petheridge St	North	Parks and Recreation	33.3%	80%	No
	Howick St to Petheridge St	South	R20	0.0%	50%	No
	Petheridge St to Enfield St	North	R20	0.0%	50%	No
	Petheridge St to Enfield St	South	R20	4.4%	50%	No
Roberts Road (Cul-De-Sac)	Rutland Ave to End	North	R40/60	32.7%	70-80%	No
	Rutland Ave to End	South	N/A	0.0%	70-80%	No
Rutland Avenue	Enfield St to Egham St	East	R20	0.0%	50%	No
	Enfield St to Egham St	West	Railway	0.0%	80%	No
	Egham St to Howick St	East	R20	n/a as no stopping		
	Egham St to Howick St	West	Railway	n/a as no stopping		
	Howick St to Saleham St	East	R20	n/a as no stopping		
	Howick St to Saleham St	West	Railway	n/a as no stopping		
	Saleham Street to Gallipoli Street	North	R20	0.0%	80% *	No
	Saleham Street to Gallipoli Street	South	Railway	0.0%	80% *	No
	Gallipoli Street to Bishopsgate Street	North	R20	32.0%	80% *	No
	Gallipoli Street to Bishopsgate Street	South	Railway	n/a as 1/4P and bus zone		
	Bishopsgate Street to Goddard Street	North	R20	2.5%	80% *	No
	Bishopsgate Street to Goddard Street	South	Railway	0.5%	80% *	No
	Goddard St to Forster St	North	R20	0.0%	50%	No
	Goddard St to Forster St	South	Railway	3.6%	80%	No
	Forster St to Miller St	North	R20	26.7%	50%	No
	Forster St to Miller St	South	Railway	4.0%	80%	No

Road	Section	Side of Street	Adjacent Land Zoning	Average Physical Occupancy %	Trigger Point Occupancy	Treatment Justified Y/N
Saleham Street	Rutland Avenue to Gallipoli Street	North	R20	6.7%	80% *	No
	Rutland Avenue to Gallipoli Street	South	R20	0.0%	80% *	No
	Gallipoli Street to [redacted]	North	R20	1.2%	80% *	No
	Gallipoli Street to [redacted]	South	R20	1.7%	80% *	No
	[redacted] to Goddard Street	North	R20	7.1%	50%	No
	[redacted] to Goddard Street	South	R20	3.8%	50%	No
Staines Street	Gallipoli Street to House 16	North	R20	49.1%	80% *	No
	Gallipoli Street to House 16	South	R20	52.9%	80% *	No
	[redacted] to Goddard Street	North	R20	15.7%	50%	No
	[redacted] to Goddard Street	South	R20	24.7%	50%	No
Waller Street	Enfield St to End	North	R20	14.0%	50%	No
	Enfield St to End	South	Primary School & R20	46.7%	80%	No

Appendix 4 – Public Transport Usage Data

Passenger Numbers										
Bus Stop ID (PTA)	Street	Location	2017							
			March		September		November		Average	
			Depart	Alight	Depart	Alight	Depart	Alight	Depart	Alight
14434	Howick Street (north side)	Between Roberts and Getting	1	19	2	19	2	20	**2**	**19**
14431	Howick Street (south side)	Between Getting and Rayment	28	11	20	7	24	8	**24**	**9**
14433	Howick Street (north side)	Between Rayment and Keyes	12	25	10	17	12	20	**11**	**21**
14435	Goddard Street (west side)	Between Howick and Enfield	22	3	12	3	12	2	**15**	**2**
14439	Goddard Street (east side)	Between Howick and Enfield	3	27	3	20	2	20	**3**	**22**

TOWN OF VICTORIA PARK



Financial Activity Statement Report

For the month ended 30 September 2021

WE'RE OPEN
VIC PARK

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Statement of Financial Activity Variances

Material Variances Defined

For the purposes of reporting the material variances in the Statement of Financial Activity (by Service Unit) (as contained in this document), the following indicators, as resolved, have been applied –

Revenues (Operating and Non-Operating)
Service Unit material variances will be identified where, for the period being reviewed, the actual varies to budget by an amount of (+) or (-) $25,000 and, in these instances, an explanatory comment will be provided.

Expenses (Operating, Capital and Non-Operating)
Service Unit material variances will be identified where, for the period being reviewed, the actual varies to budget by an amount of (+) or (-) $25,000 and, in these instances, an explanatory comment will be provided.

Before commenting on each of the specific material variances identified it is important to note that, whilst many accounts will influence the overall variance, only those accounts within the affected Service Unit that significantly contribute to the variance will be highlighted.

For the purposes of explaining each variance, a multi-part approach has been taken. The parts are –

1. Period Variation – Relates specifically to the value of the variance between the Budget and Actual figures for the period being reviewed.
2. Primary Reason – Explains the primary reasons for the period variance. As the review is aimed at a higher-level analysis, only major contributing factors are reported.
3. Budget Impact – Forecasts the likely $ impact on the year end surplus or deficit position. It is important to note that values in this part are indicative only at the time of reporting, for circumstances may subsequently change.

Material Variances Explained

The Financial statements are presented based on the new organisational structure

As shown in the in the Statement of Financial Activity (contained within this document), the following variances have been identified -

Operating Revenue

Chief Executive Office
No material variance to report

Community Planning

- **Building Services**

- The period variation is unfavourable to period budget by $31,105.
- The variation predominantly relates to a reduction in income for building permits. This is a trend occurring in several metro and country Permit Authorities in WA.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Environmental Health**

- The period variation is favourable to period budget by $79,136.
- The variation predominantly relates to an increase in food business registration fees which is due to the Town hosting the 2021 AFL grand final.
- The estimated impact on the year end position is favourable for fees and charges.

- **Urban Planning**

- The period variation is favourable to period budget by $34,224.
- The variation predominantly relates to higher-than-expected revenue for development applications, archive search request and written planning advice fees.
- The estimated impact on the year end position is nil as this is a budget timing variance.

Finance

- **Aqualife**

- The period variation is favourable to period budget by $33,734.
- The variation predominantly relates to the recreational swimming and learn to swim service areas performing over the expected membership and enrolment targets.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Financial Services**

- The period variation is favourable to period budget by $77,416.
- The variation predominantly relates to an earlier that predicted uptake in the rates instalment payment option.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Leisurelife**

- The period variation is unfavourable to period budget by $71,721.
- The variation predominantly relates to a lower-than-expected revenue within the Bingo, Health and Fitness and Sports and Programs service areas.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Parking**

- The period variation is favourable to period budget by $97,562.
- The variation predominantly relates to the recent recruitment of an information and parking officer has increased parking management and enforcement capacity.
- The estimated impact on the year end position is nil as this is a budget timing variance.

Operations
No material variance to report

Operating Expense

Chief Executive Office

- **Customer Relations**

- The period variation is unfavourable to period budget by $29,585.
- The variation predominantly relates to a higher-than-expected employee costs.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Human Resources**

- The period variation is favourable to period budget by $52,250.
- The variation predominantly relates to consultancy costs not yet required.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Leadership and Governance**

- The period variation is favourable to period budget by $116,085.
- The variation predominantly relates to election costs not yet invoiced and elected member training not required.
- The estimated impact on the year end position is nil as this is a budget timing variance.

Community Planning

- **Building Services**

- The period variation is favourable to period budget by $36,717.
- The variation predominantly relates to employee costs due to staff vacancies and a reduced reliance on legal costs.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Community Planning Office**

- The period variation is favourable to period budget by $26,503.
- The variation predominantly relates to budget timing for employee costs.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Environment Health**

- The period variation is favourable to period budget by $27,962.
- The variation predominantly relates to a reduction in legal and consultancy services required.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Events, Arts and Funding**

- The period variation is unfavourable to period budget by $131,901.
- The variation predominantly relates to an operating subsidy that was paid different to the budget spread.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Library Services**

- The period variation is favourable to period budget by $60,800.
- The variation predominantly relates to employee costs due to vacancies and an underspend in stock ordering.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Place Management**

- The period variation is favourable to period budget by $391,470.
- The variation predominantly relates to an underspend for the Urban Forrest Strategy.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Strategic Town Planning**

- The period variation is favourable to period budget by $87,503.
- The variation predominantly relates to a variation in consultancy costs for the Albany Hwy precinct plan, local planning strategy and social infrastructure plan review.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Urban Planning**

- The period variation is favourable to period budget by $84,264.
- The variation predominantly relates to a variation in employee costs due to staff vacancies and a reduced need for consultancy costs.
- The estimated impact on the year end position is nil as this is a budget timing variance.

Finance

- **Aqualife**

- The period variation is favourable to period budget by $46,286.
- The variation predominantly relates to savings made within the customer service health and fitness service area.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Corporate Funds**

- The period variation is favourable to period budget by $118,717.
- The variation predominantly relates to an end of year interest expense accrual for loan repayments and corporate contingency expenses.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Finance Office**

- The period variation is favourable to period budget by $51,920.
- The variation predominantly relates to a variation in employee costs.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Financial Services**

- The period variation is favourable to period budget by $77,023.
- The variation predominantly relates to a variation in employee costs, bank charges and valuations.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Information Systems**

- The period variation is favourable to period budget by $156,700.
- The variation predominantly relates to a variation in consultancy costs and purchase of hardware.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Leisurelife**

- The period variation is unfavourable to period budget by $30,113.
- The variation predominantly relates to the bingo, customer service and health and fitness service areas.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Parking**

- The period variation is favourable to period budget by $138,758.
- The variation predominantly relates to a variation in employee costs due to vacancies.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Ranger Services**

- The period variation is favourable to period budget by $47,315.
- The variation predominantly relates to a variation in employee costs due to vacancies and a lower rate of animal impounds.
- The estimated impact on the year end position is nil as this is a budget timing variance.

Operations

- **Asset Planning**

- The period variation is favourable to period budget by $184,312.
- The variation predominantly relates to an underspend in facility maintenance.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Environment**

- The period variation is favourable to period budget by $25,921.
- The variation predominantly relates to a variation in environment program expenses.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Operations Office**

- The period variation is unfavourable to period budget by $111,259.
- The variation predominantly relates to the Lathlain precinct redevelopment project.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Parks & Reserves**

- The period variation is favourable to period budget by $831,658.
- The variation predominantly relates to reduced spraying required due to the wet weather and a delay in receiving invoices.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Project Management**

- The period variation is favourable to period budget by $80,392.
- The variation predominantly relates to consultancy costs for the following projects, John Macmillan precinct planning, Burswood station east streetscape upgrade, Archer/Mint Street detailed design, Higgins Park masterplan and Perth Football Club zone one.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Property Development and Leasing**

- The period variation is favourable to period budget by $166,739.
- The variation predominantly relates to a variation in consulting costs for the Edward Millen heritage redevelopment and land asset optimisation projects.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Street Improvement**

- The period variation is favourable to period budget by $107,115.
- The variation predominantly relates to a variation in employee costs.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Street Operations**

- The period variation is favourable to period budget by $67,412.
- The variation predominantly relates to a variation in employee costs.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Waste Services**

- The period variation is favourable to period budget by $409,614.
- The variation predominantly relates to a lower-than-expected capital contribution for RFFA and a timing delay for waste disposal invoices.
- The estimated impact on the year end position is favourable for the capital contribution.

Capital Expense

Chief Executive Office
No material variance to report

Community Planning

No material variance to report

Finance

- **Information Systems**

- The period variation is unfavourable to period budget by $112,457
- The variation is predominantly relating to the projects commencing earlier than expected.
- The estimated impact on the year end position is nil as this is a budget timing variance

Operations

- **Parks and Reserves**

- The period variation is favourable to period budget by $143,219.
- The variation predominantly relates to delays with the GO Edwards project due to extreme wet weather conditions.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Street Operations**

- The period variation is unfavourable to period budget by $284,408
- The variation is predominantly relating to the upgrade of rights-of-ways commencing earlier than anticipated.
- The estimated impact on the year end position is nil as this is a budget timing variance.

Non-Operating Revenue

Operations

- **Fleet Services**

- The period variation is unfavourable to period budget by $97,801.
- The variation is predominantly a result of vehicles not being sent for auction
- The estimated impact on the year end position is nil as this is a budget timing variance.

Non-Operating Expenses

Finance
No material variance to report

Non-Cash Adjustments

- **Depreciation**

- The period variation is favourable to period budget by $2,367,042.
- The variation predominantly relates to the depreciation not being raised for the financial year, which won't occur until the Office of the Auditor General has sign off the Town's Annual Financial Report.
- The estimated impact on the year end position is nil as this is a non-cash budget item and is a budget timing variance.

Proposed Budget Amendments

No proposed budget amendments to report.

Accounting Notes

Significant Accounting Policies

The significant accounting policies that have been adopted in the preparation of this document are:

Basis of Preparation

The document has been prepared in accordance with applicable Australian Accounting Standards (as they apply to local government and not-for-profit entities), Australian Accounting Interpretations, other authoritative pronouncements of the Australian Accounting Standards Board, the Local Government Act 1995 and accompanying regulations.

The document has also been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

The Local Government Reporting Entity

All Funds through which the Council controls resources to carry on its functions have been included in this document.

In the process of reporting on the local government as a single unit, all transactions and balances between those Funds (for example, loans and transfers between Funds) have been eliminated.

2020 - 2021 Actual Balances

Balances shown in this document as 2020-2021 Actual are subject to final adjustments.

Rounding Off Figures

All figures shown in this document, other than a rate in the dollar, are rounded to the nearest dollar.

Rates, Grants, Donations and Other Contributions

All rates levied under the *Local Government Act 1995*. Includes general, differential, specified area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts and concessions offered. Exclude administration fees, interest on instalments, interest on arrears, service charges and sewerage rates.

Operating grants, subsidies and contributions are grants, subsidies or contributions that are not non-operating in nature. Non-operating grants, subsidies and contributions are amounts received for the acquisition or construction of recognisable non-financial assets to be controlled by the local government.

Superannuation

The Council contributes to a number of Superannuation Funds on behalf of employees. All funds to which the Council contributes are defined contribution plans.

Goods and Services Tax

Revenues, expenses and assets capitalised are stated net of any GST recoverable. Receivables and payables in the statement of financial position are stated inclusive of applicable GST. The net amount of GST recoverable from, or payable to, the ATO is included with receivables on payables in the statement of financial position. Cash flows are presented on a Gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

Cash and Cash Equivalents

Cash and cash equivalents include cash on hand, cash at bank, deposits held at call with banks, other short term highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and that are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are shown as short-term borrowings in current liabilities.

Trade and Other Receivables

Collectability of trade and other receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.

Inventories

General
Inventories are measured at the lower of cost and net realisable value. Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.
Land Held for Resale

Land purchased for development and/or resale is valued at the lower of cost and net realisable value. Cost includes the cost of acquisition, development, borrowing costs and holding costs until completion of development. Finance costs and holding charges incurred after development is completed are expensed.
Revenue arising from the sale of property is recognised as at the time of signing an unconditional contract of sale. Land held for resale is classified as current except where it is held as non-current based on Council's intentions to release for sale.

Fixed Assets

Each class of fixed asset is carried at cost or fair value as indicated less, where applicable, any accumulated depreciation and impairment losses.

Initial Recognition

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost, or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the Council includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads.

Subsequent costs are included in the asset's carrying amount or recognised as a separate asset, as appropriate, only when it is probable that future economic benefits associated with the item will flow to the Council and the cost of the item can be measured reliably. All other repairs and maintenance are recognised as expenses in the period in which they are incurred.

Revaluation

Certain asset classes may be re-valued on a regular basis such that the carrying values are not materially different from fair value. For infrastructure and other asset classes, where no active market exists, fair value is determined to be the current replacement cost of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset. Increases in the carrying amount arising on revaluation of assets are credited to a revaluation surplus in equity. Decreases that offset previous increases of the same asset are recognised against revaluation surplus directly in equity; all other decreases are recognised in profit or loss. Any accumulated depreciation at the date of revaluation is eliminated against the gross carrying amount of the asset and the net amount is restated to the re-valued amount of the asset.

Those assets carried at a re-valued amount, being their fair value at the date of revaluation less any subsequent accumulated depreciation and accumulated impairment losses, are to be re-valued with sufficient regularity to ensure the carrying amount does not differ materially from that determined using fair value at reporting date.

Land Under Roads

In Western Australia, all land under roads is Crown land, the responsibility for managing which, is vested in the local government. Council has elected not to recognise any value for land under roads acquired on or before 30 June 2008. This accords with the treatment available in Australian Accounting Standard AASB 1051 Land Under Roads and the fact Local Government (Financial Management) Regulation 16 (a) (i) prohibits local governments from recognising such land as an asset. In respect of land under roads acquired on or after 1 July 2008, as detailed above, Local Government (Financial Management) Regulation 16 (a) (i) prohibits local governments from recognising such land as an asset.

Whilst such treatment is inconsistent with the requirements of AASB 1051, Local Government (Financial Management) Regulation 4 (2) provides, in the event of such an inconsistency, the Local Government (Financial Management) Regulations prevail. Consequently, any land under roads acquired on or after 1 September 2008 is not included as an asset of the Council.

Depreciation of Non-Current Assets

All non-current assets having a limited useful life (excluding freehold land) are systematically depreciated over their useful lives in a manner that reflects the consumption of the future economic benefits embodied in those assets. Assets are depreciated from the date of acquisition or, in respect of internally constructed assets, from the time the asset is completed and held ready for use. Depreciation is recognised on a straight-line basis, using rates that are reviewed each reporting period. Major depreciation periods are:

Buildings	40 years
Furniture and Equipment	5 – 10 years
Plant and Machinery	2 – 10 years
Sealed Roads - Clearing and Earthworks	Not depreciated
- Construction and Road Base	5 – 80 years
- Original Surface / Major Resurface	5 – 80 years
Drainage	5 – 80 years
Pathways	5 – 80 years
Parks and Reserves	5 – 80 years

Asset residual values and useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period. An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount. Gains and losses on disposals are determined by comparing proceeds with the carrying amount. When revalued assets are sold, amounts included in the revaluation surplus relating to that asset are transferred to retained earnings.

Capitalisation Threshold

Assets with a value below $5,000 at the time of acquisition, are excluded from the assets reported in the financial report. These assets are instead reported as an expense in the year of acquisition.

Financial Instruments

Initial Recognition and Measurement

Financial assets and financial liabilities are recognised when the Council becomes a party to the contractual provisions to the instrument. For financial assets, this is equivalent to the date that the Council commits itself to either the purchase or sale of the asset (i.e. trade date accounting is adopted). Financial instruments are initially measured at fair value plus transaction costs, except where the instrument is classified 'at fair value through profit of loss', in which case transaction costs are expensed to profit or loss immediately.

Classification and Subsequent Measurement

Financial instruments are subsequently measured at fair value, amortised cost using the effective interest rate method or cost. Fair value represents the amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties. Where available, quoted prices in an active market are used to determine fair value. In other circumstances, valuation techniques are adopted.

Amortised cost is calculated as:

a. the amount in which the financial asset or financial liability is measured at initial recognition;
b. less principal repayments;
c. plus, or minus the cumulative amortisation of the difference, if any, between the amount initially recognised and the maturity amount calculated using the effective interest rate method; and
d. less any reduction for impairment.

The effective interest method is used to allocate interest income or interest expense over the relevant period and is equivalent to the rate that discounts estimated future cash payments or receipts (including fees, transaction costs and other premiums or discounts) through the expected life (or when this cannot be reliably predicted, the contractual term) of the financial instrument to the net carrying amount of the financial asset or financial liability. Revisions to expected future net cash flows will necessitate an adjustment to the carrying value with a consequential recognition of an income or expense in profit or loss.

