



**VOLUME
4**

**LATHLAIN
PLACE PLAN**

An Introduction to Lathlain

Lathlain is a well-established residential area bounded by Great Eastern Highway, Orrong Road, Roberts Road and the Perth-Armadale railway. It has wide, tree-lined streets and attractive parks, including JA Lee Reserve and Rayment Park. Lathlain Park, which since 1959 has been home to Western Australian Football League club and the Perth Demons, is the headquarters for the West Coast Eagles. Adjacent to Lathlain Park is Lathlain Place, which is a small commercial centre and a focal point for various civic uses.

Serviced by the Victoria Park and Burswood train stations, Lathlain has excellent access to the city and is close to the attractions of the Burswood Peninsula and amenities along Albany Highway.



Snapshot

HISTORIC

Pre-Settlement

The Noongar people are the original inhabitants of the south-west of Western Australia, with Whadjuk being the language group for the area now known as the Town of Victoria Park. The Whadjuk people have a close connection to this country and the Derbarl Yerrigan (Swan River). The provision of fresh water and hunting grounds made the banks of the Derbarl Yerrigan regular camping spots.

Post-Settlement

1829

The first settler of Burswood, Henry Camfield arrived at the Swan River colony from the United Kingdom. On arrival, he purchased Swan Location 35, which included parts of present day Rivervale, Lathlain and Carlisle.



1892 - 1907

Victoria Park "A" Estate started around Burswood Road and grew eastwards

1889

the Perth to Pinjarra railway line was constructed, separating Lathlain.

1920s - 1940s

The remainder of the suburb (including the area around Gallipoli Street) was constructed from the 1920s through to the 1940s.



1956

Lathlain Primary School (heritage listed)

1959

Lathlain Park developed and Perth Football Club moved in (heritage listed)

1959

Lathlain Railway Station opens (now demolished)

1961

The population of Lathlain grew from 426 (1947) to 3,536 (1961)

1972

Lathlain Park Nursing Home opens (now demolished)

1981

parts of Victoria Park and Rivervale were re-named Lathlain after Lathlain Park Oval, which was in turn named after Sir William Lathlain.



2019

Lathlain Oval opened as new home of the West Coast Eagles

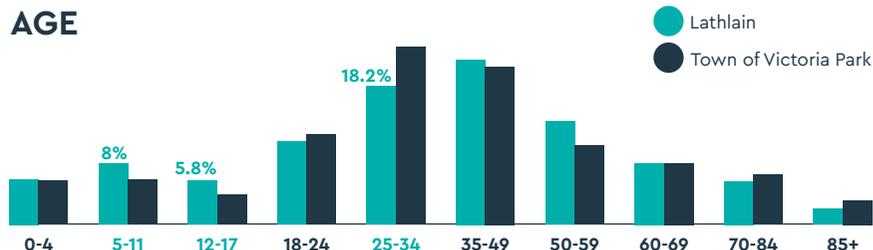
Snapshot

DEMOGRAPHIC

POPULATION



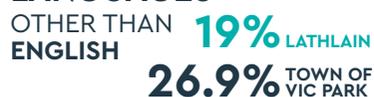
AGE



POPULATION FORECAST

+429 BY 2036

LANGUAGES OTHER THAN ENGLISH



MEDIAN AGE



TOP 5

COUNTRIES OF BIRTH



ECONOMIC



EMPLOYED RESIDENTS



INCOME



TOP 3 INDUSTRIES



2019 DEVELOPMENT APPLICATIONS APPROVED



2015-2017

STATE GOVERNMENT'S SURVEY OF LAND USE AND EMPLOYMENT IDENTIFIED



COMMERCIAL, SHOP/OTHER RETAIL, OFFICE/BUSINESS AND ENTERTAINMENT/CULTURAL/RECREATIONAL FLOOR SPACE

*All data sourced from the Australian Bureau of Statistics, 2016 Census.

Snapshot

ENVIRONMENT

Lathlain is fully urbanised area that is mostly residential in character, with some commercial sites. These uses are situated along the ridgeline that runs through Lathlain, being some of the highest points in the Town. There is little to no remnant vegetation remaining, with the possible exception of a few original trees. The low density residential development, size of parks, and wide streetscapes provides an opportunity for Lathlain to improve on the extent of quality green infrastructure and biodiversity over time.



The Purpose of Place Plans & How They Have Been Created

The Place Plans provide a 'place filter' on the Town's suite of Informing Strategies to create a clear 'work list' for each of the neighbourhoods within the Town.

The Place Plans directly inform the Town's Corporate Business Plan, which is a requirement for all Local Governments. An outline of the role of the Place Plans in the Town's Integrated Planning and Reporting Framework is provided below.



