

18 December 2019

The Hon Josh Frydenberg MP
Treasurer
PO Box 6022
House of Representatives
Parliament House
CANBERRA ACT 2600

Our Ref: GOR/15/0036; D19/79964
Enquiries: Ben Killigrew
Telephone: 08 9311 8111

Dear Mr Frydenberg

RE: 2020-21 FEDERAL GOVERNMENT SUBMISSIONS

We are pleased to submit for your consideration the 2020-2021 Federal Government Submissions for the Town of Victoria Park.

Our advocacy priorities reflect the community's needs and desires and Councils are ideally placed to undertake advocacy on behalf of and alongside their communities. Advocacy efforts in the local government context are increasingly focused on transformative policy and projects that have a whole of district impact.

As the Town's population continues to grow so does the demand for supporting infrastructure, services and programs. The Town aims to collaborate with decision-makers and key stakeholders to realise its advocacy priorities, to effect change for the benefit of the community.

The Town's population is expected to double in the next 35 years and we are actively enabling this prospective growth through our renowned proactive approach to planning and infrastructure investment.

The Town is committed to ensuring its places are well connected, with a strong focus on the travel needs of all users, and emphasis on walking, cycling and linking public transport. We recognise streets are also a core component of sustainable places, not just a means of moving people. This means proactively looking at how streets can better accommodate active movement and improved access. Integrated transport and movement outcomes interlink with our planning and public open space aspirations. Expected growth means amplified transportation and access challenges as the east metropolitan region grows and increasing

expectations from a new generation of residents wanting to live, work and play close to the city.

The Town is strongly committed to delivering 'people first' urban design outcomes. This means a careful and considered design approach to public spaces, including parks, streets, laneways and future urban spaces. Improved urban design outcomes can be comprehensive and complex or simple and community driven. Town Activity Centres will provide focal points for a combination of activities such as offices, retail, civic/community, education and medical services. In the long-term, the Town has the potential to increase its employment, entertainment and educational options, and the identification of key areas for 'activation' will be a critical component of its future planning initiatives.

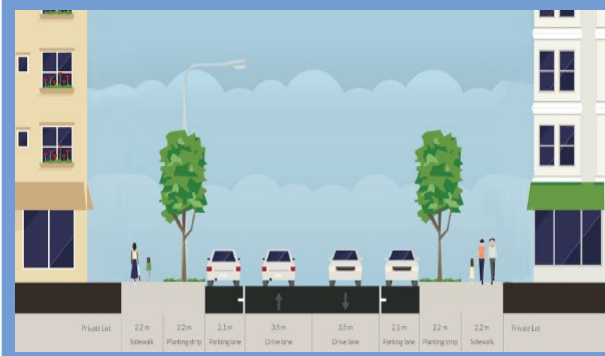
Our submissions are focused on the Town's major advocacy priorities and we welcome the opportunity to showcase to the Federal Government the hard work and effort the Town is putting into transforming our Town into a bustling inner urban neighbourhood.

Yours sincerely



ANTHONY VULETA
CHIEF EXECUTIVE OFFICER

BURSWOOD STATION EAST – PUBLIC REALM IMPROVEMENTS



STREETScape IMPROVEMENTS:

Urban Avenues: \$2,089,126

Live/Work Streets: \$3,995,657

Laneways: \$2,327,841

Background:

As a rundown old industrial area, Burswood Station East requires significant improvements to the public realm to facilitate its transition to a high density transit oriented precinct.

The Town has undertaken significant work to develop streetscape plans for the area and is seeking support to implement the proposed improvements.

Request:

The Federal Government contributes funding for public realm improvements to Burswood Station East to facilitate a transition to a high density transit oriented station precinct.



STREET TYPES	
	HIGHWAY
	URBAN AVENUES
	LIVE/WORK STREETS
	LANEWAYS

STILES-GRIFFITHS PARK:

Landscaping, terrace seating, pedestrian plaza, basketball court, picnic and barbeque facilities:

\$983,789



BURSWOOD STATION EAST:

THE PRESENT

UNDER-DEVELOPMENT OF LAND IN PROXIMITY TO CROWN COMPLEX, SWAN RIVER AND CBD

LIMITED URBAN INFRASTRUCTURE AND GAPS IN PATH NETWORK

OVER-RELIANCE ON PRIVATE VEHICLE TRANSPORT TO A PRECINCT WITH LIMITED PARKING AND STATION ACCESS

LIMITED FACILITIES IN PUBLIC OPEN SPACE

DEVELOPER FEEDBACK: CONDITION OF PUBLIC REALM HINDERS INVESTMENT

RESIDENT FEEDBACK: FEEL UNSAFE AND FRUSTRATED WITH QUALITY OF PUBLIC REALM

CPTED AUDIT: GAPS IN LIGHTING, POOR PASSIVE SURVEILLANCE, EMPTY BUILDINGS, DOES NOT “FEEL CARED FOR”