Financial assets at fair value through profit and loss

Financial assets at fair value through profit or loss are financial assets held for trading. A financial asset is classified in this category if acquired principally for the purpose of selling in the short term. Derivatives are classified as held for trading unless they are designated as hedges. Assets in this category are classified as current assets.

Loans and receivables

Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market and are subsequently measured at amortised cost. Loans and receivables are included in current assets where they are expected to mature within 12 months after the end of the reporting period.

Held-to-maturity investments

Held-to-maturity investments are non-derivative financial assets with fixed maturities and fixed or determinable payments that the Council's management has the positive intention and ability to hold to maturity. They are subsequently measured at amortised cost. Held-to-maturity investments are included in current assets where they are expected to mature within 12 months after the end of the reporting period. All other investments are classified as non-current. They are subsequently measured at fair value with changes in such fair value (i.e. gains or losses) recognised in other comprehensive income (except for impairment losses).
When the financial asset is derecognised, the cumulative gain or loss pertaining to that asset previously recognised in other comprehensive income is reclassified into profit or loss.

Available-for-sale financial assets

Available-for-sale financial assets are non-derivative financial assets that are either not suitable to be classified into other categories of financial assets due to their nature, or they are designated as such by management. They comprise investments in the equity of other entities where there is neither a fixed maturity nor fixed or determinable payments.

They are subsequently measured at fair value with changes in such fair value (i.e. gains or losses) recognised in other comprehensive income (except for impairment losses). When the financial asset is derecognised, the cumulative gain, or loss, pertaining to that asset previously recognised in other comprehensive income is reclassified into profit or loss.
Available-for-sale financial assets are included in current assets, where they are expected to be sold within 12 months after the end of the reporting period. All other financial assets are classified as non-current.

Financial liabilities

Non-derivative financial liabilities (excluding financial guarantees) are subsequently measured at amortised cost.

Impairment

At the end of each reporting period, the Council assesses whether there is objective evidence that a financial instrument has been impaired. In the case of available-for-sale financial instruments, a prolonged decline in the value of the instrument is considered to determine whether impairment has arisen. Impairment losses are recognised in profit or loss. Any cumulative decline in fair value is reclassified to profit or loss at this point.

Derecognition

Financial assets are derecognised where the contractual rights for receipt of cash flows expire or the asset is transferred to another party, whereby the Council no longer has any significant continual involvement in the risks and benefits associated with the asset.

Financial liabilities are derecognised where the related obligations are discharged, cancelled or expired. The difference between the carrying amount of the financial liability extinguished or transferred to another party and the fair value of the consideration paid, including the transfer of non-cash assets or liabilities assumed, is recognised in profit or loss.

Contract Assets

A contract asset is the right to consideration in exchange for goods or services the entity has transferred to a customer when that right is conditioned on something other than the passage of time.

Impairment

In accordance with Australian Accounting Standards the Council's assets, other than inventories, are assessed at each reporting date to determine whether there is any indication they may be impaired. Where such an indication exists, an impairment test is carried out on the asset by comparing the recoverable amount of the asset, being the higher of the asset's fair value less costs to sell and value in use, to the asset's carrying amount.

Any excess of the asset's carrying amount over its recoverable amount is recognised immediately in profit or loss unless the asset is carried at a revalued amount in accordance with another standard (e.g. AASB 116). For non-cash generating assets such as roads, drains, public buildings and the like, value in use is represented by the depreciated replacement cost of the asset. At the time of adopting the Annual Budget, it was not possible to estimate the amount of impairment losses (if any) as at 30 June 2020. In any event, an impairment loss is a non-cash transaction and consequently, has no impact on the Annual Budget.

Trade and Other Payables

Trade and other payables represent liabilities for goods and services provided to the Council prior to the end of the financial year that are unpaid and arise when the Council becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured and are usually paid within 30 days of recognition.

Lease Liabilities

The present value of future lease payments not paid at the reporting date, discounted using the incremental borrowing rate where the implicit interest rate in the lease is not readily determined.

Contract liabilities

An entity's obligation to transfer goods or services to a customer for which the entity has received consideration (or the amount is due) from the customer. Grants to acquire or construct recognisable non-financial assets to be controlled by the Town are recognised as a liability until such time as the Town satisfies its obligations under the agreement.

Employee Benefits

Provision is made for the Council's liability for employee benefits arising from services rendered by employees to the end of the reporting period. Employee benefits that are expected to be settled within one year have been measured at the amounts expected to be paid when the liability is settled.

Employee benefits payable later than one year have been measured at the present value of the estimated future cash outflows to be made for those benefits. In determining the liability, consideration is given to employee wage increases and the probability that the employee may not satisfy vesting requirements. Those cash flows are discounted using market yields on national government bonds with terms to maturity that match the expected timing of cash flows.

Borrowing Costs

Borrowing costs are recognised as an expense when incurred except where they are directly attributable to the acquisition, construction, or production of a qualifying asset. Where this is the case, they are capitalised as part of the cost of the particular asset.

Provisions

Provisions are recognised when the Town has a legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result, and that outflow can be reliably measured.

Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

Current and Non-Current Classification

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. The asset or liability is classified as current if it expected to be settled within the next 12 months, being the Council's operational cycle. In the case of liabilities where the Council does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current even if not expected to be realised in the next 12 months except for land held for resale where it is held as non-current based on the Council's intentions to release for sale.

Comparative Figures

Where required, comparative figures have been adjusted to conform to changes in presentation for the current reporting period.

Budget Comparative Figures

Unless otherwise stated, the Budget comparative figures shown in this Budget document relate to the original Budget estimate for the relevant item of disclosure.

Service Unit Definitions

The Town operations, as disclosed in this report, encompass the following service-oriented Service Units –

Chief Executive Office

Chief Executive Office

The Chief Executive Office leads and supports the transformation of the organisation into a customer-focused, culturally constructive, legislatively compliant, sector-leading entity, with a primary focus on the Service Areas within the Chief Executive Office functional area.

Communications and Engagement

Communications and Engagement manages the brand and reputation of the Town. This is achieved through developing clear and accessible messaging, consulting with the community, delivering key messages through various channels and working to reach the appropriate audiences through strategically executed marketing, engagement and communication planning.

Customer Relations

Customer Relations manages the Customer Service Contact Centre, which is the first point of contact for the organisation, and monitors performance against the Town's Customer Service Charter.

Leadership and Governance

The Leadership and Governance Service Area is committed to responsibly managing the Town on behalf of the residents and ratepayers of the District through collaboration, knowledge-sharing and good governance.

Human Resources

Human Resources is responsible for the development and implementation of occupational health and safety compliance, staff development, employee relations, recruitment and payroll services of the Town.

Community Planning

Building Services

Building Services provide services to ensure buildings are safe, liveable, accessible and sustainable, and meet statutory requirements.

Community Development

The Community Development team's vision is an empowered Victoria Park, which will be achieved through the mission of community capacity building.

Community Planning Office

The Community Planning Office leads and supports the transformation of the organisation into a customer-focused, culturally constructive, legislatively compliant, sector-leading entity, with a primary focus on the Service Areas within the Community Planning functional area.

Digital Hub

The Digital Hub provides free digital literacy and online training for the local community, not-for-profit organisations and local business operators.

Economic Development

Economic Development seeks to increase the economic growth of the district through fostering business attraction and retention, tourism, marketing, community initiatives and creating robust relationships.

Environmental Health

Environmental Health seeks to promote good standards of public health via the many hospitality outlets in the area and the community in general.

General Compliance

The General Compliance Area liaise with and direct property owners and developers to ensure built form building and planning requirements are adhered to at all times.

Healthy Community

The Healthy Community team connect people to services, resources, information, facilities, and experiences that enhance their physical and social health and wellbeing.

Library Services

Library Services plays a pivotal role in providing our community with access to resources, knowledge and technology in a safe, nurturing environment.

Place Management

The Place Management Service Area implements programs, that are suitable for the particular targeted section of the community, to improve places within the District or, where the community is satisfied with the standard of operation, to maintain the already attained standard.

Strategic Town Planning

Strategic Town Planning develops strategies for the future growth of the Town, with the aims of creating a vibrant community and improving the quality of life for residents.

Urban Planning

Urban Planning assesses applications for development approval and subdivision, provides advice to the community and ensures land is appropriately used and developed.

Finance

Aqualife

The Aqualife Centre aims to improve community health and wellbeing; and to provide a safe and welcoming environment for the community to meet and socialise, primarily through aquatic recreation.

Budgeting

The Budgeting Area includes the administration of non-cash expenditure and revenue associated with local government accounting requirements, including profit and loss and depreciation.

Corporate Funds

The Corporate Funds includes the management of loans, reserve fund transfers, restricted and trust funds, rate revenue and corporate grants funding.

Finance Office

The Finance Office leads and supports the transformation of the organisation into a customer-focused, culturally constructive, legislatively compliant, sector-leading entity, with a primary focus on the Service Areas within the Finance functional area.

Financial Services

The key role of Financial Services is to manage and control the Town's finances in a sound and prudent manner.

Information Systems

Information Systems assists the Town in operating efficiently with the smooth running of essential business computer programs and systems.

Leisurelife

The Leisurelife Centre aims to improve community health and wellbeing, and to provide a safe and welcoming environment for the community to meet and socialise, primarily through active recreation.

Parking

The Parking Management section guides future parking initiatives within the Town, ensuring equitable access for everyone, whilst also monitoring existing parking areas and ensuring a safer community.

Rangers

Ranger Services offer a 24 hours-a-day / 7 days-a-week service to help ensure community safety in the areas of Dog and Cat management and Local Law enforcement.

Operations

Asset Planning

Asset Planning provides services to manage and maintain Council facilities and their related assets.

Environment

The Environment Area is committed to preserving and enhancing natural areas and recognises not only the ecological benefits of protecting natural assets, but also the social and recreational benefits as well.

Fleet Services

Fleet Services oversees the various items of light fleet, heavy fleet and plant and equipment.

Operations Office

The Operations Office leads and supports the transformation of the organisation into a customer-focused, culturally constructive, legislatively compliant, sector-leading entity, with a primary focus on the Service Areas within the Operations functional area.

Parks and Reserves

The Parks and Reserves Section delivers high quality horticultural works to parks, reserves and streetscapes.

Project Management

Project Management assists in improving the standards of project management and project delivery and delivers nominated projects on behalf of the Town.

Property Development and Leasing

Property Management and Leasing assists in strategic property development projects and property leasing requirements on behalf of the Town.

Street Improvement

Street Improvement provides engineering advice, design, planning, and road safety initiatives.

Street Operations

Street Operations ensure the maintenance and renewal of roads, pathways, drainage and associated assets.

Waste

Waste Management implements waste collection, minimisation and disposal in a sustainable manner.

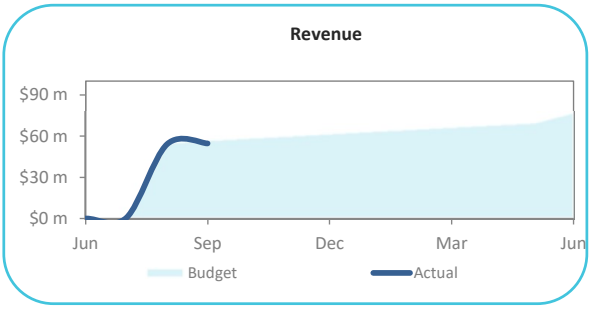
Particulars	Material Variance $		%	Revised Budget $	30 September 2021 Year-to-Date Budget $	Year-to-Date Actual $
Revenue						
Chief Executive Office				**0**	**0**	**199**
Chief Executive Office				0	0	199
Communications and Engagement				0	0	0
Customer Relations				0	0	0
Human Resources				0	0	0
Leadership and Governance				0	0	0
Community Planning				**1,212,071**	**410,623**	**490,800**
Community Planning Office				0	0	199
Building Services	31,105	▼	25.4%	378,500	122,371	91,266
Community Development				31,100	7,773	14,248
Digital Hub				26,800	0	600
Economic Development				0	0	0
Environmental Health	79,136	▲	48.6%	175,800	162,907	242,043
Events, Arts and Funding				189,771	20,795	7,080
General Compliance				21,500	0	2,801
Library Services				19,600	4,527	6,090
Place Management				0	0	0
Strategic Town Planning				0	0	0
Urban Planning	34,224	▲	37.1%	369,000	92,250	126,474
Finance				**54,528,118**	**46,431,550**	**46,576,959**
Aqualife	33,734	▲	5.7%	2,431,194	595,593	629,327
Budgeting				1,594,117	0	0
Corporate Funds				45,334,012	44,567,528	44,591,806
Finance Office				0	0	0
Financial Services	77,416	▲	84.6%	401,835	91,500	168,916
Information Systems				1,500	375	30
Leisurelife	71,721	▼	14.4%	2,048,647	497,348	425,627
Parking	97,562	▲	15.2%	2,569,813	642,453	740,015
Ranger services				147,000	36,753	21,239
Operations				**21,642,738**	**7,628,482**	**7,575,325**
Asset Planning				11,706,988	6,873,452	6,856,181
Environment				0	0	0
Fleet Services				10,000	0	1,858
Operations Office				1,100	276	0
Parks and Reserves				3,519,447	27,191	15,442
Project Management				1,000	249	256
Property Development and Leasing				0	0	0
Street Improvement				98,000	24,501	199
Street Operations				5,532,684	23,171	1,261
Waste Services				773,519	679,642	700,129
Total Revenue				**77,382,927**	**54,470,655**	**54,643,284**

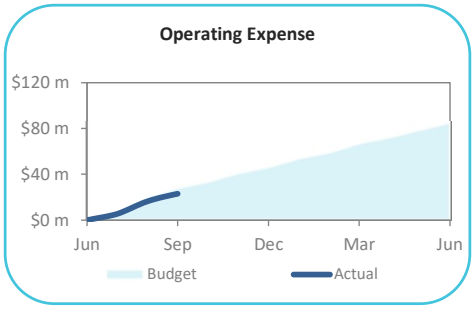
Particulars	Material Variance $		%	Revised Budget $	30 September 2021 Year-to-Date Budget $	Year-to-Date Actual $
Operating Expense						
Chief Executive Office				**(5,388,097)**	**(1,284,831)**	**(1,120,693)**
Chief Executive Office				(1,167,110)	(272,989)	(249,214)
Communications and Engagement				(1,013,767)	(164,233)	(162,621)
Customer Relations	29,585	▲	16%	(834,095)	(188,840)	(218,425)
Human Resources	52,250	▼	16%	(1,266,138)	(323,243)	(270,993)
Leadership and Governance	116,085	▼	35%	(1,106,987)	(335,526)	(219,441)
Community Planning				**(10,984,545)**	**(2,874,164)**	**(2,264,997)**
Building Services	36,717	▼	21%	(654,508)	(172,669)	(135,952)
Community Development				(1,376,660)	(259,863)	(260,903)
Community Planning Office	26,503	▼	11%	(954,072)	(247,097)	(220,594)
Digital Hub				(199,431)	(53,884)	(35,156)
Economic Development				(411,786)	(50,634)	(43,842)
Environmental Health	27,962	▼	14%	(777,682)	(202,217)	(174,255)
Events, Arts and Funding	131,901	▲	45%	(1,536,344)	(293,348)	(425,249)
General Compliance				(135,205)	(31,159)	(29,791)
Library Services	60,800	▼	17%	(1,309,637)	(354,806)	(294,006)
Place Management	391,470	▼	56%	(1,669,686)	(693,855)	(302,385)
Strategic Town Planning	87,503	▼	42%	(819,967)	(210,322)	(122,819)
Urban Planning	84,264	▼	28%	(1,139,567)	(304,310)	(220,046)
Finance				**(23,986,082)**	**(3,729,728)**	**(3,123,122)**
Aqualife	46,286	▼	6%	(3,038,698)	(735,999)	(689,713)
Budgeting				(9,186,154)	0	0
Corporate Funds	118,717	▼	45%	(1,047,350)	(265,810)	(147,093)
Finance Office	51,920	▼	22%	(909,064)	(235,852)	(183,932)
Financial Services	77,023	▼	22%	(1,282,388)	(344,261)	(267,238)
Information Systems	156,700	▼	17%	(3,553,921)	(899,133)	(742,433)
Leisurelife	30,113	▲	6%	(2,046,112)	(505,531)	(535,644)
Parking	138,758	▼	26%	(2,098,390)	(534,872)	(396,114)
Ranger services	47,315	▼	23%	(824,005)	(208,270)	(160,955)
Operations				**(45,014,567)**	**(18,287,933)**	**(16,520,971)**
Asset Planning	184,312	▼	3%	(17,341,689)	(5,609,739)	(5,425,427)
Environment	25,921	▼	35%	(319,853)	(74,522)	(48,601)
Fleet Services				16,270	(37,873)	(32,815)
Operations Office	111,259	▲	47%	(912,350)	(235,016)	(346,275)
Parks and Reserves	831,658	▼	57%	(5,209,722)	(1,470,414)	(638,756)
Project Management	80,392	▼	9%	(2,740,007)	(853,334)	(772,942)
Property Development and Leasing	166,739	▼	75%	(885,592)	(223,497)	(56,758)
Street Improvement	107,115	▼	34%	(1,318,389)	(310,736)	(203,621)
Street Operations	67,412	▼	11%	(2,588,965)	(636,733)	(569,321)
Waste Services	409,614	▼	5%	(13,714,270)	(8,836,069)	(8,426,455)
Total Operating Expense				**(85,373,291)**	**(26,176,656)**	**(23,029,784)**

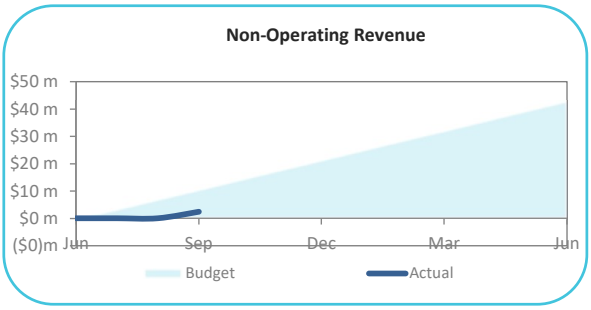
Particulars	Material Variance $		%	Revised Budget $	30 September 2021 Year-to-Date Budget $	Year-to-Date Actual $
Capital Expense						
Chief Executive Office				**0**	**0**	**0**
Chief Executive Office				0	0	0
Communications and Engagement				0	0	0
Customer Relations				0	0	0
Human Resources				0	0	0
Leadership and Governance				0	0	0
Community Planning				**(2,500)**	**(624)**	**(1,500)**
Building Services				0	0	0
Community Development				0	0	0
Community Planning Office				0	0	0
Digital Hub				0	0	0
Economic Development				0	0	0
Environmental Health				0	0	0
Events, Arts and Funding				(2,500)	(624)	(1,500)
General Compliance				0	0	0
Library Services				0	0	0
Place Management				0	0	0
Strategic Town Planning				0	0	0
Urban Planning				0	0	0
Finance				**(480,830)**	**(84,805)**	**(189,346)**
Aqualife				(40,000)	(40,000)	(37,085)
Budgeting				0	0	0
Corporate Funds				0	0	0
Finance Office				0	0	0
Financial Services				0	0	0
Information Systems	112,457	▲	283%	(420,832)	(39,804)	(152,261)
Leisurelife				0	0	0
Parking				(19,998)	(5,001)	0
Ranger services				0	0	0
Operations				**(27,514,023)**	**(871,063)**	**(969,506)**
Asset Planning				(2,775,685)	(76,026)	(54,053)
Environment				0	0	0
Fleet Services				(1,027,485)	(68,626)	(47,222)
Operations Office				0	0	0
Parks and Reserves	143,219	▼	22%	(9,710,508)	(646,920)	(503,701)
Project Management				(1,150,000)	0	(631)
Property Development and Leasing				0	0	0
Street Improvement				0	0	0
Street Operations	284,408	▲	358%	(12,850,345)	(79,491)	(363,899)
Waste Services				0	0	0
Total Capital Expense				**(27,997,353)**	**(956,492)**	**(1,160,351)**