The Place Plans are action plans that clearly demonstrate what is planned to be delivered in each neighbourhood across the entire organisation. This provides a clear, one-stop shop for the community to access critical information about their neighbourhood, while also providing the means for a cross-departmental approach to the delivery of great place outcomes.

The Place Plans organise the range of projects and initiatives identified for each neighbourhood across all of the Town's suite of strategic documents and plans. These projects are cross checked against the direction set in the Town's Strategic Community Plan, other Strategies, current data and best practice to ensure they are relevant. The list of Town Strategies and Plans that have been reviewed are contained in Volume 1 – Town Wide.

Some of the Town's strategies and plans provide high level guidance for the direction and type of work the Town should be undertaking, while others provide very specific place actions.

The Place Plans provide a critical cross-departmental lens on these strategies and plans. Clear, detailed and relevant projects are carried over, while high level strategic statements are, where appropriate, extrapolated into clearer projects. This ensures that the Place Plans contain clear, actionable projects that can be planned, budgeted and delivered.

The level of consultation and community involvement will be delivered as appropriate for each project in accordance with the Town's Policies. Every project is different and the level of community engagement and involvement will be assessed on a project-by-project basis.

Reading this Document

Each project is explained using the following three step process



**STEP 1
DIAGNOSIS**



**STEP 2
ANALYSIS**



**STEP 3
SOLUTION**



**STEP 4
STRATEGIC
CATEGORY**

Actions might be delineated with one or more of the following icons, demonstrating that the action is linked to or is fulfilling a key strategic focus of the Town.

Covid-19 Strategy

These projects will contribute to the economic recovery of the Town following the Covid-19 pandemic emergency

S Survive **R** Revive **T** Thrive

SOCIAL RECOVERY

- S1** Maintain the social fabric of our community
- R1** Reconnect our local community
- T1** Re-imagining the community

ECONOMIC RECOVERY

- S2** Maintain our local economy
- R2** Reactivate the local economy
- T2** A new and revived local economy

Other categories:



GREENING

This is a project that will contribute to the Town's strong focus on greening and increasing canopy coverage.



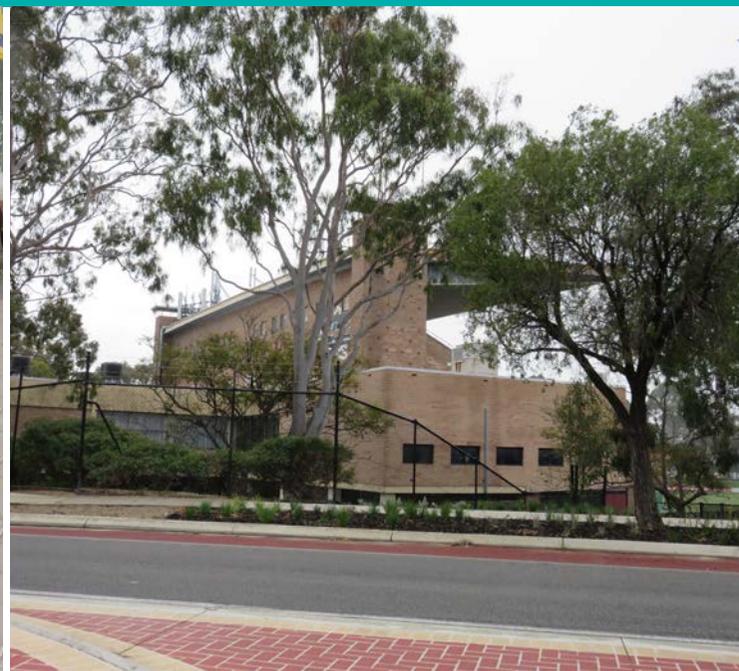
**ADVOCACY
REQUIRED**

This project requires advocacy at multiple levels to attract funding and/or support from State or Federal Government.



**CLIMATE CHANGE
ADAPTATION
& MITIGATION**

This project will be a significant contributor to the Town's climate change adaptation and mitigation efforts.



AN OPPORTUNITY EXISTS TO DEVELOP A MULTI-PURPOSE COMMUNITY FACILITY IN ZONE 1 (PERTH FOOTBALL CLUB) AT LATHLAIN OVAL'

Action 4.01

Lathlain Place Group



Giving community (residents, landowners, businesses) power to improve the way their place functions and feels, helps people and place prosper, making happier and healthier communities.



Place Groups (or sometimes called Town Teams) are collectives of local residents, businesses and others who come together to identify and plan many small improvements and changes to their place over time. They can develop their own plan of action and apply for grant funding from the Town and other bodies. They can raise funds to spend on their place.



Facilitate the creation of a Lathlain Place Group.