BURSWOOD STATION EAST:

THE OPPORTUNITY

IDENTIFIED ACTIVITY CENTRE IN THE CENTRAL SUB-REGIONAL PLANNING FRAMEWORK

CONSOLIDATION OF THE BURSWOOD PENINSULA AS A GREAT PLACE TO LIVE AND PLAY

IMPROVED SAFETY AND AMENITY FOR PEOPLE TRAVELLING BETWEEN THE BURSWOOD STATION, BURSWOOD STATION EAST AND THE SPRINGS

SHOWCASE PROJECT FOR PUBLIC REALM INVESTMENT IN AN INFILL DEVELOPMENT SETTING

COMPLEMENTS THE METRONET PROGRAM AND BURSWOOD STATION REDEVELOPMENT CONCEPT

INNER CITY HOUSING OPPORTUNITY

Burswood Station Upgrade

BURSWOOD STATION UPGRADE

Current Funding: \$40,000 for Detailed Design from the Town of Victoria Park

Additional Funding Requested: Undetermined

Background:

Burswood Station is in a dilapidated state with facilities that do not meet current standards relating to safety, amenity and disability access. This extends from the platform to the surrounding land within the rail corridor.

To accommodate larger train carriages, the State Government is lengthening platforms on the Thornlie/Armadale line which includes Burswood Station. Therefore, an opportunity exists to pursue a more sophisticated station upgrade that will meet current standards and cater for a substantial increase in the forecasted population.

Request:

The Town is requesting the Federal Government provide funding to the WA State Government to redevelop Burswood Station.



THE OPPORTUNITY

Improving the public realm around the station will provide a more comfortable and inviting experience for visitors to the Burswood Peninsula and improve developer interest in the station precinct which is undergoing redevelopment.

The Public Transport Authority have developed a concept design for the station that improves access to the surrounding precinct and specialised activity centre.

The Burswood Peninsula is forecast to experience significant population and employment growth over the coming decade. This project will improve the safety, amenity and accessibility of the area as its population increases.

BENEFITS

The project aims to integrate the station with the future Town Centre at Burswood Station East to create a place for employment, leisure and community exchange. This will deliver the following benefits;

- Improved community safety with a design centred on crime prevention and safety.
- Encourage development appetite in the adjacent transit oriented development.
- Increased public transport patronage.
- Future proof the public transport network to accommodate significant growth in the South East Metropolitan Corridor.



Edward Millen Park

Edward Millen Park Masterplan Implementation:

Current LGA Funding: \$150,000 - Detailed Design and Documentation

Additional Funding Requested: \$6,000,000 – Park Masterplan Implementation

Request:

The Town of Victoria Park is requesting funding to implement the proposed park upgrades captured in the masterplan to transform Edward Millen Park into an important recreational and cultural destination for the surrounding district. It is anticipated that this park upgrade will catalyse and support adaptive reuse development of the historic Edward Millen house and drive significant change to the surrounding local centre. This funding will allow the planned upgrades to be constructed and the community vision for the site to be realised.

Background:

Edward Millen Park is located within the south-east of the Town of Victoria Park, adjacent to the activity centre at the corner of Albany Highway and Hill View Terrace. Edward Millen Park abuts the State heritage listed Edward Millen House.

A draft Masterplan has been prepared for Edward Millen Park. The Masterplan relates to the parklands and references how it may serve the future upgrades or potential land uses for Edward Millen House. The Masterplan considers the public space adjacent to the building and the interface of the park and the future activated building. The Town appointed a consultant in early 2019 to prepare a Masterplan based on rigorous site analysis and community engagement. The design process included:

- Literature review and site analysis culminating in an outline of opportunities and constraints;
- Public Life study – on site for 2 hours every day for a week;
- Pop-Up event – Saturday morning session at Edward Millen Park;
- Your Thoughts Online Survey;
- Design Reference Panel – three (3) dedicated evening design sessions.

The final Masterplan includes a vision, a detailed Masterplan (including materials, potential uses, and planting), visualisations and an implementation strategy 1.

The Opportunity:

The Masterplan provides the opportunity to activate an area of land for the public benefit that has been underutilised for some time. It delivers a concept based on the vision of a ‘loop through the trees’ – connecting heritage, landscape and activities, including:

- Retention and reinforcement of tree lined heritage avenue;
- Repaved, regraded area around the Edward Millen House;
- Large, terraced, central event space with stage, adjacent toilet block and event power;
- Circulation path to allow universal access to Edward Millen House and across park;
- Nature Play zone with bespoke play elements;
- Family shelters, BBQ nodes, seating nodes;
- Changing places and alfresco café facility.