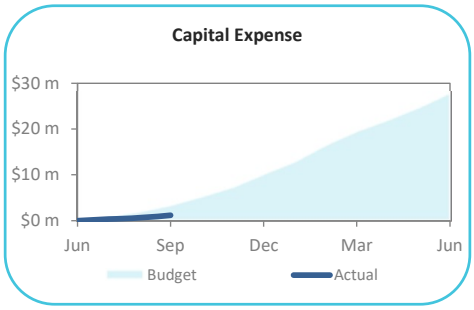
Particulars	Material Variance $		%	Revised Budget $	30 September 2021 Year-to-Date Budget $	Year-to-Date Actual $
Non-Operating Revenue						
Finance				**43,280,434**	**2,395,200**	**2,395,200**
Corporate Funds				43,280,434	2,395,200	2,395,200
Operations				**391,500**	**97,875**	**74**
Fleet Services	97,801	▼	100%	391,500	97,875	74
Total Non-Operating Revenue				**43,671,934**	**2,493,075**	**2,395,274**
Non-Operating Expense						
Finance				**(16,828,798)**	**(1,337,203)**	**(1,312,691)**
Corporate Funds				(16,828,798)	(1,337,203)	(1,312,691)
Total Non-Operating Expense				**(16,828,798)**	**(1,337,203)**	**(1,312,691)**
Non-Cash Items Adjustments						
(Profit) and Loss				(1,486,163)	0	0
Depreciation	2,367,042	▲	100%	9,468,200	2,367,042	0
Total Non-Cash Items Adjustments				**7,982,037**	**2,367,042**	**0**
Suspense Items Yet To Be Applied				0	0	(106,037)
Opening Surplus / (Deficit)				1,165,061	1,165,061	827,140
Closing Surplus / (Deficit)				**2,517**	**32,025,482**	**32,256,836**

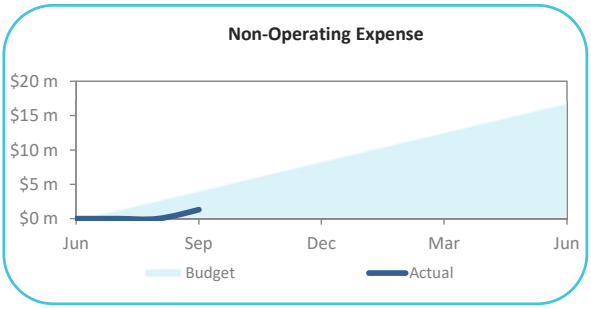
Graphical Representation

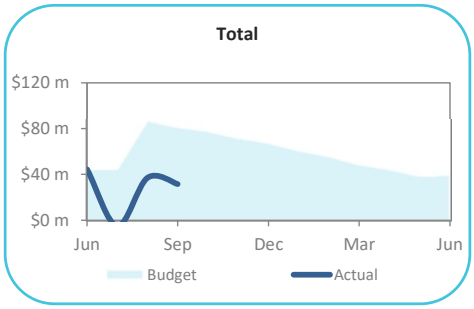












Particulars	Brought Forward 1 July $	Year To Date Actual $
Current Assets		
Cash - Unrestricted	10,905,801	5,126,677
Cash - Reserves / Restricted	53,222,742	50,869,080
Receivables and Accruals	4,039,277	42,904,863
Inventories	12,756	12,756
	68,180,577	**98,913,376**
Less Current Liabilities		
Payables and Provisions	(14,130,694)	(15,787,461)
	(14,130,694)	**(15,787,461)**
Net Current Asset Position	**54,049,883**	**83,125,915**
Less		
Cash - Reserves / Restricted	(53,222,742)	(50,869,080)
Estimated Surplus / (Deficiency) Carried Forward	**827,140**	**32,256,836**

Cash and Investments Analysis

	Amount Invested $	Interest Rate %	Term (Days)	Maturity Date	Projected Earnings $	Percentage of Portfolio
Cash - Unrestricted						
CBA	**6,789,761**				**83**	**12%**
At Call	6,300,708	Variable	11am	Daily	0	
Online Saver	489,053	0.20	11am	Daily	83	
NT Treasury Corporation	**2,000,000**				14,038	**4%**
	2,000,000	0.60	427	15-Dec-21	14,038	
AMP	**3,000,000**				**20,342**	**5%**
	3,000,000	0.75	330	23-Dec-21	20,342	
Total Cash - Unrestricted	**11,789,761**				**34,464**	**21%**
Cash - Restricted						
CBA	**8,792,505**				**1,380**	**16%**
At Call	670,801	Variable	11am	Daily	0	
Online Saver	8,121,704	0.20	11am	Daily	1,380	
ME Bank	**24,000,000**				**76,000**	**43%**
	5,000,000	0.40	305	11-Feb-22	16,712	
	4,000,000	0.50	265	22-Jun-22	14,521	
	5,000,000	0.50	214	11-Feb-22	14,658	
	5,000,000	0.50	274	12-Apr-22	18,767	
	5,000,000	0.45	184	21-Jan-22	11,342	
AMP	**7,000,000**				**51,603**	**13%**
	2,000,000	0.75	365	18-Aug-22	15,000	
	5,000,000	0.80	334	30-Aug-22	36,603	
Judo	**4,000,000**				**136,681**	**7%**
	4,000,000	0.65	365	16-Sep-22	26,000	
Total Cash - Restricted	**43,792,505**				**110,681**	**79%**
Total Cash - Invested	**55,582,266**				**211,573**	**100%**

Cash and Investments Analysis

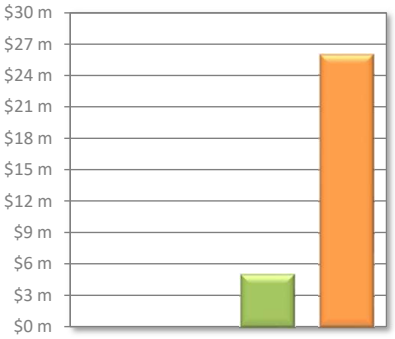
Portfolio Diversity

Institution	%
Bankwest	0
Judo	7
CBA	28
ME Bank	43
AMP	18
NT Treasury Corporation	4
NAB	0
	100

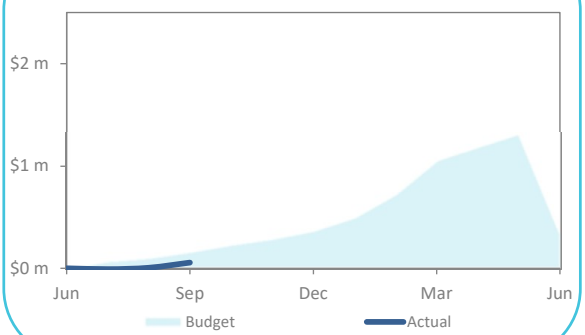


Investment Maturity Timing

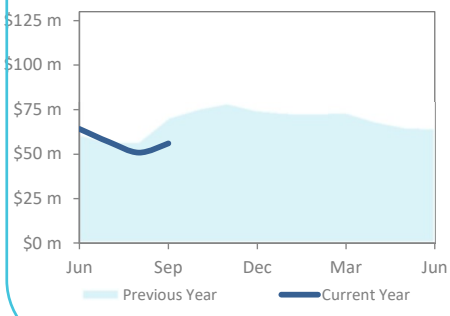
Maturity	$
Up to 30 days	0
31 - 60 days	0
61 - 90 days	5,000,000
90+ days	26,000,000
	31,000,000
CBA Online Saver	8,610,757
Total Investment	**39,610,757**



Interest Earnings

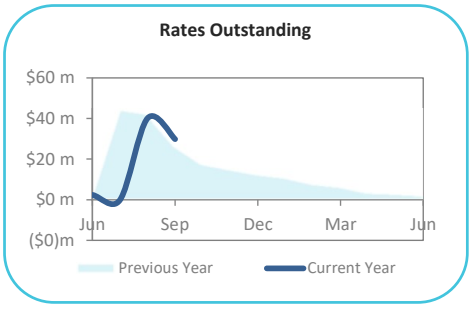


Total Cash Holdings



Rates Outstanding (Not Including Deferrals or Associated Fees and Charges)

	Total
Balance from Previous Year	2,398,741
Rates Levied - Initial	44,336,530
Rates Levied - Interims	0
Total Rates Collectable	**46,735,270**
Current Rates Collected To Date	14,493,745
Current Rates Outstanding	**32,241,525**
% Rates Outstanding	**55.0%**
% Rates Outstanding same time last year	**57.9%**



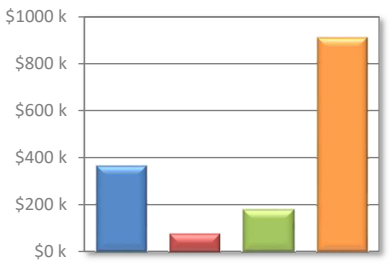
Lower collections to this time last year due to instalments and initial notice going out later than last year

Sundry Debtors

Type	Total	30 Days	60 Days	90 Days	90+ Days
Grants and Subsidies	327,095	-	600	126,587	199,908
Property Rent	12,700	11,514	185	1,000	-
Aqualife Fees	18,468	15,918	952	1,427	171
Leisurelife Fees	31,199	2,756	245	8,778	19,420
Community Development Fees	16,572	126	-	4,581	11,865
Health Fees	144,809	144,234	431	144	-
Other Fees and Charges	40,357	11,207	24,037	-	5,113
Building and Planning Application Fees	33,205	13,657	14,071	5,271	207
Infringements - Parking	846,820	161,745	31,626	28,448	625,001
Infringements - Animals	37,103	2,200	450	674	33,779
Infringements - General	1,756	-	-	125	1,631
Infringements - Bush Fire	9,693	-	-	-	9,693
Infringements - Health	4,199	-	-	-	4,199
Total Sundry Debtors	**1,523,976**	**363,357**	**72,597**	**177,035**	**910,987**

Sundry Debtor Aged Analysis

Maturity	$
Up to 30 days	363,357
31 - 60 days	72,597
61 - 90 days	177,035
90+ days	910,987
	1,523,976



Grants and Contributions

Details		Original Budget $	Revised Budget $	Receipt Status Invoiced	Remaining
Operating Funding					
Chief Executive Office	0				
Not Applicable		-	-	-	-
Community Planning	67,200				
Community Development - Sponsorships		23,200	23,200	-	23,200
Digital Hub - Grants		40,000	40,000	600	39,400
Library Services - Grants		2,000	2,000	880	1,120
Environmental Health		2,000	2,000	-	2,000
Finance	1,431,464				
Corporate Funds - Federal Financial Assistance Grants		1,214,794	1,214,794	155,332	1,059,462
Financial Services - DFES ESL Commission		71,670	71,670	2,260	69,410
Parking		130,000	130,000	23,809	106,191
Ranger Services		15,000	15,000	2,217	12,783
Operations	224,664				
Street Operations - MRDWA Direct Grant and street lighting subsidy		224,664	224,664	-	224,664
Capital Funding					
Operations					
Harold Rossiter change room upgrades		50,000	50,000	-	50,000
Blackoak Investments Ed Millen parklands		3,300,000	3,300,000	-	3,300,000
Shade Sails State Govt Grants:					
Read Park		20,000	20,000	-	20,000
Fraser Park		20,000	20,000	-	20,000
Rotary Park		20,000	20,000	-	20,000
Duncan Reserve		20,000	20,000	-	20,000
Forward Park		20,000	20,000	-	20,000
Street Operations Grants:					
Rutland Avenue Shared Path (Miller to GEHwy)		2,200,000	2,200,000	-	2,200,000
Albany Highway from Kent to Mint Street		52,300	52,300	-	52,300
Albany Hwy - Dane to Westminster St New		36,212	36,212	-	36,212
Briggs Street - Rutland to Downing		47,101	47,101	-	47,101
Berwick Street - Sussex Street to Basinghall Street		154,809	154,809	-	154,809
Etwell Street LRCI Phase 2		1,150,000	1,150,000	-	1,150,000
Hordern and Geddes Intersection (Blackspot)		107,387	107,387	-	107,387
Hordern and McMillan Intersection (Blackspot)		122,588	122,588	-	122,588
Archer and Orrong Intersection (Blackspot)		679,047	679,047	-	679,047
Star Street and Briggs Street (Blackspot)		337,333	337,333	-	337,333
Roads to Recovery Funding Income - Location TBA		237,608	237,608	-	237,608
Kent Street - Albany to Gloucester MRRG		80,581	80,581	-	80,581
Carlisle Laneways (Community Development Grant)		13,173	13,173	-	13,173
Terminus Lane (Community Development Grant)		113,413	113,413	-	113,413
Total Cash Deposits		**10,504,880**	**10,504,880**	**185,099**	**10,319,781**

Reserve Funds Descriptions

The purposes for which funds have been set aside by Council, in Reserve Funds, are outlined below -

Building Renewal
To be used to fund renewal projects associated with Council's Building assets.

Cash-in-Lieu
To be used to assist in funding initiatives associated with payments received as cash in lieu of required obligations or works.

Community Art
To be used to fund the purchase and placement of art for the Council and Community.

COVID-19 Recovery Reserve
To be used to assist in funding recovery initiatives related to COVID-19.

Drainage Renewal
To be used to fund renewal projects associated with Council's Drainage infrastructure.

Edward Millen Site
To be used to assist in improving and / or maintaining the Edward Millen site, including the associated grounds.
grounds.

Employee Entitlements
To be used to fund the Towns Long Service Leave, Annual Leave and Personal Leave requirements and is maintained by an annual contribution to the reserve.

Furniture and Equipment Renewal
To be used to fund renewal projects associated with Council's Furniture and Equipment assets.

Future Fund
To assist in funding projects and property purchases that diversify Council's revenue streams.

Future Projects
To assist in funding 'new' and 'upgrade' capital projects, with funding primarily derived from the sale of land assets.

Harold Hawthorne - Carlisle Memorial
To be used to provide funds to assist in conducting future Spring Garden Competitions.

Information Technology Renewal
To be used to fund renewal projects associated with Council's information technology assets.
significant insurance claims.

Insurance Risk Reserve
To be used for the purpose of meeting the difference between premiums and claims in the event of any significant insurance claims.

Other Infrastructure Renewal
To be used to fund renewal projects associated with Council's Other infrastructure.

Parks Renewal
To be used to fund renewal projects associated with Council's Parks infrastructure.

Parking Benefits

To be used to accumulate funds including those from Parking Operations surpluses ; alleviating the impacts of intergenerational equity in funding major facilites.

Pathways Renewal

To be used to fund renewal projects associated with Council's Pathways infrastructure

Plant and Machinery Renewal

To be used to assist in the acquisition and replacement of the Town's Plant and Machinery.

Renewable Energy

To assist in investigating and funding renewable energy projects within the District.

Roads Renewal

To be used to fund renewal projects associated with Council's Roads Infrastructure

Underground Power

To assist in the funding of projects associated with the installation of underground power and associated landscaping.

Urban Forest Strategy

To assist in funding initiatives associated with the Urban Forest Strategy

Waste Management

To assist in the funding of waste management and waste minimisation strategies

Reserve Funds Transactions

	Annual Opening Balance $	Transfer to Reserve $	Transfer from Reserve $	30 September 2021 Balance Actual $	Balance Budget $	Annual Revised Budget $
Building Renewal	1,730,130	14	-	1,730,144	1,706,256	1,706,256
Cash-in-Lieu	-	-	-	-	-	-
Community Art	663,647	69	-	663,716	626,024	626,024
COVID-19 Recovery Reserve	1,621	456	-	2,077	1,309	1,309
Drainage Renewal	403,129	(66)	-	403,063	373,147	373,147
Edward Millen Site	2,033,468	218	-	2,033,686	2,084,966	2,084,966
Employees Entitlement Reserve	-	-	-	-	24,999	24,999
Furniture and Equip Renewal	703,709	44	-	703,753	694,211	694,211
Future Fund	17,418,635	(630)	-	17,418,005	15,834,470	15,834,470
Future Projects	192,711	(23)	-	192,687	259,611	259,611
Harold Hawthorn - Carlisle	183,555	20	-	183,575	183,681	183,681
Information Technology Renewal	1,201,519	24	-	1,201,543	1,128,400	1,128,400
Insurance Risk Reserve	459,835	49	-	459,884	460,135	460,135
Land Asset Optimisation	1,687,235	181	-	1,687,416	2,650,079	2,650,079
Other Infrastructure Renewal	712,873	(267)	-	712,606	618,688	618,688
Parks Renewal	2,560,274	(1,025)	-	2,559,249	2,203,574	2,203,574
Parking Benefits Reserve	-	-	-	-	50,001	50,001
Pathways Renewal	1,630,322	(1,277)	-	1,629,045	1,230,959	1,230,959
Plant and Machinery	575,503	(163)	-	575,340	534,853	534,853
Renewable Energy	281,114	30	-	281,144	281,315	281,315
Roads Renewal	4,408,507	(2,198)	-	4,406,309	3,574,657	3,574,657
Underground Power	14,364,696	3,795	(2,395,200)	11,973,291	11,623,470	11,623,470
Urban Forest Strategy	1,002,426	(347)	-	1,002,080	782,778	782,778
Waste Management	1,050,476	(10)	-	1,050,466	1,051,127	1,051,127
	53,265,386	**(1,107)**	**(2,395,200)**	**50,869,080**	**47,978,711**	**47,978,711**

Capital Items

The following pages summarise the progress of the Capital Items.