R1 T1 R2 T2

Action 4.02

Multi-Purpose Community Facility



An opportunity exists to develop a multi-purpose community facility in Zone 1 (Perth Football Club) at Lathlain Oval.



Facilities at the Perth Football Club are at the end of their life. The Federal government has committed \$4 million of the total \$15 million required for football facilities and a multi-purpose community facility. The Town is working to identify and secure the remaining funding. Once secured, community engagement and needs assessment will inform the facility design. The facility will cater for people in Lathlain, Carlisle, South Burswood and nearby parts of Victoria Park.



Develop a plan and then complete the redevelopment of Zone 1 including a multi-purpose community facility, in collaboration with the Perth Football Club.



T1

IMPROVEMENTS TO THE PUBLIC REALM IN THE GALLIPOLI ST LOCAL CENTRE ARE REQUIRED



Action 4.03 Rejuvenate the Gallipoli Street Shopping Area

- 

The Gallipoli Street shopping area needs improvement and a community vision to guide change.
- 

The shops on Gallipoli Street form a local community asset, a place for residents to bump into each other and for businesses to thrive. Footpaths, shopfronts and the drainage sump could all benefit from rejuvenation. The vacant shop needs leasing and the space at the side of the building might be suitable for business or community activity. Making the place more attractive will increase custom and provide more opportunity for casual community engagement.
- 

Work with the community to develop a vision for the Gallipoli Street and future actions to achieve the vision.
- 

R1
R2
T2


Action 4.04 Safe Active Streets (part of Gallipoli And Streatley Streets) including stormwater re-design

- 

Key roads require re-design for exceptional safety to encourage greater everyday walking and cycling by children and adults alike.
- 

Safe Active Streets (also known as a Bike Boulevards) are specially designed and constructed streets to create safer routes for pedestrians and cyclists to connect to local facilities and places, as well as the regional bike network. The design of each Safe Active Street will vary, but they typically include single-lane slow points, bike and pedestrian crossings and islands, narrower vehicle lanes, additional trees for shade, and reduced 30 km / h speed limits.

The re-design of the road as a Safe Active Street also provides an opportunity to re-design the stormwater system along Gallipoli Street to include infiltration swales and possible re-use of drainage sumps.
- 

Investigate implementation of Safe Active Street along Streatley Street (Gallipoli St to Great Eastern Highway) and Gallipoli Street including re-design of stormwater and repurposing of sumps.
- 

R1


Action 4.05

Finalise the Bishopsgate Street Streetscape Improvements



The Bishopsgate Street streetscape upgrade and improvements that were started in 2016 as part of the Lathlain Oval redevelopment plan, require completion.



Bishopsgate Street forms an important pedestrian link from the Victoria Park station to Lathlain Oval as well as part of the broader pedestrian and cycle path network around Lathlain and Carlisle. It will also form an important connection to the wider city via the future Rutland Avenue regional path. The Public Open Space Strategy also recommends developing Bishopsgate Street as an Active Park Street to encourage more walking and cycling activity between places and within neighbourhoods.

The final works will involve greening with the aim of significantly improving the canopy coverage along the footpath to encourage greater pedestrian activity.



Complete the Lathlain Oval redevelopment plans for streetscape improvements to Bishopsgate Street from Victoria Park Train Station to Roberts Road (Lathlain Oval).



Action 4.06

Rutland Avenue Regional Path



There is a missing link in the regional path network along Rutland Avenue.



Filling in the missing regional path link will improve safety and convenience for cyclists and walkers and encourage more cycling and walking and less car use. Sustainable transport is healthier for people and for the planet. The new path will have space to plant trees between the path and the railway reserve. This will provide continuous shade and habitat and encourage use of the path. (Note – the technical term for the 'regional' path a "Principal Shared Path").



Plan the Principal Shared Path (PSP) and improvements to cycling and walking environment on Rutland Avenue.



Action 4.07

Review the Traffic Management Plan (TMP)



Traffic speeds and vehicle distribution needs to be better managed to make streets safe for all users – walkers, cyclists and drivers.



The aims of the "Local Area Traffic Management Plan for Lathlain" (called the TMP) is to improve road safety and promote pedestrian/cyclist activity. The design of roads in Lathlain do not encourage drivers to keep to the 50 km per hour speed limit. Following installation of treatments in Stage 1, some residents raised concerns relating to visual pollution, noise pollution and loss of on-street car bays. They requested the Town evaluate the treatment effectiveness. On 9 October 2018, the Council resolved to suspend the TMP project and "conduct further community consultation to assess the appropriateness of the traffic treatments, both completed and planned ...". Evaluation of treatments is occurring and the community will be consulted on Stage 2 options.



Evaluate the Lathlain Traffic Management Plan, consult with the community on the results and review treatments for Stage 2.