Benefits:

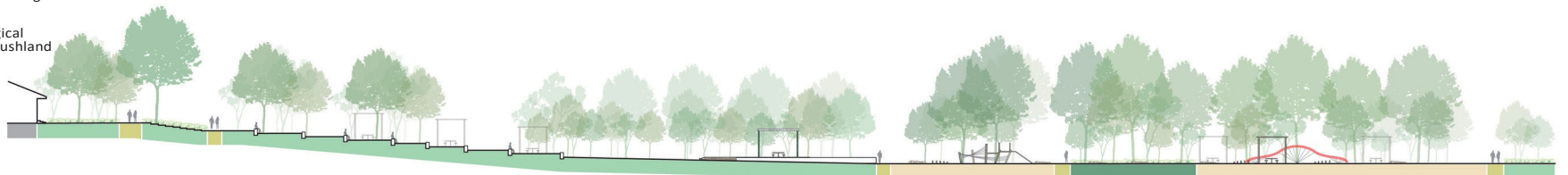
The vision derived in collaboration with the community is defined by the Masterplan. It is a sophisticated response to the place, enhances access and respects the site’s heritage.

- The nature play areas and additional trees and vegetation support enhanced environmental outcomes.
- The design provides for a greater number of activities and features including paths, nature play, seating and BBQ areas to the north and west.
- A large amphitheatre and performance space is positioned centrally within the park and will accommodate small and large community events. A cafe / toilet block and car parking is located close to the Mildred Creak Building and Hill View Terrace.

Master Plan

LEGEND

- 1 Heritage avenue retained and re-surfaced with kerb upstands removed. Avenue reinforced with supplementary tree planting
- 2 Rotunda building entry space re-paved with high quality natural stone
- 3 Activated Rotunda space including alfresco seating/tables and lawn with seating positioned underneath the large tree
- 4 Future development zone
- 5 New paved axis connecting the Mildred Creek and Rotunda buildings to the edge streets
- 6 Generously proportioned landscaped terracing, edged with seat height walls
- 7 Circulation path graded to ensure universal access
- 8 Family shelters and BBQ nodes surrounded by planting
- 9 Park edge eco-zone planting including water-wise native species
- 10 New car park (approx. 49 spaces)
- 11 Cafe and 'changing places' toilet and change room facility
- 12 Cafe alfresco space
- 13 Feature seating node under landmark tree
- 14 Central focal point including space for performance, as well shade/rain shelter structure
- 15 New Trees
- 16 Nature play zone utilising bespoke play elements within expanses of native planting and tracks. Play features to include tree houses, cubbies, exercise and balancing elements, rope play, swings and benches. This area has a particular opportunity to integrate unique art pieces to double up as play
- 17 Expansive lawn spaces for ball play and dog walking
- 18 New entry point
- 19 Wayfinding node
- 20 Bicycle racks
- 21 Passive recreation area with picnic tables to serve as break-out space from heritage buildings
- 22 Proposed trees to create ecological connection to Hillview Terrace bushland



Edward Millen Park Master Plan

12 Visualisations

Location 1

The view looks towards the terracing and the multi-functional event and hub space positioned in the centre of the park.

Opportunities

- _Small events accommodated on the stage area
- _Large events to bump in larger stage to front
- _Green open space during non-event times
- _Large shelter structure with BBQ's and tables suitable for birthday parties and gatherings



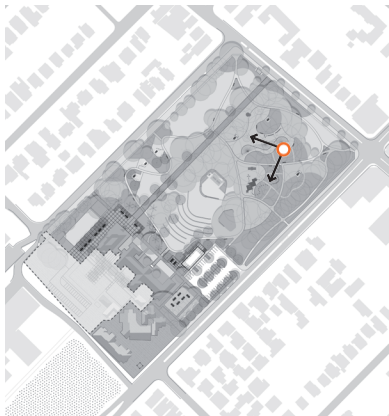
12 Visualisations

Location 2

An exciting new nature play is located amongst the trees, taking advantage of shade and established native planting. The play features can be sculptural and bold becoming an attractive feature for families.

Opportunities

- _ Adventurous play opportunities under the shade of existing trees
- _ Experiences range from intimate and meandering to grand and adventurous
- _ All play areas well serviced with seating and clearviewlines
- _ Accessible paths meander through play areas



12 Visualisations

Location 3

A new pathway connects with BBQ and shelter spots set amongst wildflower planting.

Opportunities

- _ Large existing lawn maintained for dog walking and active recreation
- _ Fully accessible path to heritage buildings
- _ BBQ and shelter areas for small gatherings with a sense of enclosure
- _ Existing trees preserved to provide shade and sense of place



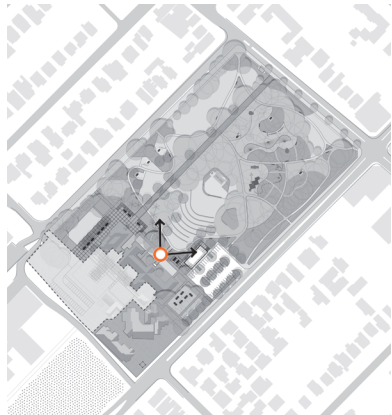
12 Visualisations

Location 4

The creation of a generously sized terraced amphitheatre in the heart of the park will facilitate a wide range of programmed events.