For the purposes of these pages, the following indicators have been used -

Item Timing
This relates to how the item is tracking time-wise and is displayed using the following indicators -

☒	Behind
☐	On-Track
☑	In-Front

Budget Status
This relates to how the item is costing against the Revised Budget and is displayed using the following indicators -

☒	Over budget
☐	On budget
☑	Under budget

Completion Stage
This relates to where the item is currently, in terms of completion, and is displayed using the following indicators -

□□□□	Not commenced
■□□□	Commenced
■■□□	Half-way completed
■■■□	Nearing completion
■■■■	Completed

Capital Items

Particulars	Budget Status	Completion Stage	Revised Budget $	Year-to-Date Actual $
Land and Buildings			**2,775,685**	**53,963**
Renewal - Land and Buildings				
Unplanned Reactive Works	☐	□□□□	75,000	0
10 Kent Street - Interior Refurbishment (Disability Access)	☐	■□□□	182,497	53,422
Aqualife - BMS Renewal	☐	■■■□	18,938	541
Aqualife - Auto Doors (Disability and family accessible compliance)	☐	□□□□	50,000	0
Aqualife - Pool Plant Renewal	☐	■□□□	55,356	0
Aqualife - Gym Change room refurb (F/M & disability access)	☐	□□□□	150,000	0
Library - Fitout and Layout changes (RFID) stage 1 - External Doors	☐	■■■□	23,894	0
Airconditioning Replacement Program (Leisurelife)	☐	□□□□	100,000	0
Lighting Replacement (LED's) - Vic Park Bowling Club and Club Rooms	☐	□□□□	30,000	0
Administration - Basement End of trip facilities refurbishment	☐	□□□□	80,000	0
Administration - Painting - External	☐	□□□□	120,000	0
Club room painting - Raphael Park	☐	■□□□	15,000	0
Club room painting - Carlisle Reserve	☐	■□□□	15,000	0
Higgins Park Clubroom Wall (internal wall)	☐	□□□□	10,000	0
Security Screens (Harold, Fraser, JA Lee and Raphael)	☐	■□□□	40,000	0
Indoor creche softfall replacement	☐	□□□□	30,000	0
Harold Rossiter change room upgrades (Storage, Changeroom, toilet)	☐	□□□□	150,000	0
Lathlain Redevelopment Zone 1	☐	□□□□	1,550,000	0
Upgrade - Land and Buildings				
Library -Disability Access/Toilet upgrades	☐	□□□□	80,000	0

Capital Items

Particulars	Budget Status	Completion Stage	Revised Budget $	Year-to-Date Actual $
Plant and Machinery			**1,027,485**	**84,014**
Renewal - Plant and Machinery				
1GLD024 - Mazda CX-5 Maxx Sport 110VPK	☐	☐☐☐☐	35,000	0
Vehicle Purchase -Rangers (122VPK)	☐	☐☐☐☐	44,000	0
164 VPK - Holden Cruze Sedan	☐	■☐☐☐	26,000	0
171 VPK Subaru Impreza	☐	☐☐☐☐	26,000	0
179 VPK - Holden Cruze Sedan	☐	☐☐☐☐	26,000	0
180 VPK Subaru Impreza 2.0i Hatch	☐	■■☐☐	26,000	0
1GKI948 - Toyota Corolla	☐	■☐☐☐	26,000	0
1GFU524 Subaru Impreza Hatch	☐	■☐☐☐	26,000	0
1GIR083 - Subaru Impreza Hatch	☐	■☐☐☐	26,000	0
1GJM311 - Subaru Impreza Hatch	☐	■■☐☐	26,000	0
117 VPK Mitsubishi Triton	☐	☐☐☐☐	33,000	0
Vehicle Purchase - Parking Area (178VPK)	☐	■■■■	25,000	22,634
139 VPKHino Pro Ranger Tipper with crane	☐	■☐☐☐	150,000	0
Heavy Truck 9T (137VPK)	☐	■■■☐	175,000	0
Pavement Sweeper (177VPK)	☐	■☐☐☐	280,000	0
Custom Made Water Tank	☐	☐☐☐☐	29,000	0
Insurance Replacement 1GWO546	☐	■■■■	27,485	24,295
Minor Plant Renewal - Street Improvement	☐	■☐☐☐	21,000	0
Furniture and Equipment			**40,000**	**37,085**
Renewal -Furniture and Equipment				
Aqualife Gym Equipment	☐	☐☐☐☐	40,000	37,085
Information Technology			**420,832**	**152,261**
New - Information Technology				
Library - RFID Self-Service System	☐	■■■☐	45,840	41,555
Software - Asset Management System	☐	■■☐☐	81,220	11,100
Risk Management Software (Governance)	☐	■■☐☐	18,000	0
Minutes Digitisation (Records)	☐	■■☐☐	20,000	0
Recruitment Software (HR)	☒	■■☐☐	30,000	99,606
Renewal - Information Technology				
TDS Device Fleet Replacement	☐	☐☐☐☐	100,000	0
Replacement of network equipment	☐	☐☐☐☐	35,000	0
Replacement of Mobile Devices	☐	☐☐☐☐	45,000	0
Upgrade - Information Technology				
System Upgrade - Authority 7.x	☐	■■☐☐	45,772	0

Capital Items

Particulars	Budget Status	Completion Stage	Revised Budget $	Year-to-Date Actual $
Roads			**9,581,666**	**247,309**
Renewal - Roads				
Kent Street - Gloucester to Berwick MRRG 21/22	☐	■□□□	120,872	0
Basinghall Street - Albany to Berwick MRRG 21/22	☐	■□□□	232,214	0
Albany Highway - Dane St Intersection MRRG 21/22	☐	■□□□	54,318	0
Merton Street - Gresham to Miller	☐	■□□□	122,946	0
Marchamley Street - Roberts to Gemini	☐	■□□□	387,570	0
Carnarvon Street - Lakeview to Dane	☐	■□□□	122,685	3,215
Boulder Street - Carnarvon to Shepperton	☐	□□□□	64,604	0
Hubert Street - Miller to Mint	☐	■□□□	185,123	0
Cardiff Street - Shepperton to Carnarvon	☐	■□□□	70,980	0
Welshpool Road (Albany to Sevenoaks)	☐	■□□□	73,156	67,500
Satellite Place - Roberts to End	☐	■□□□	153,525	0
Galaxy Way - Mercury to Orrong	☐	■□□□	155,590	38,609
Harris Street - Briggs to Kew	☐	■□□□	173,515	0
Camberwell Street - Berwick to Devenish	☐	■□□□	124,808	0
Kitchener Way - Burswood to Kitchener	☐	■□□□	52,119	0
Kitchener Avenue - Harper to Duncan	☐	■□□□	111,917	0
Howick Street East - Rutland to Gallipoli	☐	■□□□	99,055	0
Enfield Street - Roberts to Rayment	☐	■□□□	86,745	0
Midgley Street - Gallipoli to Goddard	☐	■□□□	201,187	0
Manchester Street - Gloucester to Albany	☐	■□□□	228,485	0
Teague Street - Harvey to Harper	☐	■□□□	88,930	1,736
Temple Street - Washington to Berwick (Stage 2)	☐	■□□□	135,000	93,532
Heirrisson Way - Kerb Replacement	☐	■□□□	25,000	0
Colombo Street South - Gloucester to Berwick	☐	■□□□	85,200	0
Withnell Street - Swansea to Read	☐	■□□□	137,811	13,096
Albany Highway - Mint Street Intersection	☐	■□□□	78,450	0
Leonard Street - Gloucester to Berwick	☐	■□□□	87,897	0
Emily Street - Berwick to Boundary	☐	■□□□	87,406	0
Roads to Recovery	☐	□□□□	237,608	0
Read Street - Withnell to Oats	☐	□□□□	32,076	0
Briggs Street - Rutland to Downing MRRG 21/22		□□□□	70,652	0
Template Street - Washington to Berwick c/fwd	☐	■□□□	100,491	0
ROW 46 Upgrade c/fwd	☐	■■□□	240,000	0
Garland Street Renewal c/fwd	☐	■■■□	29,889	0
Upgrade - Roads				
Archer/Mint Street Upgrade - Stage 1	☐	■□□□	1,500,000	0
Roberts Road and Orrong Road - Intersection	☐	■■□□	11,784	0
B-List Projects - Crash barrier @ 86 Berwick St & minor intersection widening at Devenish Street/Hill View Tce	☐	□□□□	75,000	0
Burlington Street/Leichardt Street Intersection Upgrade	☐	□□□□	95,000	0
Star Street and Briggs Street (Blackspot)	☐	■■■□	594,047	0
Archer and Orrong Intersection (Blackspot)	☐	■■□□	1,338,420	4,800
Hordern and Geddes Intersection (Blackspot)	☐	■■□□	211,997	3,200
Hordern and McMillan Intersection (Blackspot)	☐	■■□□	256,172	(7,305)
Etwell Street Local Centre Revitalisation-LRCI Phase 2 Grant	☐	□□□□	1,150,000	273
Albany Highway Cycle Lanes (Mackie to Oswald) LRCI	☐	■■□□	91,422	28,653

Capital Items

Particulars	Budget Status	Completion Stage	Revised Budget $	Year-to-Date Actual $
Parks			**9,710,508**	**497,534**
Renewal - Parks				
GO Edwards Park - Redevelopment	☐	■□□□	60,000	815
George Street Reserve - Revegetation Project	☐	■□□□	93,678	990
Forward Reserve-Playground, irrigation and fencing upgrades	☐	□□□□	98,000	0
Devenish Park Playground renewal	☐	■■■□	80,000	0
Drinking Fountains JA Lee Reserve	☐	□□□□	12,000	0
Parnham Park - Drinking Fountain	☐	□□□□	5,000	0
Carlisle Reserve - Drinking Fountain	☐	□□□□	6,000	0
Bore Water Meters - Various Sites	☐	■■■□	80,000	0
Bore Replacement Duncan Reserve	☐	□□□□	30,000	0
Central Control Upgrade Miller St & Works Depot	☐	□□□□	10,000	0
Main Roads/Arterials - Lanscaping/Planting	☐	□□□□	40,000	0
Ed Millen Park Masterplan	☐	□□□□	7,500,000	0
Upgrade - Parks				
Bolton Avenue Verge - Retaining Wall and Fencing	☐	■■■□	20,000	0
GO Edwards Masterplan - Stage 5	☐	■■■□	1,545,830	495,729
New - Parks				
Kent St Sandpit Concept Plan Implementation - site preparation	☐	□□□□	30,000	0
Read Park -Shade Sail	☐	□□□□	20,000	0
Fraser Park -Shade Sail	☐	□□□□	20,000	0
Rotary Park -Shade Sail	☐	□□□□	20,000	0
Duncan Reservek -Shade Sail	☐	□□□□	20,000	0
Forward Park -Shade Sail	☐	□□□□	20,000	0

Capital Items

Particulars	Budget Status	Completion Stage	Revised Budget $	Year-to-Date Actual Actual
Other Infrastructure			**1,486,950**	**99,438**
Renewal - Other Infrastructure				
Carpark #15 Renewal - Fletcher Park	☐	■■■□	48,468	4,535
Bus Shelters - Renewal	☐	■■□□	120,000	0
Street Lighting - Albany Highway and Laneways	☐	□□□□	50,000	0
Mirvac - Lighting Replacement	☐	■□□□	150,000	0
Upgrade - Other Infrastructure				
Street Lighting - Safety Improvements (Safer Neighbourhoods Plan)	☐	■■■■	37,193	23,664
Carlisle Laneways (Community Development Grant)	☐	□□□□	12,643	0
Terminus Lane (Community Development Grant)	☐	■□□□	15,455	6,763
Upgrade - ROW 59	☐	■■□□	435,693	62,976
Upgrade - ROW 33	☐	□□□□	390,000	0
New - Other Infrastructure				
Parking - ACROD Bays - Allocation TBA new priority list	☐	□□□□	15,000	0
Purchase and Installation of parking meters - Parking Initiative	☐	□□□□	19,998	0
Pedestrian Infrastructure Improvements	☐	■■■■	40,000	0
Lathlain Redevelopment (Zone 2x) - Public Art	☐	■■■□	2,500	1,500
Retaining Wall-Rathay Street	☐	□□□□	150,000	0

Municipal Fund Bank Account

Payments

Creditors Cheques

Payment	Date	Payee	Description	Amount
00608863	16-Sep-21	Gaming and Wagering Commission of W	Bingo Costs	427.19
00608864	23-Sep-21	Mrs E A Lancaster & Mr R D Lancaste	Refund - Rates	882.97
			Total Creditors Cheques	**1,310.16**

Creditors EFT Payments

1916.4462-01	9-Sep-21	2SE Pty Ltd T/As Wisdom in Your Lif	Event Performance and Activity	660.00
1923.7657-01	23-Sep-21	A J Newland	Crossover Contribution	500.00
1916.7630-01	9-Sep-21	A Plus Training Solutions Pty Ltd	Training Services	275.00
1912.1328-01	2-Sep-21	Abco Products Pty Ltd	Cleaning Services and Equipment	1,118.26
1916.1328-01	9-Sep-21	Abco Products Pty Ltd	Cleaning Services and Equipment	357.22
1912.1119-01	2-Sep-21	Access Office Industries	Furniture Supply and Repair	1,180.08
1930.1119-01	30-Sep-21	Access Office Industries	Furniture Supply and Repair	1,180.08
1925.2555-01	23-Sep-21	AGS Metal Work	Steel Supplies	1,614.00
1925.570-01	23-Sep-21	Allflow Industrial	Machinery Servicing and Parts	379.45
1912.4391-01	2-Sep-21	Allstate Kerbing & Concrete	Footpath Materials and Construction	4,847.70
1920.4391-01	16-Sep-21	Allstate Kerbing & Concrete	Footpath Materials and Construction	4,382.40
1916.4093-01	9-Sep-21	Aquatic Services WA Pty Ltd	Equipment Supply and Repair	1,769.90
1920.4093-01	16-Sep-21	Aquatic Services WA Pty Ltd	Equipment Supply and Repair	745.80
1930.4093-01	30-Sep-21	Aquatic Services WA Pty Ltd	Equipment Supply and Repair	7,234.70
1916.6788-01	9-Sep-21	Asphalt In A Bag	Road Construction Materials and Services	1,546.88
1916.662-01	9-Sep-21	Asphaltech Pty Ltd	Road Construction Materials and Services	11,666.03
1925.662-01	23-Sep-21	Asphaltech Pty Ltd	Road Construction Materials and Services	143,946.81
1912.1856-01	2-Sep-21	Assetic Australia Pty Ltd	Software and IT Solutions	12,210.00
1916.3102-01	9-Sep-21	ATI-Mirage	Training Services	772.20
1925.1435-01	23-Sep-21	Atom Supply	Equipment Supply and Repair	948.41
1930.1435-01	30-Sep-21	Atom Supply	Equipment Supply and Repair	79.00
1930.3444-01	30-Sep-21	Auslan Stage Left	Event Performance and Activity	660.00
1916.273-01	9-Sep-21	Australia Post	Postage Services	2,970.60
1930.273-01	30-Sep-21	Australia Post	Postage Services	16,677.33
1916.1158-01	9-Sep-21	Australian Hvac Services	Equipment Supply and Repair	558.40
1920.1158-01	16-Sep-21	Australian Hvac Services	Equipment Supply and Repair	3,293.96
1930.1158-01	30-Sep-21	Australian Hvac Services	Equipment Supply and Repair	495.88
1912.13-01	2-Sep-21	Australian Institute of Management	Training Services	968.00
1916.13-01	9-Sep-21	Australian Institute of Management	Training Services	934.00
1925.13-01	23-Sep-21	Australian Institute of Management	Training Services	515.00
1916.1995-01	9-Sep-21	Australian Office Leadingbrands.com	Office Supplies	74.67
1908.50-01	2-Sep-21	Australian Service Union	Superannuation	25.90
1918.50-01	16-Sep-21	Australian Service Union	Superannuation	25.90
1926.50-01	30-Sep-21	Australian Service Union	Superannuation	25.90
1908.98000-0	2-Sep-21	Australian Taxation Office	Taxation	170,274.82
1918.98000-0	16-Sep-21	Australian Taxation Office	Taxation	187,285.00
1926.98000-0	30-Sep-21	Australian Taxation Office	Taxation	168,094.82
1920.274-01	16-Sep-21	Austswim Ltd	Licencing and Subscriptions	1,630.00
1912.3881-01	2-Sep-21	AWB Building Co	Facility Maintenance Services	866.99
1916.3881-01	9-Sep-21	AWB Building Co	Facility Maintenance Services	11,482.20
1920.3881-01	16-Sep-21	AWB Building Co	Facility Maintenance Services	2,666.20
1925.3881-01	23-Sep-21	AWB Building Co	Facility Maintenance Services	1,453.35
1930.3881-01	30-Sep-21	AWB Building Co	Facility Maintenance Services	819.89
1912.4665-01	2-Sep-21	Baxters Pty Ltd	Machinery Servicing and Parts	134.60
1916.4665-01	9-Sep-21	Baxters Pty Ltd	Machinery Servicing and Parts	813.13
1930.4665-01	30-Sep-21	Baxters Pty Ltd	Machinery Servicing and Parts	563.35
1916.280-01	9-Sep-21	Beaver Tree Services	Landscaping Materials and Services	17,123.61
1920.280-01	16-Sep-21	Beaver Tree Services	Landscaping Materials and Services	7,022.67
1925.280-01	23-Sep-21	Beaver Tree Services	Landscaping Materials and Services	9,414.20
1930.280-01	30-Sep-21	Beaver Tree Services	Landscaping Materials and Services	142.79
1912.409-01	2-Sep-21	Bidfood WA Pty Ltd	Resale Inventory	389.15
1916.409-01	9-Sep-21	Bidfood WA Pty Ltd	Resale Inventory	355.96
1925.409-01	23-Sep-21	Bidfood WA Pty Ltd	Resale Inventory	900.57
1916.5155-01	9-Sep-21	Bin Bath Corporation Pty Ltd	Waste Management Services	573.54
1930.5155-01	30-Sep-21	Bin Bath Corporation Pty Ltd	Waste Management Services	382.36
1912.7452-01	2-Sep-21	Bing Technologies Pty Ltd	Postage Services	124.89
1920.7452-01	16-Sep-21	Bing Technologies Pty Ltd	Postage Services	356.31