Action 4.08

Advocate to Improve Orrong-Roberts Roads Intersection



There is a high number of vehicle crashes at the intersection of Orrong Road and Roberts Roads.



The volume of traffic and design of the intersection is not ideal and results in an unacceptable number of vehicle crashes. Main Roads WA are responsible for Orrong Road and this intersection, and the Town is liaising with them to look at solutions to improve safety.



Advocate for the improvement of the Orrong Road and Roberts Road intersection.





LATHLAIN PARK

Action 4.09

Update Lathlain Oval Management Plan



The Lathlain Park Management Plan (WAPC 2017) is due for review in 2022.



The Lathlain Park Management Plan was prepared to guide the planning and development of the Lathlain Oval redevelopment and was required under the Metropolitan Region Scheme (MRS) Act given the facility is zoned 'Parks and Recreation' under the MRS. The Plan has a 5 year review period, and should be updated to reflect the extent of development that has occurred, and guidance for funding and developing the final stage at Zone 1 (Perth Football Club and multi-purpose community facility) and actions/responsibilities for monitoring activity impacts (eg. vehicle parking, public transport usage etc).



Review and update the Lathlain Park Management Plan.



T1

Action 4.10

Orrong Road Upgrade



The State Government are planning a major upgrade to Orrong Road to improve regional traffic. The upgrade is likely to impact traffic conditions in Lathlain.



The Orrong Road is under the control of Main Roads WA who have conducted a planning study and design to upgrade the road between Great Eastern Highway and Leach Highway. MRWA's preferred option is considered a 'duck and dive' that would significantly enhance the capacity and efficiency of the route. However, the option would also impact the Town's local transport network and local amenity in some areas. The Town will partner with the State Government to work through the options for a potential upgrade to ensure the best option is achieved for the local community.



Partner with State Authorities on a potential upgrade to Orrong Road and assess the impact any future design might have on the adjacent community.



Volume 4 Lathlain Action List

KEY ACTION/PROJECT	RESPONSIBLE TEAM	SUPPORT TEAM	TIMING *all timing to be determined				STRATEGIC ALIGNMENT	CORPORATE BUSINESS PLAN	CATEGORY	
			20/21	21/22	22/23	23/24				
4.01	Facilitate the creation of a Lathlain Place Group.	Place Planning	Community Development	Ongoing				Nil		   
4.02	Develop a plan and then complete the redevelopment of Zone 1 including a multi-purpose community facility, in collaboration with the Perth Football Club.	Project Management Office	Technical Services					Lathlain Park Management Plan 2016		 
4.03	Work with the community to develop a vision for the Gallipoli Street shopping area and future actions to achieve the vision.	Place Planning	Technical Services					Nil		   
4.04	Investigate implementation of Safe Active Street along Streatley Street (Gallipoli St to Great Eastern Highway) and Gallipoli Street including stormwater re-design and repurposing of sumps.	Place Planning Department of Transport Technical Services	Infrastructure Operations Place Planning					City of South Perth and Town of Victoria Park Joint Bicycle Plan 2018 Burswood Station Access Strategy 2019		 
4.05	Complete the Lathlain Redevelopment streetscape improvements to Bishopsgate Street from Victoria Park Train Station to Roberts Road (Lathlain Oval).	Technical Services	Infrastructure Operations					Lathlain Park Management Plan 2016 Public Open Space Strategy 2019		 
4.06	Plan the Principal Shared Path (PSP) and improvements to cycling and walking environment on Rutland Avenue.	Technical Services	Place Planning Infrastructure Operations					City of South Perth and Town of Victoria Park Joint Bicycle Plan 2018 Integrated Movement Network Strategy 2013	EN3.1.2	  
4.07	Evaluate the Lathlain Traffic Management Plan, consult with the community on the results and review treatments for Stage 2.	Technical Services, Place Planning	Infrastructure Operations					Integrated Movement Network Strategy 2013	EN3.1.3	

KEY ACTION/PROJECT		RESPONSIBLE TEAM	SUPPORT TEAM	TIMING *all timing to be determined				STRATEGIC ALIGNMENT	CORPORATE BUSINESS PLAN	CATEGORY
				20/21	21/22	22/23	23/24			
4.08	Advocate for the improvement of the Orrong Road and Roberts Road intersection.	Technical Services	Infrastructure Operations	Ongoing				Integrated Movement Network Strategy 2013		
4.09	Review and update the Lathlain Park Management Plan	Urban Planning	Place Planning							
4.10	Partner with State Authorities on a potential upgrade to Orrong Road and assess the impact any future design might have on the adjacent community.	Technical Services	Place Planning Main Roads Western Australia C-Suite	Ongoing				Integrated Movement Network Strategy 2013		



TOWN OF
VICTORIA PARK



WE'RE OPEN
VIC PARK

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