Opportunities

- _An attractive community gathering space with opportunity for flexible programming of events
- _Ample spacing on grassed tiers allows for comfortable picnic spaces
- _Open area receives valuable sunlight in the winter months
- _Allows clear views up to heritage buildings



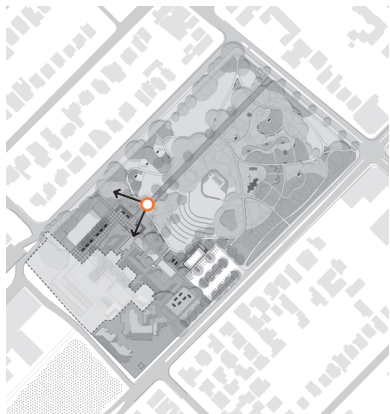
12 Visualisations

Location 5

Following the refurbishment and activation of the Rotunda Building, its immediate surrounds can be upgraded to create a dynamic precinct with spaces for people to meet friends, dine or take a sundowner drink.

Opportunities

- _ Levelled area around the heritage buildings to better interface at a pedestrian scale
- _ Central road resurfaced to provide strong axis with clear views to Edward Millen House
- _ Picnic tables on level area to appreciate existing heritage buildings





Etwell Street Local Centre Revitalisation Plan

Old Spaces New Places Project 2



TOWN OF
VICTORIA PARK

Draft Report

Rev C

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WE'RE OPEN
VIC PARK

Executive Summary

The Etwell Street Local Centre Revitalisation Project represents a collaborative design approach to urban design. Local residents, business owners, land owners, Town of Victoria Park staff and Elected Members have worked together to develop a shared vision for the future of the Etwell Street Local Centre.

The Etwell Street Local Centre Revitalisation Project aims to transform the Etwell Street Local Centre into an important hub and local meeting place.

The project was initiated by a self forming group of local residents who joined with business owners, landowners, Town of Victoria Park staff and Elected Members to form a Design Reference Group that were guided through a design process to establish a shared vision for the desired future of the Etwell Street Local Centre.

The first stage in the design process involved analysing the current context and condition of the center along with exploring a diverse range of opportunities for its future condition. This produced a complex set of objectives under the themes of Movement, Safety, Beautification and Activation/Amenity.

The second stage involved the interpretation of these objectives into a number of spatial concepts for the future public realm of Etwell Street. These concepts were broken apart and explored by the Design Reference Group. This second stage produced the unexpected

favouring of a curving of the road through the Etwell Street Local Centre.

The third stage refined the design in a further level of detail. A variation of the design was presented to the group which was of a more conventional design however the group reaffirmed their original preference. There was a strong desire for the design to be a special, somewhat unique outcome best suited to the context, usage and desired condition.

The final outcome is a product of this process and captures a vision that was developed collaboratively with local residents, business owners, land owners, Town of Victoria Park staff and Elected Members. It is an idiosyncratic design outcome that aspires for Etwell Street Local Centre to be a special place that plays an important part in the local lifestyle. A place the local community can be proud of.



Figure 01: Etwell Street Local Centre - Photo - Chris Tran



Introduction

The Etwell Street Local Centre is well situated to be a neighbourhood hub that provides local scale amenity and services to its surrounding community. This role is supported in the planning framework with the "Local Centre" zoning of the land allowing a diverse range of land uses.

The Etwell Street Local Centre is currently restricted by the poor quality of the public realm and private built form. Expansive hard-scape ground surfaces, inhospitable (and in some instances defensive) buildings, a lack of trees and car prioritisation contribute to create an urban environment that is harsh, uninviting and uncomfortable. Due to this environment the local community are not encouraged to stay within or frequently visit the centre. Without street life the business' and private land use is symptomatically introverted further contributing to the poor experience.

A statement received from an early workshop session succinctly summarises the current local centre's situation:

"We reside on Etwell Street, but we LIVE elsewhere"

This statement summarised the current condition with local residents frequently meeting their amenity needs by traveling out of their local area seeking improved experiences.

Project Initiation

A self forming group of local residents met with Town of Victoria Park staff and different avenues and approaches for the revitalisation of the Etwell Street Local Centre were presented. It was agreed the most suitable approach for the group was to participate in a collaborative design process with the aim of capturing the group's desired condition and vision for the Etwell Street Centre in a concept plan (illustrated in Figure 02).