Payment	Date	Payee	Description	Amount
1925.7452-01	23-Sep-21	Bing Technologies Pty Ltd	Postage Services	1,584.85
1930.7452-01	30-Sep-21	Bing Technologies Pty Ltd	Postage Services	696.10
1916.1578-01	9-Sep-21	Bingo Australia	Bingo Costs	767.80
1920.7140-01	16-Sep-21	Bird Childrens Books & Arts	Library Services	770.00
1920.283-01	16-Sep-21	Blackwell & Associates Pty Ltd	Planning and Building Services	1,168.75
1912.4992-01	2-Sep-21	Bloomin Box Company	Flowers	223.00
1916.4992-01	9-Sep-21	Bloomin Box Company	Flowers	77.00
1925.6925-01	23-Sep-21	Blue Tang (WA) P/L t/a The Reef Uni	Landscaping Materials and Services	13,200.00
1916.287-01	9-Sep-21	BOC Limited	Equipment Supply and Repair	889.64
1920.287-01	16-Sep-21	BOC Limited	Equipment Supply and Repair	1,108.23
1916.2233-01	9-Sep-21	Bolinda	Printing Services	2,800.00
1920.6539-01	16-Sep-21	Bolinda Digital Pty Ltd	Library Equipment and Stock	3,000.00
1916.333-01	9-Sep-21	Boral Construction Materials Group	Road Construction Materials and Services	374.00
1920.333-01	16-Sep-21	Boral Construction Materials Group	Road Construction Materials and Services	304.70
1930.333-01	30-Sep-21	Boral Construction Materials Group	Road Construction Materials and Services	192.50
1916.7228-01	9-Sep-21	Brainbox Advisory	Training Services	4,026.00
1916.7323-01	9-Sep-21	Bridgehouse Projects	Project Management Services	3,536.53
1920.7323-01	16-Sep-21	Bridgehouse Projects	Project Management Services	946.00
1912.7301-01	2-Sep-21	Brightmark Group Pty Ltd	Cleaning Services and Equipment	30,974.46
1912.290-01	2-Sep-21	Bunnings Building Supplies Pty Ltd	Equipment Supply and Repair	250.97
1916.290-01	9-Sep-21	Bunnings Building Supplies Pty Ltd	Equipment Supply and Repair	389.54
1920.290-01	16-Sep-21	Bunnings Building Supplies Pty Ltd	Equipment Supply and Repair	1,098.95
1925.290-01	23-Sep-21	Bunnings Building Supplies Pty Ltd	Equipment Supply and Repair	14.88
1915.7644-01	9-Sep-21	C&R SETTLEMENTS	Refund - Rates	72.73
1930.345-01	30-Sep-21	Captivate Global	Software and IT Solutions	934.43
1916.300-01	9-Sep-21	Carlisle Events Hire Pty Ltd	Equipment Hire	1,560.90
1916.7643-01	9-Sep-21	Cash Management Solutions Pty Ltd /	Financial Services	1,254.00
1920.7643-01	16-Sep-21	Cash Management Solutions Pty Ltd /	Financial Services	462.00
1930.7643-01	30-Sep-21	Cash Management Solutions Pty Ltd /	Financial Services	1,633.50
1916.1503-01	9-Sep-21	CCM Furniture Pty Ltd t/as CCM Clea	Cleaning Services and Equipment	99.00
1920.1503-01	16-Sep-21	CCM Furniture Pty Ltd t/as CCM Clea	Cleaning Services and Equipment	21,000.66
1916.3532-01	9-Sep-21	CCR Commerical Pty Ltd	Equipment Supply and Repair	1,331.00
1920.630-01	16-Sep-21	CEI PTY LTD T/A Raeco	Office Supplies	82.43
1930.630-01	30-Sep-21	CEI PTY LTD T/A Raeco	Office Supplies	82.43
1916.6797-01	9-Sep-21	CelloPark Australia Pty Ltd	Parking Management Services	550.00
1908.68-01	2-Sep-21	Centrelink	Service	9.01
1920.7453-01	16-Sep-21	Chellew Hawley Pty Ltd T/As Sifting	Cleaning Services and Equipment	585.20
1925.2262-01	23-Sep-21	Chivers Asphalt	Road Construction Materials and Services	2,310.00
1912.1044-01	2-Sep-21	City of Armadale	Printing Services	59.22
1916.1044-01	9-Sep-21	City of Armadale	Printing Services	1,528.28
1925.1044-01	23-Sep-21	City of Armadale	Printing Services	411.47
1930.1044-01	30-Sep-21	City of Armadale	Printing Services	370.79
1912.988-01	2-Sep-21	City of Canning	Local Government Services	467.77
1916.988-01	9-Sep-21	City of Canning	Local Government Services	74,250.00
1920.638-01	16-Sep-21	City of Gosnells	Local Government Services	6,050.00
1920.369-01	16-Sep-21	City of Perth	Local Government Services	297.51
1909.57-01	2-Sep-21	City of Perth Superannuation Plan	Superannuation	1,715.22
1927.57-01	30-Sep-21	City of Perth Superannuation Plan	Superannuation	1,055.10
1920.563-01	16-Sep-21	City of South Perth	Local Government Services	10,285.00
1916.1647-01	9-Sep-21	City of Vincent	Local Government Services	1,100.00
1920.511-01	16-Sep-21	City Subaru	Plant Supply and Servicing	695.90
1916.466-01	9-Sep-21	Civica Pty Ltd	Software and IT Solutions	11,066.00
1920.483-01	16-Sep-21	Cleanaway	Waste Management Services	448,397.71
1925.629-01	23-Sep-21	Clever Patch Pty Ltd	Library Equipment and Stock	461.78
1930.629-01	30-Sep-21	Clever Patch Pty Ltd	Library Equipment and Stock	705.25
1920.7620-01	16-Sep-21	ClimateClever Pty Ltd	Environmental Services	935.00
1912.2965-01	2-Sep-21	Cobble Stone Concrete Pty Ltd	Road Construction Materials and Services	4,791.60
1920.1199-01	16-Sep-21	ColleaguesNagels	Printing Services	4,776.78
1920.413-01	16-Sep-21	Construction Training Fund	Levy Payments	2,603.52
1912.689-01	2-Sep-21	Copley Contracting	Road Construction Materials and Services	4,627.37
1916.689-01	9-Sep-21	Copley Contracting	Road Construction Materials and Services	11,060.50
1920.689-01	16-Sep-21	Copley Contracting	Road Construction Materials and Services	1,595.00
1925.689-01	23-Sep-21	Copley Contracting	Road Construction Materials and Services	13,073.50
1930.689-01	30-Sep-21	Copley Contracting	Road Construction Materials and Services	5,742.00
1920.209-01	16-Sep-21	Coretex Australia Pty Ltd	Software and IT Solutions	356.40
1920.2186-01	16-Sep-21	Cornerstone Legal Pty Ltd	Legal Services	1,628.00

Payment	Date	Payee	Description	Amount
1916.1735-01	9-Sep-21	Covs Parts Pty Ltd	Machinery Servicing and Parts	249.43
1930.1735-01	30-Sep-21	Covs Parts Pty Ltd	Machinery Servicing and Parts	309.65
1908.55-01	2-Sep-21	CSA Employer Services	Superannuation	648.51
1918.55-01	16-Sep-21	CSA Employer Services	Superannuation	662.97
1926.55-01	30-Sep-21	CSA Employer Services	Superannuation	665.37
1916.478-01	9-Sep-21	CSP Industries Pty Ltd	Machinery Servicing and Parts	322.15
1916.4846-01	9-Sep-21	Culture Counts (Australia) Pty Ltd	Community Engagement Services	1,650.00
1930.631-01	30-Sep-21	Custom Built Saunas	Machinery Servicing and Parts	345.00
1930.723-01	30-Sep-21	Data#3 Limited	Software and IT Solutions	2,497.22
1916.5458-01	9-Sep-21	David Barr	Planning and Building Services	500.00
1930.5458-01	30-Sep-21	David Barr	Planning and Building Services	1,125.00
1920.919-01	16-Sep-21	David Gray & Co Pty Ltd	Waste Management Services	41.80
1916.426-01	9-Sep-21	Daytone Printing Pty Ltd	Printing Services	586.30
1920.426-01	16-Sep-21	Daytone Printing Pty Ltd	Printing Services	341.00
1930.426-01	30-Sep-21	Daytone Printing Pty Ltd	Printing Services	184.80
1916.4369-01	9-Sep-21	Delissimo	Catering and Refreshments	283.00
1920.263-01	16-Sep-21	Department of Fire and Emergency	Levy Payments	2,070,335.70
1920.5435-01	16-Sep-21	Department of Mines, Industry	Levy Payments	23,582.66
1912.2143-01	2-Sep-21	Department of Planning - Developmen	Town Planning Services	10,486.00
1916.708-01	9-Sep-21	Department of Transport	Licencing and Subscriptions	3,546.50
1930.6120-01	30-Sep-21	Designer Christmas	Event Performance and Activity	1,705.00
1912.6734-01	2-Sep-21	DMD Storage Group	Fleet Management Services	1,489.21
1920.5892-01	16-Sep-21	Domus Nursery	Landscaping Materials and Services	1,256.14
1912.756-01	2-Sep-21	Dormakaba Australia Pty Ltd	Machinery Servicing and Parts	506.00
1916.756-01	9-Sep-21	Dormakaba Australia Pty Ltd	Machinery Servicing and Parts	462.00
1916.4697-01	9-Sep-21	Downer EDI Engineering Power Pty Lt	Fire Alarm and Security Services	9,199.09
1930.4697-01	30-Sep-21	Downer EDI Engineering Power Pty Lt	Fire Alarm and Security Services	280.50
1915.7646-01	9-Sep-21	DSF Literacy & Clinical Services	Event Performance and Activity	150.00
1930.3702-01	30-Sep-21	Dynamic Flame Badminton Club	Kidsport Program	1,152.50
1916.2375-01	9-Sep-21	Dynasty Embroidery (Australia) Pty	Uniforms and Protective Equipment	476.85
1912.1145-01	2-Sep-21	E & M J Rosher Pty Ltd	Machinery Servicing and Parts	137.50
1916.355-01	9-Sep-21	E Fire & Safety	Fire Alarm and Security Services	6,131.40
1930.7336-01	30-Sep-21	EarthWhile Australia Pty Ltd	Professional Services	990.00
1908.3243-01	2-Sep-21	EasiSalary Pty Ltd trading as Expre	Superannuation & Employee Deductions	13,709.13
1918.3243-01	16-Sep-21	EasiSalary Pty Ltd trading as Expre	Superannuation & Employee Deductions	13,709.13
1926.3243-01	30-Sep-21	EasiSalary Pty Ltd trading as Expre	Superannuation & Employee Deductions	13,709.13
1930.1638-01	30-Sep-21	Easydry Australia & New Zealand Pty	Equipment Supply and Repair	520.30
1925.2468-01	23-Sep-21	Eclipse Soils Pty Ltd	Landscaping Materials and Services	3,539.25
1930.7672-01	30-Sep-21	Eftsure Pty Ltd	Financial Services	2,750.00
1912.778-01	2-Sep-21	Ellenby Tree Farm Pty Ltd	Landscaping Materials and Services	1,028.50
1916.778-01	9-Sep-21	Ellenby Tree Farm Pty Ltd	Landscaping Materials and Services	13,629.00
1912.6440-01	2-Sep-21	Emerge Environmental Services Pty L	Environmental Services	907.50
1916.6440-01	9-Sep-21	Emerge Environmental Services Pty L	Environmental Services	479.33
1925.6440-01	23-Sep-21	Emerge Environmental Services Pty L	Environmental Services	529.38
1916.6074-01	9-Sep-21	Engineer Perth Pty Ltd	Engineering & Surveying Services	1,760.00
1920.7623-01	16-Sep-21	Environmental Site Services	Environmental Services	1,210.00
1920.4752-01	16-Sep-21	Enzed Welshpool	Equipment Supply and Repair	133.83
1920.5652-01	16-Sep-21	Evolve Events	Training Services	440.00
1930.2732-01	30-Sep-21	Exteria	Furniture Supply and Repair	8,267.60
1925.6561-01	23-Sep-21	FE Technologies Pty Ltd	Library Services	44,754.60
1925.541-01	23-Sep-21	Fennell Tyres Inernational Pty Ltd	Tyres	1,830.00
1920.2197-01	16-Sep-21	Find Wise Location Services	Road Construction Materials and Services	1,332.10
1914.672-01	2-Sep-21	Fines Enforcement Registry	Financial Services	13,197.00
1922.672-01	16-Sep-21	Fines Enforcement Registry	Financial Services	477.00
1931.672-01	30-Sep-21	Fines Enforcement Registry	Financial Services	10,255.50
1912.4259-01	2-Sep-21	Flexi Staff Pty Ltd	Agency and Contract Staff	2,030.51
1916.4259-01	9-Sep-21	Flexi Staff Pty Ltd	Agency and Contract Staff	5,318.01
1925.4259-01	23-Sep-21	Flexi Staff Pty Ltd	Agency and Contract Staff	1,933.82
1930.4259-01	30-Sep-21	Flexi Staff Pty Ltd	Agency and Contract Staff	1,643.75
1920.3191-01	16-Sep-21	Flick Anticimex Pty Ltd	Waste Management Services	830.85
1925.2941-01	23-Sep-21	FORM Building a State of Creativity	Sponsorship	13,200.00
1920.907-01	16-Sep-21	Forpark Australia	Equipment Supply and Repair	3,793.68
1930.907-01	30-Sep-21	Forpark Australia	Equipment Supply and Repair	66.66
1912.371-01	2-Sep-21	Frazzcon Enterprises	Sign Installation and Supply	4,541.24
1925.371-01	23-Sep-21	Frazzcon Enterprises	Sign Installation and Supply	205.60
1930.371-01	30-Sep-21	Frazzcon Enterprises	Sign Installation and Supply	7,067.07

Payment	Date	Payee	Description	Amount
1916.2701-01	9-Sep-21	Full Steam Ahead Ironing Service	Cleaning Services and Equipment	87.10
1920.2701-01	16-Sep-21	Full Steam Ahead Ironing Service	Cleaning Services and Equipment	211.90
1930.2701-01	30-Sep-21	Full Steam Ahead Ironing Service	Cleaning Services and Equipment	57.96
1912.1769-01	2-Sep-21	Fulton Hogan Industries Pty Ltd	Road Construction Materials and Services	446.78
1916.1769-01	9-Sep-21	Fulton Hogan Industries Pty Ltd	Road Construction Materials and Services	446.78
1920.1769-01	16-Sep-21	Fulton Hogan Industries Pty Ltd	Road Construction Materials and Services	446.78
1925.1769-01	23-Sep-21	Fulton Hogan Industries Pty Ltd	Road Construction Materials and Services	446.78
1930.1769-01	30-Sep-21	Fulton Hogan Industries Pty Ltd	Road Construction Materials and Services	931.63
1925.7266-01	23-Sep-21	Ginga Creative Art and Movement	Art and Event	165.00
1930.7660-01	30-Sep-21	Global Spill Control Pty Ltd	Environmental Services	1,615.68
1916.5780-01	9-Sep-21	Go Doors Pty Ltd (T/As Go Doors)	Facility Maintenance Services	264.00
1920.5780-01	16-Sep-21	Go Doors Pty Ltd (T/As Go Doors)	Facility Maintenance Services	203.50
1930.5780-01	30-Sep-21	Go Doors Pty Ltd (T/As Go Doors)	Facility Maintenance Services	5,335.00
1916.7466-01	9-Sep-21	GRA Partners Pty Ltd	Financial Services	5,500.00
1930.3380-01	30-Sep-21	Greenacres Turf Group	Landscaping Materials and Services	3,066.80
1925.2570-01	23-Sep-21	Greensteam Australia Pty Ltd	Landscaping Materials and Services	4,994.00
1916.453-01	9-Sep-21	Gronbek Security	Fire Alarm and Security Services	48.00
1920.453-01	16-Sep-21	Gronbek Security	Fire Alarm and Security Services	26.46
1925.453-01	23-Sep-21	Gronbek Security	Fire Alarm and Security Services	83.99
1930.453-01	30-Sep-21	Gronbek Security	Fire Alarm and Security Services	322.91
1920.6971-01	16-Sep-21	Grow It Local Pty Ltd	Membership and Subscription	12,650.00
1916.313-01	9-Sep-21	Hames Sharley (WA) Pty Ltd	Town Planning Services	1,650.00
1916.5683-01	9-Sep-21	Hassell Ltd	Design and Drafting Services	2,630.00
1912.7271-01	2-Sep-21	Hatch Pty Ltd	Professional Services	13,640.00
1920.7271-01	16-Sep-21	Hatch Pty Ltd	Professional Services	13,231.00
1925.7271-01	23-Sep-21	Hatch Pty Ltd	Professional Services	14,759.80
1916.6328-01	9-Sep-21	Hatch Roberts Day Group Pty Ltd	Planning and Building Services	18,090.27
1920.6328-01	16-Sep-21	Hatch Roberts Day Group Pty Ltd	Planning and Building Services	9,319.20
1916.3590-01	9-Sep-21	Icon Septech WA (Cascada)	Equipment Supply and Repair	1,250.76
1925.3590-01	23-Sep-21	Icon Septech WA (Cascada)	Equipment Supply and Repair	1,909.38
1912.3796-01	2-Sep-21	Iconic Property Services	Cleaning Services and Equipment	16,669.62
1916.3796-01	9-Sep-21	Iconic Property Services	Cleaning Services and Equipment	658.32
1920.3796-01	16-Sep-21	Iconic Property Services	Cleaning Services and Equipment	18,202.38
1925.3796-01	23-Sep-21	Iconic Property Services	Cleaning Services and Equipment	495.00
1930.3796-01	30-Sep-21	Iconic Property Services	Cleaning Services and Equipment	1,413.50
1925.2017-01	23-Sep-21	Imagesource Digital Solutions	Printing Services	346.50
1916.7625-01	9-Sep-21	Individual Developments Pty Ltd	Planning and Building Services	28.12
1920.210-01	16-Sep-21	Indoor Gardens Pty Ltd	Landscaping Materials and Services	1,100.00
1930.7656-01	30-Sep-21	Innovation Unit Australia New Zeala	Community Engagement Services	2,337.50
1925.7449-01	23-Sep-21	Institute of Building Technology	Training Services	43.00
1916.970-01	9-Sep-21	Integral Development	Training Services	20,647.00
1916.217-01	9-Sep-21	Interconnect It Solutions	Software and IT Solutions	2,373.80
1930.217-01	30-Sep-21	Interconnect It Solutions	Software and IT Solutions	360.00
1920.5903-01	16-Sep-21	InterStream Pty Ltd	Media Services	1,386.00
1916.2212-01	9-Sep-21	IPFX Ltd	Communication Services	1,732.50
1912.433-01	2-Sep-21	IPWEA Limited	Conference and Workshop Enrolment	1,375.00
1916.284-01	9-Sep-21	J Blackwoods & Sons Pty Ltd	Uniforms and Protective Equipment	920.48
1910.6198-01	2-Sep-21	J K Karimi	Member Payment	2,289.75
1912.4932-01	2-Sep-21	Jack Brickpaving & Reinstating Pty	Landscaping Materials and Services	2,761.00
1920.4932-01	16-Sep-21	Jack Brickpaving & Reinstating Pty	Landscaping Materials and Services	792.00
1916.2141-01	9-Sep-21	Jardine Lloyd Thompson Pty Ltd	Insurance	660.00
1916.3553-01	9-Sep-21	Jim's Fencing (North Perth)	Fencing	8,725.75
1920.3553-01	16-Sep-21	Jim's Fencing (North Perth)	Fencing	742.50
1930.3553-01	30-Sep-21	Jim's Fencing (North Perth)	Fencing	1,421.20
1916.2432-01	9-Sep-21	Jim's Mowing (Cloverdale)	Landscaping Materials and Services	130.00
1920.2432-01	16-Sep-21	Jim's Mowing (Cloverdale)	Landscaping Materials and Services	52.00
1912.230-01	2-Sep-21	Johns Building Supplies Pty Ltd	Equipment Supply and Repair	19.51
1916.230-01	9-Sep-21	Johns Building Supplies Pty Ltd	Equipment Supply and Repair	46.84
1930.7531-01	30-Sep-21	Julianne Wade	Art and Event	1,000.00
1916.37-01	9-Sep-21	Kandiah Family Trust No2 t/a Water2	Amenities	933.82
1920.235-01	16-Sep-21	Kel Steel Constructions	Equipment Supply and Repair	13,090.00
1916.237-01	9-Sep-21	Kennards Hire	Equipment Hire	3,976.00
1930.2337-01	30-Sep-21	Kmart	Equipment Supply and Repair	51.00
1912.501-01	2-Sep-21	Landgate	Local Government Services	5,450.28
1920.501-01	16-Sep-21	Landgate	Local Government Services	240.40
1925.501-01	23-Sep-21	Landgate	Local Government Services	313.36

Payment	Date	Payee	Description	Amount
1920.252-01	16-Sep-21	Les Mills Asia Pacific	Licencing and Subscriptions	2,210.73
1912.5366-01	2-Sep-21	Lifeskills Australia	Human Resource Services	1,188.00
1916.5366-01	9-Sep-21	Lifeskills Australia	Human Resource Services	396.00
1930.5366-01	30-Sep-21	Lifeskills Australia	Human Resource Services	3,014.00
1920.4984-01	16-Sep-21	Links Modular Solutions Pty Ltd	Software and IT Solutions	26,379.10
1925.4984-01	23-Sep-21	Links Modular Solutions Pty Ltd	Software and IT Solutions	1,782.00
1912.547-01	2-Sep-21	LO GO Appointments	Agency and Contract Staff	10,893.14
1916.547-01	9-Sep-21	LO GO Appointments	Agency and Contract Staff	1,622.70
1925.547-01	23-Sep-21	LO GO Appointments	Agency and Contract Staff	12,285.49
1930.547-01	30-Sep-21	LO GO Appointments	Agency and Contract Staff	4,868.19
1912.3967-01	2-Sep-21	Local Government Professionals	Membership and Subscription	1,450.00
1916.3967-01	9-Sep-21	Local Government Professionals	Membership and Subscription	960.00
1908.60-01	2-Sep-21	Local Government Racing and Cemeter	Superannuation	102.50
1918.60-01	16-Sep-21	Local Government Racing and Cemeter	Superannuation	102.50
1926.60-01	30-Sep-21	Local Government Racing and Cemeter	Superannuation	102.50
1912.261-01	2-Sep-21	Local Health Authorities Analytical	Health Services	9,573.88
1916.457-01	9-Sep-21	Lochness Pty Ltd	Landscaping Materials and Services	20,185.00
1920.457-01	16-Sep-21	Lochness Pty Ltd	Landscaping Materials and Services	17,059.00
1916.6652-01	9-Sep-21	LogMeIn AUS Pty Ltd	Software and IT Solutions	2,640.13
1912.7599-01	2-Sep-21	Macquarie University	Licencing and Subscriptions	599.50
1916.2515-01	9-Sep-21	Maia Financial Pty Ltd	Equipment Hire	23,063.75
1930.930-01	30-Sep-21	Malcolm & Caril Barker	Landscaping Materials and Services	1,100.00
1920.1693-01	16-Sep-21	Marketforce Pty Ltd	Advertising Services	675.07
1925.1693-01	23-Sep-21	Marketforce Pty Ltd	Advertising Services	830.37
1930.1693-01	30-Sep-21	Marketforce Pty Ltd	Advertising Services	824.32
1925.6696-01	23-Sep-21	Marlbroh Bingo Enterprises	Bingo Costs	1,666.60
1930.6696-01	30-Sep-21	Marlbroh Bingo Enterprises	Bingo Costs	6,152.45
1916.319-01	9-Sep-21	McLeods	Legal Services	8,164.67
1920.319-01	16-Sep-21	McLeods	Legal Services	3,972.91
1925.319-01	23-Sep-21	McLeods	Legal Services	3,172.22
1916.3408-01	9-Sep-21	Michael Page International	Agency and Contract Staff	6,091.02
1920.3408-01	16-Sep-21	Michael Page International	Agency and Contract Staff	3,019.06
1930.3408-01	30-Sep-21	Michael Page International	Agency and Contract Staff	7,899.30
1916.189-01	9-Sep-21	Mindarie Regional Council	Waste Management Services	202,788.83
1920.189-01	16-Sep-21	Mindarie Regional Council	Waste Management Services	31,834.33
1925.189-01	23-Sep-21	Mindarie Regional Council	Waste Management Services	61,448.93
1920.2657-01	16-Sep-21	Miracle Recreation Equipment	Equipment Supply and Repair	247.50
1930.1886-01	30-Sep-21	Miss Maud	Catering and Refreshments	338.80
1916.824-01	9-Sep-21	Modern Teaching Aids Pty Ltd	Library Equipment and Stock	588.43
1920.1570-01	16-Sep-21	Move Consultants	Engineering & Surveying Services	495.00
1930.190-01	30-Sep-21	Movies By Burswood (Inc)	Sponsorship	19,250.00
1912.7572-01	2-Sep-21	Mr B M Colman	Library Services	350.00
1910.2475-01	2-Sep-21	Mr B Oliver	Member Payment	2,289.75
1911.7638-01	2-Sep-21	Mr D Beverley	Refund - Memberships	74.00
1925.2169-01	23-Sep-21	Mr D J Aitken	Staff Payments and Reimbursement	72.25
1912.2596-01	2-Sep-21	Mr G A Wilson	Staff Payments and Reimbursement	238.30
1923.7649-01	23-Sep-21	Mr G Ding	Refund - Rates	1,655.50
1915.7627-01	9-Sep-21	Mr H Ledger	Gym Membership	246.69
1911.7637-01	2-Sep-21	Mr J Ananda	Refund - Memberships	24.40
1911.7629-01	2-Sep-21	Mr J K McCartney	Crossover Contribution	500.00
1930.7666-01	30-Sep-21	Mr J L Moreno	Staff Payments and Reimbursement	600.00
1912.7133-01	2-Sep-21	Mr J M Langley	Event Performance and Activity	650.00
1919.7647-01	16-Sep-21	Mr J P Snare	Crossover Contribution	500.00
1925.4450-01	23-Sep-21	Mr M J Van Der Wiele	Staff Payments and Reimbursement	164.60
1930.7667-01	30-Sep-21	Mr M Klaj	Staff Payments and Reimbursement	600.00
1919.7648-01	16-Sep-21	Mr N Del Paggio	Refund - Rates	718.84
1923.7651-01	23-Sep-21	Mr T Meziane	Refund - Memberships	120.32
1910.4004-01	2-Sep-21	Mr W J Hendriks	Member Payment	2,289.75
1919.7642-01	16-Sep-21	Ms A Wangpen	Staff Payments and Reimbursement	71.89
1910.4601-01	2-Sep-21	Ms B L Ife	Member Payment	3,648.23
1915.4440-01	9-Sep-21	Ms B O'Riordan & Mr K R Sheehan	Refund - Rates	632.28
1923.7665-01	23-Sep-21	Ms C A Cridland	Refund - Rates	2,182.59
1920.7650-01	16-Sep-21	Ms C A Magness	Community Engagement Services	60.00
1910.398-01	2-Sep-21	Ms C N Anderson	Member Payment	2,289.75
1910.4603-01	2-Sep-21	Ms K A Vernon	Member Payment	8,402.95
1910.6494-01	2-Sep-21	Ms L Lisandro	Member Payment	2,289.75

Payment	Date	Payee	Description	Amount
1912.6273-01	2-Sep-21	Ms P L Walker	Staff Payments and Reimbursement	12.15
1912.5472-01	2-Sep-21	Ms P Vanessie	Communication Services	4,147.00
1916.5472-01	9-Sep-21	Ms P Vanessie	Communication Services	3,740.00
1910.4602-01	2-Sep-21	Ms R A Potter	Member Payment	2,289.75
1915.5558-01	9-Sep-21	Ms R E Guilfoyle	Staff Payments and Reimbursement	23.80
1928.7534-01	30-Sep-21	Ms S G Harben	Event Performance and Activity	660.00
1923.7658-01	23-Sep-21	Ms T J Bergin	Crossover Contribution	500.00
1910.1601-01	2-Sep-21	Ms V Potter	Member Payment	2,289.75
1912.7125-01	2-Sep-21	N King	Event Performance and Activity	650.00
1916.5843-01	9-Sep-21	Nature Calls 1 Pty Ltd	Rental Charge	620.00
1920.2840-01	16-Sep-21	Nature Play Solutions Pty Ltd	Event Performance and Activity	2,970.00
1925.3850-01	23-Sep-21	Nature Playgrounds	Equipment Supply and Repair	662.18
1925.2160-01	23-Sep-21	Neil Urry	Health Instructors	1,000.00
1925.3970-01	23-Sep-21	Netstar Australia Pty Ltd t/a Pinpo	Fleet Management Services	6,011.50
1920.1714-01	16-Sep-21	Noise and Vibration Measurement Sys	Environmental Services	1,072.50
1920.2617-01	16-Sep-21	NS Projects Pty Ltd	Project Management Services	5,500.00
1916.657-01	9-Sep-21	Octagon-BKG Lifts	Machinery Servicing and Parts	982.03
1916.202-01	9-Sep-21	Officeworks Superstores Pty Ltd	Office Supplies	99.30
1920.202-01	16-Sep-21	Officeworks Superstores Pty Ltd	Office Supplies	1,151.81
1925.202-01	23-Sep-21	Officeworks Superstores Pty Ltd	Office Supplies	116.00
1930.202-01	30-Sep-21	Officeworks Superstores Pty Ltd	Office Supplies	206.67
1920.6805-01	16-Sep-21	oOh! Media Operations Pty Ltd	Media Services	3,080.00
1916.6701-01	9-Sep-21	Oracle Customer Management Solution	Equipment Supply and Repair	996.05
1930.6701-01	30-Sep-21	Oracle Customer Management Solution	Equipment Supply and Repair	1,153.87
1920.7652-01	16-Sep-21	Ornithological Technical Services P	Professional Services	726.00
1916.7641-01	9-Sep-21	Our Kloud Print Pty Ltd	Printing Services	1,868.59
1920.7641-01	16-Sep-21	Our Kloud Print Pty Ltd	Printing Services	1,741.50
1925.207-01	23-Sep-21	Oven Sparkle Pty Ltd	Cleaning Services and Equipment	1,320.00
1912.4584-01	2-Sep-21	Owen's Painting Services Pty Ltd	Painting Services	1,595.00
1920.4584-01	16-Sep-21	Owen's Painting Services Pty Ltd	Painting Services	1,430.00
1930.4584-01	30-Sep-21	Owen's Painting Services Pty Ltd	Painting Services	990.00
1912.2554-01	2-Sep-21	Paperbark Technologies Pty Ltd	Professional Services	8,026.75
1916.2554-01	9-Sep-21	Paperbark Technologies Pty Ltd	Professional Services	15,835.15
1920.2554-01	16-Sep-21	Paperbark Technologies Pty Ltd	Professional Services	660.00
1925.2554-01	23-Sep-21	Paperbark Technologies Pty Ltd	Professional Services	6,266.25
1930.2554-01	30-Sep-21	Paperbark Technologies Pty Ltd	Professional Services	9,352.75
1916.401-01	9-Sep-21	Perth Cricket Club Inc	Facility Maintenance Services	17,160.00
1930.647-01	30-Sep-21	Perth Football Club Inc	Contributions	27,500.00
1920.4222-01	16-Sep-21	Perth Office Equipment Repairs	Equipment Supply and Repair	256.91
1925.4222-01	23-Sep-21	Perth Office Equipment Repairs	Equipment Supply and Repair	214.50
1916.1946-01	9-Sep-21	Perth Safety Products	Uniforms and Protective Equipment	819.50
1920.1946-01	16-Sep-21	Perth Safety Products	Uniforms and Protective Equipment	356.40
1916.5607-01	9-Sep-21	Phase3 Landscape Construction Pty L	Landscaping Materials and Services	211,170.21
1930.2481-01	30-Sep-21	Plantrite	Landscaping Materials and Services	4,852.93
1920.4248-01	16-Sep-21	Playmaster Pty Ltd	Equipment Supply and Repair	495.00
1916.1189-01	9-Sep-21	Porter Consulting Engineers	Engineering & Surveying Services	1,430.00
1920.1189-01	16-Sep-21	Porter Consulting Engineers	Engineering & Surveying Services	12,149.19
1916.2603-01	9-Sep-21	Poster Passion	Printing Services	70.13
1930.2603-01	30-Sep-21	Poster Passion	Printing Services	107.25
1916.947-01	9-Sep-21	PowerVac Pty Ltd	Equipment Supply and Repair	719.60
1920.947-01	16-Sep-21	PowerVac Pty Ltd	Equipment Supply and Repair	534.08
1925.947-01	23-Sep-21	PowerVac Pty Ltd	Equipment Supply and Repair	111.02
1920.677-01	16-Sep-21	Premier Glass & Mirrors	Facility Maintenance Services	921.75
1930.4442-01	30-Sep-21	Prime Trophies	Equipment Supply and Repair	4,331.00
1912.2710-01	2-Sep-21	Productology	Advertising Services	5,225.00
1916.2241-01	9-Sep-21	Progility Pty Ltd	Software and IT Solutions	15,510.00
1923.7664-01	23-Sep-21	Province Property	Refund - Rates	385.85
1912.746-01	2-Sep-21	Quick Corporate Australia	Office Supplies	171.96
1916.746-01	9-Sep-21	Quick Corporate Australia	Office Supplies	624.79
1920.746-01	16-Sep-21	Quick Corporate Australia	Office Supplies	906.02
1916.2267-01	9-Sep-21	Quickmail	Postage Services	8,082.89
1930.2267-01	30-Sep-21	Quickmail	Postage Services	6,645.51
1920.1891-01	16-Sep-21	Rawlinsons Publications	Professional Services	7,260.00
1930.987-01	30-Sep-21	Reface Industries Pty Ltd	Equipment Supply and Repair	231.85
1912.2457-01	2-Sep-21	Reino International Pty Ltd	Parking Equipment and Supplies	4,002.44
1916.2457-01	9-Sep-21	Reino International Pty Ltd	Parking Equipment and Supplies	118,685.56

Payment	Date	Payee	Description	Amount
1920.2457-01	16-Sep-21	Reino International Pty Ltd	Parking Equipment and Supplies	990.00
1930.2457-01	30-Sep-21	Reino International Pty Ltd	Parking Equipment and Supplies	11,632.50
1920.5421-01	16-Sep-21	Reverberate Consulting	Noise Monitoring and Analysis	687.50
1916.4636-01	9-Sep-21	Richmond Wheel & Castor	Equipment Supply and Repair	125.40
1912.2940-01	2-Sep-21	ROL-WA Pty Ltd trading as Allpest W	Pest Control Services	132.00
1916.1041-01	9-Sep-21	Rome Energy & Environment Pty Ltd	Planning and Building Services	687.50
1916.3146-01	9-Sep-21	Rosevale Electrical Pty Ltd	Electrical Services and Maintenance	11,008.60
1920.3146-01	16-Sep-21	Rosevale Electrical Pty Ltd	Electrical Services and Maintenance	1,413.00
1925.3146-01	23-Sep-21	Rosevale Electrical Pty Ltd	Electrical Services and Maintenance	945.50
1930.3146-01	30-Sep-21	Rosevale Electrical Pty Ltd	Electrical Services and Maintenance	12,077.00
1912.950-01	2-Sep-21	RSEA Pty Ltd	Uniforms and Protective Equipment	90.18
1930.7338-01	30-Sep-21	SafeKids	Training Services	650.00
1912.7614-01	2-Sep-21	SDF Global Pty Ltd	Professional Services	12,711.60
1916.3763-01	9-Sep-21	SeamlessCMS Pty Ltd	Communication Services	382.80
1912.2367-01	2-Sep-21	SEM Distribution	Equipment Supply and Repair	12.40
1925.2367-01	23-Sep-21	SEM Distribution	Equipment Supply and Repair	12.40
1930.1921-01	30-Sep-21	Shops for Shops	Event Performance and Activity	4,686.80
1916.354-01	9-Sep-21	Sigma Chemicals	Equipment Supply and Repair	1,856.84
1920.354-01	16-Sep-21	Sigma Chemicals	Equipment Supply and Repair	656.70
1930.354-01	30-Sep-21	Sigma Chemicals	Equipment Supply and Repair	3,064.14
1916.6359-01	9-Sep-21	Sign Here Signs Pty Ltd	Sign Installation and Supply	4,070.00
1916.6623-01	9-Sep-21	Signarama Burswood	Advertising Services	902.00
1930.6623-01	30-Sep-21	Signarama Burswood	Advertising Services	126.50
1916.124-01	9-Sep-21	SJR Civil Consulting Pty Ltd	Engineering Design	528.00
1930.127-01	30-Sep-21	Slater Gartrell Sports	Equipment Supply and Repair	7,810.00
1916.4628-01	9-Sep-21	Slimline Warehouse Display Shop	Furniture Supply and Repair	134.16
1916.1528-01	9-Sep-21	Smoke and Mirrors Audio Visual	Event Performance and Activity	1,451.00
1912.2493-01	2-Sep-21	Sonic HealthPlus Pty Ltd - Osborne	Medical Equipment and Services	1,359.60
1916.2493-01	9-Sep-21	Sonic HealthPlus Pty Ltd - Osborne	Medical Equipment and Services	959.20
1930.2493-01	30-Sep-21	Sonic HealthPlus Pty Ltd - Osborne	Medical Equipment and Services	2,087.80
1925.6049-01	23-Sep-21	SpacetoCo Pty Ltd	Internet Hosting Services	330.00
1912.134-01	2-Sep-21	Speedo Australia Pty Ltd	Resale Inventory	3,465.00
1925.1953-01	23-Sep-21	Spider Waste Collection Services Pt	Waste Management Services	3,026.10
1916.138-01	9-Sep-21	St John Ambulance Australia (WA) In	Training Services	1,045.30
1925.5613-01	23-Sep-21	Stantons International Audit and	Audit Services - Property	801.35
1925.3996-01	23-Sep-21	StrataGreen	Landscaping Materials and Services	1,958.00
1920.4612-01	16-Sep-21	Sullivan Commercial Pty Ltd	Valuation Services	4,400.00
1920.141-01	16-Sep-21	Sunny Sign Company Pty Ltd	Sign Installation and Supply	185.08
1930.141-01	30-Sep-21	Sunny Sign Company Pty Ltd	Sign Installation and Supply	173.25
1909.4916-01	2-Sep-21	SuperChoice Services	Superannuation	380,103.15
1927.4916-01	30-Sep-21	SuperChoice Services	Superannuation	244,716.24
1920.5769-01	16-Sep-21	Swan Smash Repairs	Plant Supply and Servicing	1,000.00
1930.5769-01	30-Sep-21	Swan Smash Repairs	Plant Supply and Servicing	500.00
1916.3780-01	9-Sep-21	Swansea Street Markets	Amenities	131.50
1920.3780-01	16-Sep-21	Swansea Street Markets	Amenities	145.72
1913.144-01	2-Sep-21	Synergy	Electricity Usage Charges	583.95
1917.144-01	9-Sep-21	Synergy	Electricity Usage Charges	2,205.46
1921.144-01	16-Sep-21	Synergy	Electricity Usage Charges	72,796.06
1924.144-01	23-Sep-21	Synergy	Electricity Usage Charges	33,097.49
1929.144-01	30-Sep-21	Synergy	Electricity Usage Charges	2,148.94
1920.6975-01	16-Sep-21	T&C Couriers trading as Trustee for	Courier Services	314.86
1916.145-01	9-Sep-21	Taborda Contracting Pty Ltd	Traffic Control Services	1,937.38
1920.145-01	16-Sep-21	Taborda Contracting Pty Ltd	Traffic Control Services	1,609.30
1925.145-01	23-Sep-21	Taborda Contracting Pty Ltd	Traffic Control Services	418.00
1921.152-01	16-Sep-21	Telstra Corporation Ltd	Telephone Usage Charges	1,501.60
1929.152-01	30-Sep-21	Telstra Corporation Ltd	Telephone Usage Charges	236.75
1916.1939-01	9-Sep-21	TenderLink.com	Advertising Services	198.00
1916.4480-01	9-Sep-21	Termico Pest Management Pty Ltd	Pest Control Services	210.00
1925.1869-01	23-Sep-21	The BBQ Man	Cleaning Services and Equipment	1,465.20
1916.7100-01	9-Sep-21	The Department of the Premier and	Advertising Services	1,314.00
1920.3041-01	16-Sep-21	The Good Guys Discount Warehouse Be	Equipment Supply and Repair	595.00
1912.428-01	2-Sep-21	The Leisure Institute of Western	Membership and Subscription	1,894.00
1916.428-01	9-Sep-21	The Leisure Institute of Western	Membership and Subscription	132.00
1916.6254-01	9-Sep-21	The Organising School	Library Services	350.00
1912.156-01	2-Sep-21	The Pressure King	Cleaning Services and Equipment	558.25
1916.312-01	9-Sep-21	The Royal Life Saving Society WA In	Medical Equipment and Services	154.00