During this meeting the significant role of business owners, land owners, town subject matter experts and Elected Members was identified. These key stakeholders were identified and invited to join the local resident group in forming a Design Reference Group of approximately 25 members.

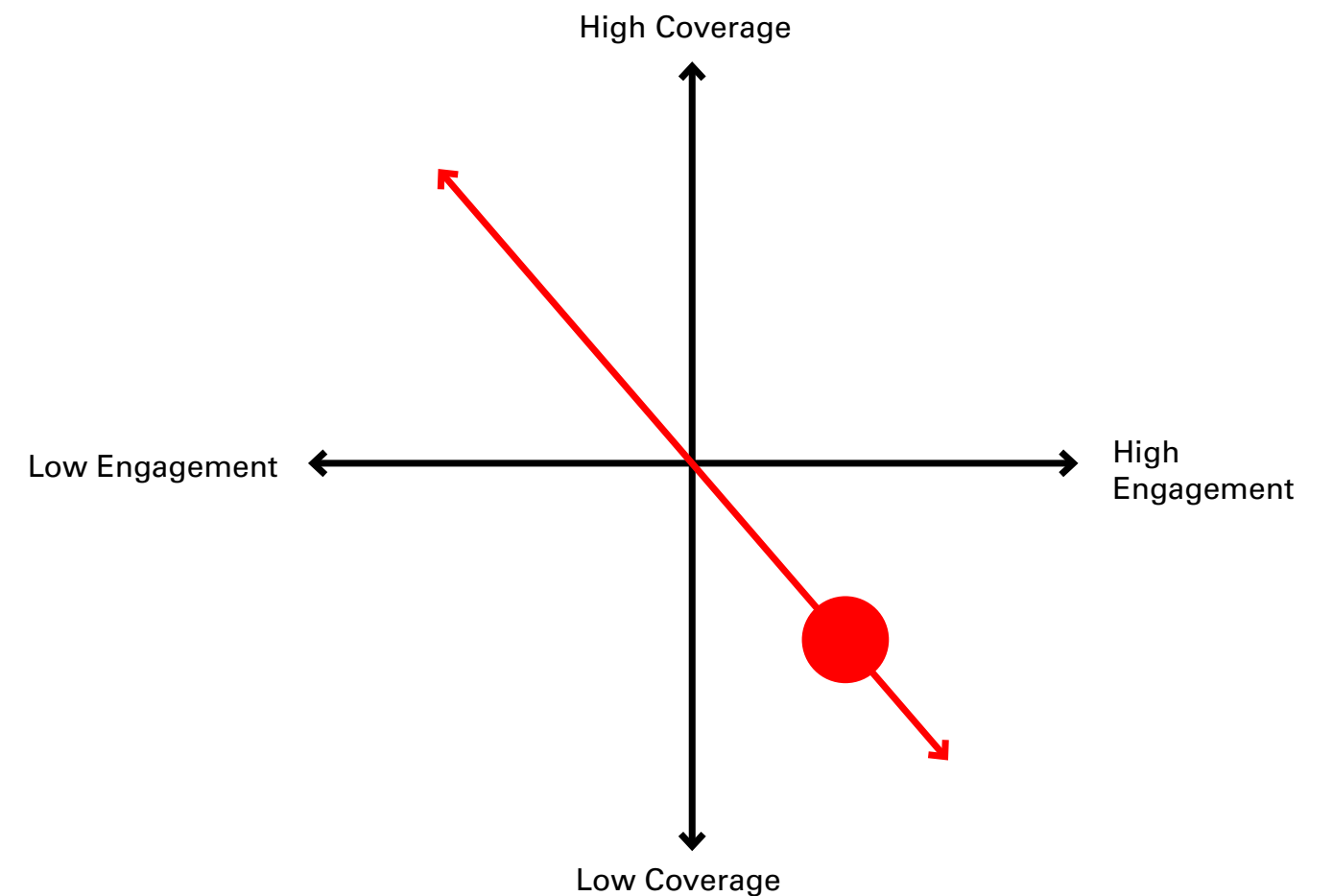


Figure 02: Community engagement spectrum with the agreed collaborative design process represented as the red circle.

Project Process

The low coverage high engagement approach that the resident group agreed to pursue, was planned and supported by the Town of Victoria Park.

The process centred around three workshops:

- Workshop 1: Analysis and Opportunities
- Workshop 2: Concept Options
- Workshop 3: Agreed Direction

These workshops follow the typical stages of the design process and allow the community and stakeholders to be intimately involved with the evolution of the design through each stage of the process.

The aim of the collaborative design process is a sense of shared ownership of the final outcome. In this project it is a sense of ownership of, and contribution to, a shared vision for the future of the Etwell Street Local Centre.

Site and Scope

The project scope focused on the public realm along Etwell Street between Riverview Road and Northampton Street. The Etwell Street streetscape beyond this was not included in the project. The private land holdings within the centre were also not considered beyond speculation that public realm upgrades could catalyse upgrades on private land and a regenerative upward trend.



Analysis and opportunities

Town context

The focus of the Etwell Street revitalisation project is the Etwell Street Local Centre. There are a number of reasons that contribute to this being an appropriate location for a focused revitalisation project with the potential to have a significant positive influence on the surrounding community.

Etwell Street is a 1.4km straight road running between two of the Town's largest active reserve spaces of Harold Rossiter Reserve and Higgins Park. Each of these reserves has an adjacent school (Kent Street Senior High School and Millen Primary School respectively).

Surrounding the Etwell Street Local Centre is the large residential neighbourhood of East Victoria Park. East Victoria Park Town Centre is 1km north-east and Curtin University, Technology Park and South Metropolitan Tafe is only 400m south west of the Local Centre.

While the major regional activity drivers are relatively close by, the predominantly residential land use surrounding the Etwell Local Centre highlights the potential of this small local centre to provide meaningful local scale amenity to the community.

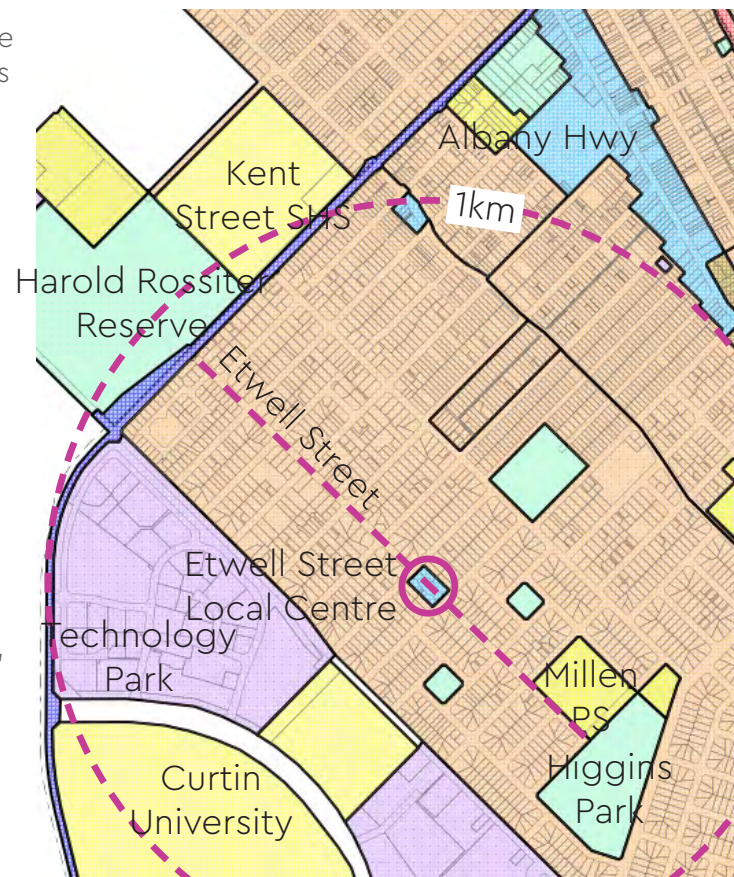


Figure 03: Excerpt from Town of Victoria Park, Town Planning Scheme No.1 - P12 East Victoria Park Precinct

Planning and tenure

The Etwell Street local centre comprises five privately owned properties, 63, 63a, 64, 65 and 66 Etwell Street and a wide road reserve that varies from 20m to 30m.

The "Local Centre" land use zoning is intended for the consolidation of services meeting the day to day needs of the local population. This is a flexible zoning typology which allows a broad range of land uses as described in the Town of Victoria Park Town Planning Scheme No.1, P12 East Victoria Park Precinct.

The centre's northern boundary is defined by Riverview Road and its southern by Northampton Street.

Currently 63 and 66 Etwell Street are occupied by lodging houses for short term accommodation and 64, 63A and 65 are occupied by shops and restaurants.

Local Centre Residential (R20)