Payment	Date	Payee	Description	Amount
1916.6047-01	9-Sep-21	The Trustee for Deluca Family Trust	Vehicle Operating Expenses	609.00
1930.6047-01	30-Sep-21	The Trustee for Deluca Family Trust	Vehicle Operating Expenses	35.00
1920.6742-01	16-Sep-21	The Trustee for S & F Pawley Family	Landscaping Materials and Services	4,999.50
1912.6715-01	2-Sep-21	The Trustee for Spencer Family Trus	Community Grant	7,700.00
1916.7540-01	9-Sep-21	Thomson Reuters (Professional)	Human Resource Services	4,400.00
1912.3724-01	2-Sep-21	Threat Protect	Fire Alarm and Security Services	28.27
1916.3724-01	9-Sep-21	Threat Protect	Fire Alarm and Security Services	927.47
1920.3724-01	16-Sep-21	Threat Protect	Fire Alarm and Security Services	116.64
1925.3724-01	23-Sep-21	Threat Protect	Fire Alarm and Security Services	214.92
1930.3724-01	30-Sep-21	Threat Protect	Fire Alarm and Security Services	465.81
1930.3863-01	30-Sep-21	Tiger Batteries	Equipment Supply and Repair	418.00
1925.2695-01	23-Sep-21	Tony Jones Art Projects	Art and Event	1,650.00
1916.725-01	9-Sep-21	Toolmart Australia Pty Ltd	Equipment Supply and Repair	585.00
1925.931-01	23-Sep-21	Total Eden Pty Ltd	Irrigation Supply and Repair	5,522.21
1916.3088-01	9-Sep-21	Total Hoists and Cranes Pty Ltd	Facility Maintenance Services	418.00
1930.163-01	30-Sep-21	Total Packaging (WA) Pty Ltd	Equipment Supply and Repair	8,053.76
1925.165-01	23-Sep-21	Total Waste Disposal Pty Ltd	Waste Management Services	590.00
1912.6281-01	2-Sep-21	Totally Workwear Belmont	Uniforms and Protective Equipment	813.24
1916.6281-01	9-Sep-21	Totally Workwear Belmont	Uniforms and Protective Equipment	338.72
1920.6281-01	16-Sep-21	Totally Workwear Belmont	Uniforms and Protective Equipment	96.67
1925.6281-01	23-Sep-21	Totally Workwear Belmont	Uniforms and Protective Equipment	189.69
1930.6281-01	30-Sep-21	Totally Workwear Belmont	Uniforms and Protective Equipment	971.38
1908.59-01	2-Sep-21	Town of Victoria Park - Lotto Club	Superannuation & Employee Deductions	106.00
1918.59-01	16-Sep-21	Town of Victoria Park - Lotto Club	Superannuation & Employee Deductions	94.00
1926.59-01	30-Sep-21	Town of Victoria Park - Lotto Club	Superannuation & Employee Deductions	92.00
1912.4239-01	2-Sep-21	TPG Network Pty Ltd	Software and IT Solutions	5,368.53
1920.4239-01	16-Sep-21	TPG Network Pty Ltd	Software and IT Solutions	5,332.51
1916.550-01	9-Sep-21	Trailer Parts Pty Ltd	Machinery Servicing and Parts	249.85
1920.550-01	16-Sep-21	Trailer Parts Pty Ltd	Machinery Servicing and Parts	125.36
1930.168-01	30-Sep-21	Tranen Pty Ltd	Environmental Services	8,851.64
1916.6906-01	9-Sep-21	Tree Planting and Watering	Landscaping Materials and Services	40,507.50
1916.529-01	9-Sep-21	UN Plumbing	Facility Maintenance Services	4,460.50
1920.529-01	16-Sep-21	UN Plumbing	Facility Maintenance Services	913.00
1925.529-01	23-Sep-21	UN Plumbing	Facility Maintenance Services	814.00
1930.529-01	30-Sep-21	UN Plumbing	Facility Maintenance Services	8,904.50
1916.4221-01	9-Sep-21	Urban Development Institute of	Conference and Workshop Enrolment	1,020.00
1925.858-01	23-Sep-21	Valvoline (Australia) Pty Limited	Fuel and Oils	304.73
1930.858-01	30-Sep-21	Valvoline (Australia) Pty Limited	Fuel and Oils	137.70
1930.6795-01	30-Sep-21	Vic Park Towing	Towing Services	143.00
1930.7603-01	30-Sep-21	Victoria Park Auto Care	Vehicle Operating Expenses	245.00
1916.1617-01	9-Sep-21	Victoria Park Carlisle Bowling Club	Hire Charges	400.00
1930.4095-01	30-Sep-21	Victoria Park Community Centre	Operational Subsidy	181.50
1912.2009-01	2-Sep-21	Vorgee Pty Ltd	Resale Inventory	3,042.60
1916.2009-01	9-Sep-21	Vorgee Pty Ltd	Resale Inventory	963.60
1920.24-01	16-Sep-21	WA Hino Sales & Service	Machinery Servicing and Parts	1,072.28
1920.1128-01	16-Sep-21	WA Limestone Co	Landscaping Materials and Services	741.49
1920.29-01	16-Sep-21	WA Local Government Association (WA	Local Government Services	283.00
1925.29-01	23-Sep-21	WA Local Government Association (WA	Local Government Services	88.00
1930.3136-01	30-Sep-21	Walcott Industries Pty Ltd	Carpentry Services	58,434.48
1917.36-01	9-Sep-21	Water Corporation	Water Usage Charges	8,556.96
1921.36-01	16-Sep-21	Water Corporation	Water Usage Charges	7,406.47
1930.5230-01	30-Sep-21	Way Funky Company Pty Ltd	Equipment Supply and Repair	112.86
1925.2074-01	23-Sep-21	West Australian Newspapers Ltd	Membership and Subscription	149.99
1916.46-01	9-Sep-21	Westbooks	Library Equipment and Stock	1,274.68
1925.46-01	23-Sep-21	Westbooks	Library Equipment and Stock	1,540.05
1930.46-01	30-Sep-21	Westbooks	Library Equipment and Stock	1,427.72
1916.828-01	9-Sep-21	Western Australian Treasury Corpora	Loan Repayments	1,419,038.54
1912.731-01	2-Sep-21	Western Power	Electrical Services and Maintenance	23,664.46
1916.731-01	9-Sep-21	Western Power	Electrical Services and Maintenance	6,170.00
1920.731-01	16-Sep-21	Western Power	Electrical Services and Maintenance	10,063.00
1930.731-01	30-Sep-21	Western Power	Electrical Services and Maintenance	2,395,200.00
1916.44-01	9-Sep-21	Western Resource Recovery Pty Ltd	Waste Management Services	192.50
1916.568-01	9-Sep-21	Westrac Pty Ltd	Plant Supply and Servicing	49.18
1930.568-01	30-Sep-21	Westrac Pty Ltd	Plant Supply and Servicing	49.18
1930.7640-01	30-Sep-21	Wheatbelt Services Pty Ltd	Parking Equipment and Supplies	1,546.82
1916.6962-01	9-Sep-21	Whitney Consulting	Professional Services	23,606.00

All Payments Made From 1-Sep-21 To 30-Sep-21

Payment	Date	Payee	Description	Amount
1912.376-01	2-Sep-21	WINC Australia Pty Limited	Office Supplies	311.62
1916.376-01	9-Sep-21	WINC Australia Pty Limited	Office Supplies	17.99
1930.376-01	30-Sep-21	WINC Australia Pty Limited	Office Supplies	145.28
1916.7508-01	9-Sep-21	Wisdom Activities	Library Services	169.00
1916.6582-01	9-Sep-21	WISE Workplace	Human Resource Services	7,246.64
1925.2521-01	23-Sep-21	Woolworths Group Ltd	Equipment Supply and Repair	45.00
1912.2383-01	2-Sep-21	Wright Express Australia Pty Ld	Groceries	269.46
1916.2383-01	9-Sep-21	Wright Express Australia Pty Ld	Groceries	438.19
1920.2383-01	16-Sep-21	Wright Express Australia Pty Ld	Groceries	556.61
1925.2383-01	23-Sep-21	Wright Express Australia Pty Ld	Groceries	4.40
1930.2383-01	30-Sep-21	Wright Express Australia Pty Ld	Groceries	568.52
1916.104-01	9-Sep-21	Youngs WA	Plant Supply and Servicing	518.69
1920.104-01	16-Sep-21	Youngs WA	Plant Supply and Servicing	140.00
1930.104-01	30-Sep-21	Youngs WA	Plant Supply and Servicing	616.73
1915.7616-01	9-Sep-21	Zegna Pty Ltd	Refund - Application Fee	365.00
			Total Creditors EFT Payments	**10,090,513.12**

Payroll

PY01-06	12-Sep-21	Municipal Fund Bank Account		596,430.72
PY01-07	26-Sep-21	Municipal Fund Bank Account		546,694.38
PY99-06	12-Sep-21	Municipal Fund Bank Account		2,207.24
PY99-07	26-Sep-21	Municipal Fund Bank Account		644.23
			Total Payroll	**1,145,976.57**

Total Payments From Municipal Fund Bank Account	**11,237,799.85**
	11,237,799.85

Cheques Cancelled between 1-Sep-21 and 30-Sep-21 that were raised in a prior period

Cheque	Payee	Raised	Value	Cancelled

Policy number	Policy 225
Policy title	Hire and Use of Town Banner and Flag sites
Strategic outcomes supported	S2 – An informed and knowledgeable community. EN5 – Appropriate and sustainable facilities for everyone that are well built, well maintained and well managed. CL1 – Everyone receives appropriate information in the most efficient and effective way for them.

POLICY OBJECTIVE:

1. To provide guidance on the use and hire of Town-owned banner and flag sites for promotion and recognition purposes.

2. To provide priority use to Council and secondary access to community groups and commercial organisations on a user-pays principle that is cost neutral to the Town.

POLICY SCOPE:

This policy applies to the hire and use of the Town's banner and flag display sites.

DEFINITIONS:

Nil.

POLICY STATEMENT:

1. When not required for its own purposes, the Town may permit the display of banners and flags at Town-owned sites by community groups and commercial organisations in accordance with the fees applicable, as found in the Schedule of Fees and Charges.

2. Events and activities promoted must be either:

    a. Town run and sponsored;
    b. run by a Town-based community group or organisation;
    c. run by a government department and in the interest of the general public or in partnership with the Town.

3. Priority will be given to events and activities that:

    a. are aligned with the Town's strategic partnerships or objectives;
    b. reflect the culture and values of the Town;
    c. increase visitation to the Town;
    d. provide direct benefit to the Town's residents.

4. The Town will not permit the promotion of:

a. tobacco or alcohol products;
b. electoral material; or
c. other material or images likely to offend reasonable sensitivities of any significant sector of the community.

5. The Town has discretion to approve or reject applications for the use or hire of its banner and flag poles sites.

RELATED DOCUMENTS:

Nil.

Policy manager	Manager – Stakeholder Relations
Responsible officers	-
Approval authority	Council
Next Evaluation Date	

REVISION HISTORY

Version	Approved, Amended, Rescinded or Reviewed	Date	Authority	Resolution Number	Key Changes/Notes
1	Approved	12/08/1997	Council	-	Item 14.3
1	Reviewed	15/08/2006	Council	-	Item 4.1
1	Reviewed	09/07/2013	Council	-	Item 10.1
1	Reviewed	11/08/2015	Council	-	Item 10.1
2	Amended	19/02/2019	Council	7/2019	Item 10.5
3	Reviewed and Amended	20/08/2019	Council	148/2019	Item 10.1

1. 3 Policy/Procedure - Management of Noise Emissions For Events Other Than Horse Racing at Belmont Racecourse, Burswood.

File Ref:	BURS	**In Brief**
Appendices:	No	• Draft documented policy/procedure relating to music events held at Belmont Racecourse sent to other organizations for their comment. • Comments received and the necessary amendments made. • Policy and procedure with related delegation now recommended for Council adoption.
DA/BA Ref:	N/A	
Date:	1 August 2002	
Reporting Officer:	G Hodgkins	
Responsible Officer:	C Eaton	

TABLED ITEMS:

- Draft Policy/Procedure dated 12 February 2002
- Letter received from the Town of Vincent dated 28th March 2002
- Letter received from the City of Belmont dated 8th March 2002
- Letter received from the City of Bayswater dated 16th may 2002
- Letter received from the City of Perth dated 6th May 2002
- Letter received from the Western Australian Turf Club dated 27th June 2002
- Letter received from the Western Australian Turf Club dated 2nd August 2002

BACKGROUND:

Council's Health Department receives several formal requests per year from organisers who want to hold concert events at Belmont Racecourse. As these types of events are not part of the Western Australian Turf Club's normal activities and have the potential to create excessive noise problems they are required to undergo a special approval process.

Subsequently when music or other events are likely to exceed the normal provisions of Environmental Protection (Noise) Regulations 1997 an organiser or proprietor may request that the Local Authority approve the event under Regulation 18 of Environmental Protection (Noise) Regulations 1997 subject to terms and conditions.

Under Regulation 18 of the Environmental Protection (Noise) Regulations 1997 the Chief Executive Officer of any local government may approve more than two Regulation 18 non complying noise events in any given 12 months if he is satisfied that the majority of affected residents have no objection to the holding of the extra events.

The Chief Executive Officer must not give approval unless the local governments of each district in which noise emissions received from the event are likely to fail to comply with the standard prescribed under Regulation 7 agrees to the proposed conditions applicable to the approval. Regulation 7 prescribes the standard for noise emission from any premises or public place when received at other premises.

In view of this requirement it has been necessary to write to the four local governments affected to seek their comment on each occasion that an application under Regulation 18 is lodged.

Where any agreement cannot be reached the conditions are to be determined by the Minister of Environmental Protection after receiving the advice of the Chief Executive Officer.

The Chief Executive Officer may impose conditions on any event that he thinks fit.
Conditions imposed may :

- Limit the duration of the event and the rehearsals;

- Set start and end times for the event and rehearsals;
- Set times when the stage, seating, etc can be set up and pulled down; and
- Set any other requirements needed to contain the noise impact, including noise limits.

To facilitate a quicker approval process within the scope of the Noise Regulations where potential noise complaints can become an issue it was suggested that Council's Health Services liaise with the Department of Environmental Protection, the Western Australian Turf Club, and the relevant local authorities to draft a policy that could be accepted by all parties regarding the conditions of approval for any future events. The advantage of such an agreed policy would allow events to proceed as long as they fall within the parameters of the policy and thus negating the need for correspondence and approvals to be obtained from relevant authorities upon an application for each event.

Issues to be included in such a policy would address the frequency of events, types of events, hours of operation, complaints procedures, community consultation and reporting mechanisms. The policy would also limit the number of events to be held each year and be subject to an annual review, given possible residential development of potentially affected areas, including the Swan Portland Cement site in Burswood.

A report was submitted to Council at its meeting held 24 April 2001, when Council resolved the following:

"A. The Manager of Environmental Health and Building Services to draft a policy in consultation with the Department of Environmental Protection, the Western Australian Turf Club and other affected Local Authorities relating to Regulation 18 Approvals under the Environmental Protection (Noise) Regulations 1997 in respect to the Belmont Racecourse.

B. The draft Policy be the subject of a report to Council for consideration and to include such matters as acceptable noise levels, the frequency of events, types of events, hours of operation, complaint procedures, community consultation, number of events per year, and reporting mechanisms."

A draft policy and procedure (tabled) was subsequently developed and a report submitted to Council at its meeting held 12th February 2002 when Council resolved the following:

"A. The following Draft Policy and Procedure dated January 2002 be forwarded to the Department of Environmental Protection, Western Australian Turf Club, Town of Vincent, City of Perth, City of Bayswater and City of Belmont for their comment.

B. Upon receipt of comment from the Department of Environmental Protection, Western Australian Turf Club, Town of Vincent, City of Perth, City of Bayswater and the City of Belmont the Policy/Procedure be submitted to Council for final consideration and approval"

COMMENT:

Correspondence and comment has since been received from the Western Australian Turf Club (WATC) the Town of Vincent, City of Perth, City of Belmont and the City of Bayswater who are all supportive of the proposed policy. (letters tabled). Discussion has also taken place between senior officers from the Department of Environmental Protection (DEP) and Council Officers to facilitate the finalisation of the policy and procedure.

No additional or significant comments were made by the other local authorities, however the DEP did request some changes, therefore as a result of this consultative process some changes have been made. The main thrust of the changes related to providing more protection to any possible elevated noise levels being received by the other local authorities. The other main change was to provide more flexibility to the WATC in relation to the number of events permitted. Previously only 6 events per year were going to be permitted. Under the new policy the WATC can apply to have additional events which will be assessed outside the scope of the agreed policy, but they will still have to comply with the regulations. The WATC was contacted and given a copy of these changes. The WATC acknowledged and accepted the amendments.

A policy and procedure has now subsequently been prepared and is submitted to Council for consideration. Should Council approve of the policy and procedure a copy will be sent to all relevant organisations for their information.

The adoption of the policy and procedure will streamline applications and approvals for music events held at Belmont Racecourse whilst putting controls in place for noise levels emanating from the Racecourse which could otherwise adversely affect the health and amenity of residents including those residing in adjoining local authorities.

It is proposed that the application of the proposed policy be delegated to the Chief Executive Officer.

RESPONSIBLE OFFICER RECOMMENDATION:

A. The following Council Policy and Procedure be adopted:

POLICY

Authority	**Council Meeting 20 August 2002**
HLTH4	**MANAGEMENT OF NOISE EMISSIONS FOR EVENTS OTHER THAN HORSE RACING AT BELMONT RACECOURSE, BURSWOOD.**
Keywords	**Belmont Racecourse; Noise; Regulation 18; Events.**
Policy	**Applications for events other than horse racing at Belmont Racecourse in accordance with Regulation 18 of the Environmental Protection (Noise) Regulations 1997 may be approved without prior approval of other Local Authorities provided the requirements of the Procedure in relation to this Policy are complied with.**
Related Policies	**None**
Procedure	**Yes**
Delegated by Council to:	**Chief Executive Officer**
Last Reviewed:	**N/A**

POLICY/ PROCEDURE	
HLTH4	MANAGEMENT OF NOISE EMISSIONS FOR EVENTS OTHER THAN HORSE RACING AT BELMONT RACECOURSE, BURSWOOD

1. All events other than those conducted by the WATC to be held at Belmont Racecourse be assessed/approved under Regulation 18 of the Environmental Protection (Noise) Regulations 1997. Approvals can be issued by the Chief Executive Officer of the Town of Victoria Park, subject to compliance with this procedure.

2. No more than six (6) events will be approved per calendar year and not withstanding the number of events, no more than 20 hours of actual event time for external events. If more than 6 events are proposed in any calendar year then the details of the additional proposed event(s) will have to be submitted to Council, other affected local authorities and the Department of Environmental Protection (DEP) for appraisal.

3. The City of Bayswater, City of Perth, Town of Vincent, City of Belmont and the Department of Environmental Protection will be advised in writing of any events proposed under this policy at least 30 days prior to the event. These instrumentalities will be advised of the type of event, hours of operation, and contact numbers for any one wishing to lodge a complaint. Where local governments have endorsed this policy and procedure, the conditions of an approval given will be taken to have been agreed to under noise regulation 18 (12).

4. Any organisation or statutory authority adversely affected by this policy, including the Town of Vincent, City of Belmont, City of Perth, City of Bayswater, DEP, and the Western Australian Turf Club, may request a review of the policy. The Town of Victoria Park will undertake not to approve any further events for a period of 60 days after receiving such a submission, unless applications for events have been presented to Council for appraisal, prior to the submission of a request for a review from another statutory authority.

5. A request for a review should be addressed in writing to the Chief Executive Officer of the Town of Victoria Park, and will be assessed in consultation with the DEP within 30 days of the date, of receiving the submission.

6. The starting time and the completion time for the Event shall be indicated by the promoter on the application and will only be agreed to if it can be shown that compliance can be made with this procedure. For the purpose of this procedure the start and finish times of the event will be determined in consultation with the Town of Victoria Park, DEP and the organiser. In any instance for outside events the following time constraints will apply:

   Friday and Saturday. 10am – 11pm.
   Sunday, Monday, Tuesday, Wednesday, and Thursday. 11am – 10pm.
   New Years Eve. until 1.30am New Years Day.

7. The duration of the practice and rehearsals sessions and sound checks for the event shall not exceed two hours on or before the event day.

8. **Practice and rehearsals sessions and sound checks for the event shall be held at times acceptable to the Town of Victoria Park and the Department of Environmental Protection, and in any instance not before 9am.**

9. **The public address system and stage for an event outside the main grandstand shall be installed with the following features included:**

   (i) **Any stage shall be located such that, as far as practicable, it faces the Belmont Racecourse grandstand or towards the south-east; and**

   (ii) **For outdoor concerts, the mixing desk shall be located in front of but not more than 30 metres from the primary speaker banks or at a location approved by the Council.**

10. (i) **Subject to Clause 10 (iv) below, the sound level resulting from music associated with an outdoor Event, shall not exceed the following levels**

   $L_{Aeq,1min}$ level of 100 dB(A) measured at the mixing desk,

   where $L_{Aeq,1min}$ is an average value taken over 1 minute, whose level contains the same energy as the fluctuating noise during that period.

   (ii) **Subject to Clause 10 (v) below, the sound level resulting from music associated with an indoor Event, shall not exceed the levels prescribed in the following table:**

Time Period	Measurement Position	1. 3.1.1.1 Sound Pressure Level – $L_{Ceq,1min}$
Before12.00am, on any day other than New Years Day, or before 2.00am on New Years Day	Position 1	97
	Position 2	103
	Position 3	105
12.00am to 2.00am, on any day other than New Years day, or 2.00am to 4.00am on New Years day	Position 1	92
	Position 2	98
	Position 3	100
After 2:00am, on any day other than New Years Day or after 4:00am on New Years day	Position 1	89
	Position 2	95
	Position 3	97

where $L_{Ceq,1min}$ is the C-weighted average value taken over 1 minute, whose level contains the same energy as the fluctuating noise during that period.

(iii) The measurement positions referred to in Clause 10 (ii) herein are located external to the venue building and are in the following positions:

(a) Measurement position 1:- 10 metres directly in front of any ground level external door;

(b) Measurement position 2:- 4 metres directly in front of any level one external door or window; and

(c) Measurement position 3:- 1 metre directly in front of any level two external door or window.

(iv) Up to 5 percent of the $L_{Aeq,1min}$ levels may exceed, by not more than 5 dB, the levels specified in Clause 10 (i) over the period of the Event.

(v) Up to 5 percent of the $L_{Ceq,1min}$ levels may exceed, by not more than 5 dB, the levels specified in Clause 10 (ii) over the period of the Event.

11. Monitoring shall be carried out by persons approved by the Council. The monitoring shall be carried out continuously during the sound system tests for the Event and over the period 10 minutes before the Event, during the Event and for 10 minutes after the Event. For outdoor events the monitoring shall be

carried out at the mixing desk position. For indoor events monitoring shall be carried out at the measurement positions referred to in Clause 10 (iii) herein. Provision shall be made to enable the approved person free access in and out of the venue and access to all sound engineers and stage management personnel.

12. **The monitoring of sound levels shall be carried out using monitoring equipment that complies with regulation 22 of the Environmental Protection (Noise) Regulations 1997. The public address system used at the Event shall be operated so that the readings of the sound levels recorded by the monitoring equipment do not exceed the sound levels allocated in clause 10 (i) and (ii) herein (regardless of the accuracy of the monitoring equipment).**

13. **Any direction to reduce the sound levels, including low frequency sound levels generated by the public address system used at the Event, by the person approved to monitor the noise levels, any Inspector appointed under section 88 of the Act, the Police or employed by the Council, shall be complied with by the event organiser forthwith.**

14. **The promoter will pay the Council the prescribed noise monitoring fees and any other costs incurred to monitor the event in relation to noise, prior to the application for the event being processed by the Town of Victoria Park.**

15. **The promoter will provide a complaint response service for persons who wish to lodge complaints regarding noise from the activities associated with the Event. This will comprise a telephone service, which will always be answered in person by an operator. The complaint response Service may also be handled by Council's representative, and a complainant will also have access to Council's after hours pager service where a Council Officer will respond.**

16. **The complaint response service shall be attended at all times when the Event is in progress and during practice and rehearsal sessions and sound system tests for the Event. All complaints received are to be recorded.**

17. **Notice of the starting and completion times for the Event and the establishment of the Complaint Service, its telephone number and the times of operation, shall be publicised not later than 5 days prior to the event by means of a "flyer" distributed to all noise sensitive premises (as defined in the Environmental Protection (Noise) Regulations 1997) including –**

    (a) **All noise sensitive premises with addresses in the following locations in the City of Perth:**

        All streets within the area bounded by East Parade, Claisebrook Cove and the Swan River, and all streets within the area bounded by Nile Street, Trafalgar Road, Claisebrook Cove and the Swan River; and

    (b) **All noise-sensitive premises with addresses in the following location in the Town of Vincent;**

        All streets within the area bounded by East Parade and the Swan River; and

    (c) **All noise-sensitive premises with addresses in the following locations in the City of Bayswater;**

        All streets within the area bounded by Guildford Road, Peninsula Road and Tranby Road and the Swan River; and

(d) All noise-sensitive premises with addresses in the following locations in the City of Belmont:

All streets within the area bounded by Riversdale Road and the Swan River; and

(e) The premises known as Mercy Hospital - Ellesmere Road Mt Lawley ; and

(f) Any other locality deemed necessary by the Council, the Department of Environmental Protection, or another potentially affected local authority.

18. The approved person monitoring the noise for the event shall deliver a report on the noise monitoring to the Council by not later than 5 working days after the event.

19. The Council will submit after the event a copy of the noise report to the, City of Bayswater, City of Perth, Town of Vincent, City of Belmont and the Department of Environmental Protection for information.

B. The Department of Environmental Protection, Western Australian Turf Club, Town of Vincent, City of Perth, City of Belmont, and the City of Bayswater be advised of the adoption of the Policy and Procedure and be provided with copies.

C. The following power be delegated to the Chief Executive Officer:

No	Section	Delegation	Conditions	Assignee(s)
	EPA (Noise) Regulations 1997 and Council Policy	Approval of events under Regulation 18 of EPA (Noise) Regulations 1997 at Belmont Racecourse	Compliance with Council Policy and Procedure	No

RESOLVED:

Councillor Bissett moved Councillor Mason seconded

That the recommendation be adopted.

CARRIED (8-0)

Policy number	Policy 403
Policy title	Management of noise emissions from events at Belmont Racecourse – Other than horse racing
Strategic outcomes supported	EC1 – A desirable place for commerce and tourism that supports equity, diverse local employment and entrepreneurship. EC2 – A clean, safe and accessible place to visit. CL1 – Everyone receives appropriate information in the most efficient and effective way for them.

POLICY OBJECTIVE:

To provide for the management of noise emissions from events at the Belmont Racecourse.

POLICY SCOPE:

This policy applies in relation to events at the Belmont Racecourse.

DEFINITIONS:

Belmont Racecourse means that property located at 1 Graham Farmer Freeway, Burswood, WA, 6100.

POLICY STATEMENT:

1. Applications for events at Belmont Racecourse (other than horse racing) made in accordance with Regulation 18 of the *Environmental Protection (Noise) Regulations 1997* may be approved without prior approval of the Cities of Perth, Bayswater and Belmont and the Town of Vincent provided such approval is made in compliance with the following Procedure.

2. All events to be held at Belmont Racecourse, other than those conducted by the WATC, shall be assessed under Regulation 18 of the *Environmental Protection (Noise) Regulations 1997* and approved by the Chief Executive Officer of the Town of Victoria Park, subject to compliance with this procedure.

3. Not more than six (6) events shall be approved per calendar year and notwithstanding the number of events, no more than 20 cumulative hours of actual event time for events held outside the venue building. If more than 6 events are proposed in any calendar year, the details of the additional proposed event(s) shall be submitted to the Council of the Town of Victoria Park, the Cities of Perth, Bayswater & Belmont, the City of Vincent and the Department of Environmental Protection for appraisal.

4. The Cities of Perth, Bayswater, ~~&~~ Belmont and Vincent and the Department of Environmental Protection shall be advised in writing of any events proposed under this policy at least 30 days prior to the event. These authorities will be advised of the type of event, hours of operation, and contact numbers for anyone wishing to lodge a complaint. Where the above-mentioned local governments have endorsed this policy and procedure, the conditions of an approval given will be taken to have been agreed to by them under Noise Regulation 18(12).

5. Any organisation or statutory authority adversely affected by this policy, including the Cities of Perth, Bayswater, & Belmont and Vincent, the Department of Environmental Protection, and the Western Australian Turf Club, may request a review of the policy. The Town of Victoria Park will undertake not to approve any further events for a period of 60 days after receiving such a submission, except those applications that the Town of Victoria Park had already received prior to a request for such a review.

6. A request for a review should be addressed in writing to the Chief Executive Officer of the Town of Victoria Park, and will be assessed in consultation with the Department of Environmental Protection within 30 days of receiving the submission.

7. The starting time and the completion time for an event shall be specified on the application and will only be agreed to if it can be shown that compliance can be made with this procedure. For the purpose of this procedure the start and finish times of an event will be determined in consultation with the Town of Victoria Park, the Department of Environmental Protection and the applicant. For any event held outside the venue building the following time constraints will apply:

Friday and Saturday	10am – 11pm
Sunday, Monday, Tuesday, Wednesday, and Thursday	11am – 10pm.
New Years Eve	until 1.30am New Years Day

8. The duration of any rehearsal sessions and sound checks for an event shall not exceed two (2) hours on or before the event day.

9. Rehearsal sessions and sound checks for an event shall be held at times acceptable to the Town of Victoria Park and the Department of Environmental Protection, and under no circumstances shall commence before 9 a.m.

10. The public address system and stage for an event held outside the venue building shall be installed in compliance with the following requirements:

    a. Any stage shall be located such that, as far as practicable, it faces the Belmont Racecourse grandstand or towards the south-east; and
    b. For outdoor concerts the mixing desk shall be located in front of, but not more than 30 metres from, the primary speaker banks or at a location approved by the Town.

11.
    a. Subject to Clause 10 (d) below, the sound level resulting from music associated with an event held outside the venue building shall not exceed LAeq,1min level of 100 dB(A) measured at the mixing desk, where LAeq,1min is an average value taken over 1 minute, whose level contains the same energy as the fluctuating noise during that period.

b. Subject to Clause 10 (e) below, the sound level resulting from music associated with an event held inside the venue building shall not exceed the levels prescribed in the following table:

Time Period	Measurement Position	Sound Pressure Level – LCeq,1min
Before 12.00am on any day other than New Years Day, or before 2.00am on New Years Day	Position 1	97
	Position 2	103
	Position 3	105
12.00am to 2.00am on any day other than New Years day, or 2.00am to 4.00am on New Years Day	Position 1	92
	Position 2	98
	Position 3	100
After 2:00am on any day other than New Years Day, or after 4:00am on New Years Day	Position 1	89
	Position 2	95
	Position 3	97

where LCeq,1min is the C-weighted average value taken over 1 minute, whose level contains the same energy as the fluctuating noise during that period.

c. The measurement positions referred to in Clause 10 (b) are located external to the venue building and are in the following positions:

i. Measurement position 1:- 10 metres directly in front of any ground level external door;
ii. Measurement position 2:- 4 metres directly in front of any level one external door or window; and
iii. Measurement position 3:- 1 metre directly in front of any level two external door or window.

d. Up to 5 percent of the LAeq,1min levels may exceed, by not more than 5 dB, the levels specified in Clause 10 (a) over the period of the Event.
e. Up to 5 percent of the LCeq,1min levels may exceed, by not more than 5 dB, the levels specified in Clause 10 (b) over the period of the Event.

12. Monitoring shall be carried out by persons approved by the Chief Executive Officer of the Town of Victoria Park. The monitoring shall be carried out continuously during the sound system tests for an event and over a period of 10 minutes before an event, during an event and for 10 minutes after the event.

13. For outdoor events the monitoring shall be carried out at the mixing desk position. For indoor events, monitoring shall be carried out at the measurement positions referred to in Clause 10 (c).

14. Provision shall be made to enable the approved person free access in and out of the venue, access to all sound engineers and stage management personnel.

15. The monitoring of sound levels shall be carried out using monitoring equipment that complies with Regulation 22 of the *Environmental Protection (Noise) Regulations 1997*. The public address system used at an event shall be operated so that the readings of the sound levels recorded by the monitoring equipment do not exceed the sound levels stipulated in Clause 10 (a) and (b) regardless of the accuracy of the monitoring equipment.

16. If any person authorised to monitor the noise levels - including any Inspector appointed under Section 88 of the Act, the Police or an employee of the Town of Victoria Park – issues a direction to reduce the sound levels, including low frequency sound levels generated by the public address system, the event organiser shall immediately comply with such direction.

17. Prior to the application for an event being processed by the Town of Victoria Park, the applicant shall pay the Town of Victoria Park the prescribed noise monitoring fees and any other costs estimated to be incurred to monitor an event in relation to noise.

18. The applicant shall provide a complaint response service for persons who wish to lodge complaints regarding noise from the activities associated with an event. This shall comprise a telephone service, which must always be answered in person by an operator. The complaint response service may also be handled by a Town of Victoria Park representative in which case a complainant shall also have access to the Town's after hours pager service.

19. The complaint response service shall be attended at all times when the event is in progress and during rehearsal sessions and sound system tests for the event. All complaints received will be logged.

20. Notice of the starting and completion times for the event and the establishment of the complaint service, its telephone number and the times of operation, shall be publicised not later than 5 days prior to the event by means of a "flyer" distributed to all noise sensitive premises (as defined in the *Environmental Protection (Noise) Regulations 1997*) including –

    a. All noise sensitive premises with addresses in the following locations in the **City of Perth:**

       All streets within the area bounded by East Parade, Claisebrook Cove and the Swan River, and all streets within the area bounded by Nile Street, Trafalgar Road, Claisebrook Cove and the Swan River; and

    b. All noise-sensitive premises with addresses in the following location in the **City of Vincent:**

       All streets within the area bounded by East Parade and the Swan River; and

    c. All noise-sensitive premises with addresses in the following locations in the **City of Bayswater:**

All streets within the area bounded by Guildford Road, Peninsula Road and Tranby Road and the Swan River; and

d. All noise-sensitive premises with addresses in the following locations in the **City of Belmont:**

All streets within the area bounded by Riversdale Road and the Swan River;

e. The premises known as Mercy Hospital - Ellesmere Road, Mt Lawley ; and

f. Any other locality deemed necessary by the Town of Victoria Park, the Department of Environmental Protection, or another potentially affected local authority.

21. The approved person monitoring the noise for the event shall deliver a report on the noise monitoring to the Town of Victoria Park by not later than 5 working days after the event.

22. After the event the Town of Victoria Park shall submit a copy of the noise report to the Cities of Perth, Bayswater, ~~&~~ Belmont and Vincent and the Department of Environmental Protection for information

RELATED DOCUMENTS:

Environmental Protection (Noise) Regulations 1997

Policy manager	Manager – Development Services
Responsible officers	Principal Environmental Health Officer Environmental Health Officer
Approval authority	Council
Next Evaluation Date	

REVISION HISTORY

Version	Approved, Amended, Rescinded or Reviewed	Date	Authority	Resolution Number	Key Changes/Notes
1	Adopted	20/08/2002	Council	-	Item 1.3
2	Reviewed	15/08/2006	Council	-	Item 4.1
2	Reviewed	09/07/2013	Council	-	Item 10.1
2	Reviewed	11/08/2015	Council	-	Item 10.1
2	Reviewed and Amended	20/08/2019	Council	148/2019	Item 10.1

Policy number	105
Policy title	Advocacy
Strategic outcomes supported	CL 8 – Visionary civic leadership with sound and accountable governance that reflects objective decision making

Policy objective:

The objective of the Community Advocacy Policy is to establish a set of corporate actions and accountabilities that serve to facilitate an ongoing integrated, efficient and transparent approach in the identification of advocacy projects for major infrastructure, social issues and legislative change considered to be critical in pursuing the strategic vison and mission of the Town of Victoria Park.

Policy scope:

This Policy applies to all elected members and officers of the Town of Victoria Park

Policy definitions:

In this Policy:

Advocacy Project means a discrete project identified and endorsed by the Council as part of the process defined in this policy;

Annual Advocacy Program means a dynamic plan formulated by the CEO and endorsed by the Council that identifies Advocacy Projects and summarises the Town's advocacy effort for a particular year;

CEO means Chief Executive Officer;

Council Workshop means a workshop referred to in Council Policy 051, "Agenda Briefing, Concept Briefing and Workshops";

Town means Town of Victoria Park.

Policy statement:

1. Legislative basis

Section 1.3 (3) of the Local Government Act 1995 provides that:

"In carrying out its functions a local government is to use its best endeavors to meet the needs of current and future generations through an integration of environmental protection, social advancement and economic prosperity".

The responsibility conferred by this section is considered to include the Council advocating for those services, programs and facilities whose absence or ineffectiveness is impeding the environmental protection, social advancement or economic prosperity of the community.

2. Advocacy in a Local Government Context

Local governments play an important role in advocating for their communities on issues. This includes issues that are often outside of the scope or capacity of normal local government operations and activities. Whilst the subject matter of an Advocacy Project may fit in to this "non-core business" category, it remains the fact that the actual act of advocacy is itself a key responsibility of a local government.

In advocating for its community, the Town is to:

a) Identify critical gaps in services, programs and infrastructure
b) develop meaningful and sustainable solutions which address these gaps, and which are endorsed by the community and stakeholder groups, sanctioned by empirical evidence and aligned to the strategic vision and mission of the Town; and
c) negotiate and influence decision makers to support, endorse and accede to implementing or funding these identified solutions.

3. Criteria for Advocacy Projects

Advocacy Projects are projects where the Town can clearly demonstrate that the Town does not have the financial capacity, the organisational capability or the jurisdictional responsibility to provide or to administer.

Examples of Advocacy Projects are:

Economic: Major transport infrastructure projects such as grade separation or intersection realignment of Main Roads WA classified roads, new railway stations, access to job creation programs, attracting major employer-based industries, provision of high-capacity data highways etc.

Social: Council will make submissions on social issues/matters, as required, in line with the strategic outcomes and objectives of its Strategic Community Plan.

Legislative: Updates or changes to state or federal policy that can assist in service improvements for the Town or the Community.

To ensure that adequate organisational resources can be applied to effectively prosecute the Annual Advocacy Program, the number of priority projects should be limited to no more than five unless extraordinary circumstances exist.

4. Advocacy Program and Focus Areas

As a general principle, Advocacy Projects are to be endorsed by the Council annually in line with Federal and State budget cycles. If a State or Federal election is called or in extraordinary circumstances this timeline will be reviewed.

A Council Workshop is to be convened as part of the budget cycle each year where attendees are to consider endorsing new Advocacy Priorities, retaining or deleting existing Advocacy Projects and monitor progress made with the previous year's Advocacy Program.

Following the Council Workshop, the CEO is to prepare a draft Annual Advocacy Program for endorsement by the Council at the next practically available council meeting reflecting the outcomes of the workshop.

The Annual Advocacy Program is to provide details of each agreed Advocacy Project including:

a) the identified problem and proposed solution;
b) intended courses of advocacy action over the forthcoming year;
c) the resources required; and
d) identified lead personnel.

5. Implementing the Annual Advocacy Program

The CEO and Mayor are to make every reasonable effort to implement the Annual Advocacy Program within the resources made available to them.

The Council is to give consideration to the Annual Advocacy Program when allocating resources in the annual budget process and ensure that travel, accommodation and other expenses are made available so as the Mayor and CEO can reasonably facilitate the effective implementation of the Annual Advocacy Program.

A quarterly written progress report on the implementation of the Annual Advocacy Program is to be provided by the CEO in accordance with intent of Council Resolution 16/12/2019.

It is acknowledged that success in the pursuit of Advocacy Projects rests, typically, with external decision makers amid a competing array of stakeholder groups and interested parties. Therefore, the completion of the agreed actions contained within the Annual Advocacy Program should be used as a reasonable indicator of performance given that complete satisfaction of the ultimate advocacy goal might never be realised.

Related documents

Insert links to any related acts, regulations, local laws, policies or management practices.

Responsible officers	
Policy manager	*CEO* *Manager Stakeholder Relations*
Approval authority	Council
Next evaluation date	*This will be set by Governance*

Revision history

Version	Action	Date	Authority	Resolution number	Report number
1	Adopted		Council		

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