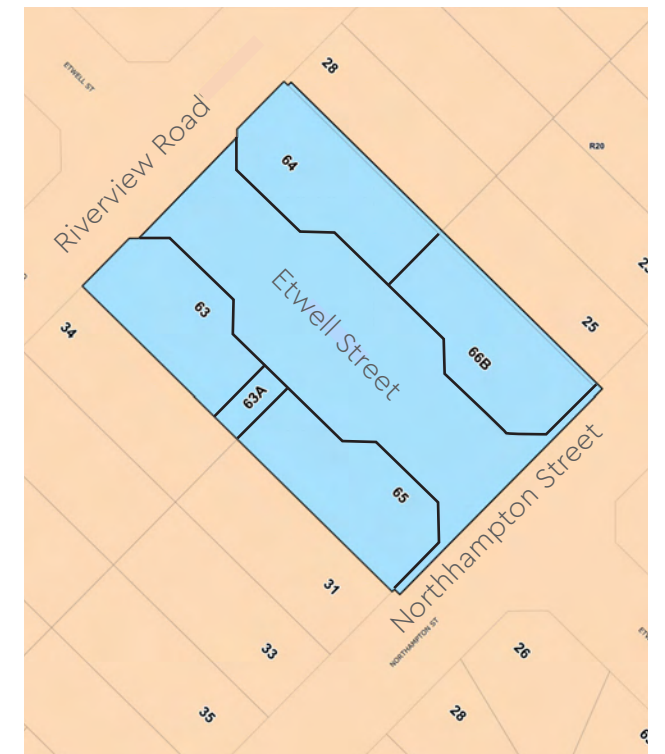


Figure 04: Excerpt from Town of Victoria Park, Town Planning Scheme No.1 - P12 East Victoria Park Precinct

Services

The service infrastructure at Etwell Centre comprises:

- Five pole top street lights, four of which are attached to the transmission poles on the western side of the street and one free standing pole on the eastern side.
- Water lines to each side of the street that notably run beneath the car park spaces.
- Overhead power line on the western side of the street including over the car park spaces.
- Underground power on the eastern side of the street that follows the footpath alignment (not beneath car park space).

Power (underground) Water
Power (above ground) Street light



Figure 05: Location of services - information from ToVP Intramaps

Existing urban form



Commercial premises (north to south): TJ's Thai Cuisine, Om Cafe, Jay's Masala Junctions and Iwash Laundry service



Lodging house and car park: 66 Etwell Street



Streetscape: The Etwell Local Centre streetscape comprises 21 angled car bays, 1 DDA compliant car bay, 10.5m road carriageway with painted median, two bus stops and paved and concrete hardscape pedestrian circulation spaces.





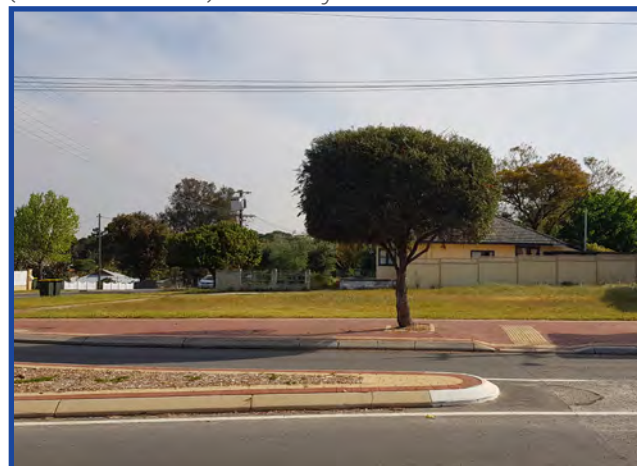
Lodging house and car park: 63 Etwell Street



Existing urban form continued



Commercial premises (north to south): U Chus Fair Trade, Cloud 9 smoke shop, Healthy Corner (News and deli) and Hoya Sushi.



Vacant block: An open vacant lot exists at the southern portion of the 65 Etwell Street lot.



Urban Trees

The Etwell Street Local Centre currently has minimal public or private realm trees. This lack of tree canopy coverage when combined with the expansive pedestrian and vehicle hardscape surfaces creates an unpleasant hot, harsh urban environment which has a detrimental effect on the experience of the centre during the day and discourages visitation and occupation of the centre.

The current composition of street trees in the Etwell Street Local Centre is represented in Figure 06, right. The size of the canopy of each tree is represented by the size of the green circle on the plan (source ToVP Intramaps).

Two large Canary Island Date Palms (*Phoenix canariensis*) are within the roundabouts at each end of the centre. Two Norfolk Island Hibiscus (*Lagunaria patersonia*) are located in front of the lodging houses, one at 63 and one at 66 Etwell Street. A single Callistemon (*Callistemon Kings Park Special*) is located in front of the vacant portion of the 65 Etwell Street lot. The shade provided by these trees is minimal and they offer very little relief from the expansive hardscape of the local centre.

The under provision of street trees on Etwell street, especially the Etwell Street Local Centre is highlighted in Figure 07, right. The adjacent east/west running streets of Northampton Street and Riverview Road have considerably more street trees and canopy coverage. This under provision is considered a key deficiency in the urban form of the existing Etwell Street Local Centre.



Figure 06: Location of street trees- information from ToVP Intramaps



Figure 07: Location of street trees- information from ToVP Intramaps



Phoenix canariensis in the northern roundabout



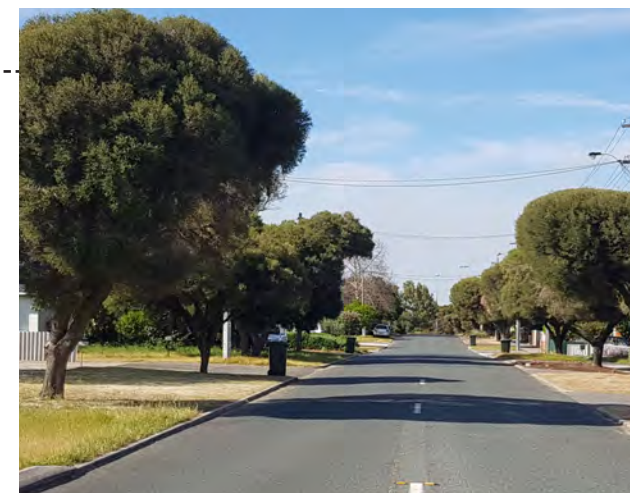
Laguna patersonia near 63 Etwell Street



Callistemon Kings Park Special near 65 Etwell Street



Laguna patersonia near 66 Etwell Street



Melaleuca lanceolata street trees on Riverview Road from Etwell Street intersection



Phoenix canariensis in the northern roundabout



Aspirational Precedents

A number of aspiration precedents were studied to understand the elements of their urban design that led to their success as popular local centres.

Each precedent was selected for certain similarities to the Etwell context and notably all precedents were from within the Perth metropolitan area. The use of local precedents allowed a familiarity of the project team and community Design Reference

Group with the physical space, opposed to photographs of the space. This allowed a more comprehension understanding of the context and experience of each precedent.

The local nature of the precedents also provided the benefit of allowing the project ambition to be constrained within the limits of public realm in Perth and be appropriate to the climate, policy context, road and safety standards and community lifestyle characteristics.

Angelo Street, South Perth

Angelo Street was described as an aspirational precedent by residents of Etwell Street. It is close enough (4km) that Etwell Street residents will drive to Angelo Street because the experience and offerings is of a better quality than that of the Etwell Street Centre.

Characteristic urban design elements:

- Road surface change (colour and texture) to the local centre area.
- Amble trees and garden beds to verge spaces and road median
- Parallel parking and sense of tightness to road carriageway
- Trading into, and engaging with the footpath space



Ardross Street, Applecross

Ardross Street in Applecross is a successful local centre that is fairly close to the Etwell Street Local Centre (6km). Ardross Street is similarly located within a large residential area servicing the local community and attracting visitors from beyond.

Characteristic urban design elements:

- Road surface change including raised portions
- Trees and garden beds in verge spaces with a focus on shading pedestrian and alfresco spaces
- Wide public space areas in certain locations between the carriageway and shopfronts.



Napolean Street, Cottesloe

Napolean Street in Cottesloe is a successful local commercial centre. While the commercial context is quite different from the Etwell Street Local Centre, Napolean Street's urban design is considered to create a comfortable and interesting environment for visitors.

Characteristic urban design elements:

- Alternating public space and car parking space between verge and shopfronts
- Narrow road width and sense of tightness to the urban form
- Varied parking typologies
- Small trees and planter boxes



George Street, East Fremantle

George Street in East Fremantle was studied as another successful local centre that provides an inviting, desirable environment. This street provides significant local amenity within its relatively small space.

Characteristic urban design elements:

- Parallel parking to both sides of the street
- Narrow road carriageway
- Sense of tightness and intimacy to the whole form.
- Commercial premises that engage with the street and spill into the pedestrian environment
- Shade from both awnings and trees



Opportunities Exploration

During the first of three workshops a Design Reference Group was lead through a summary of the project intent and purpose, site analysis and an aspirational precedent analysis. This Design Reference Group comprised local residents, business owners, land owners, Elected Members and Town of Victoria Park subject matter experts. Following this information session a workshop session was conducted in which the design reference group focused on individual topics and contributed to the generation of opportunities for each topic that could be implemented to enhance the Etwell Street Local Centre. These topics were based on four major themes, Movement, Activation and Amenity, Beautification and Safety. These four themes were derived from the initial meeting with local residents and were determined as the main underlying themes from the feedback and discussion of their experience of the Etwell Street Local Centre. Below represents a summary of the opportunities and directions described by the Design Reference Group related specifically to a number of subjects. A detailed compilation of workshop responses can be found in Appendix 01 Workshop 1 Outcomes.

Safety	
Passive Surveillance	
<ul style="list-style-type: none"> Active open frontages Clear sight lines CCTV 	
Community Activities	
<ul style="list-style-type: none"> Street Life Frontage and verge pride Active at various times of day 	
Perception	
<ul style="list-style-type: none"> Unsafe, uninviting The environment creates the perception 	
Lighting	
<ul style="list-style-type: none"> Street lighting Lighting from business Feature lighting 	
Public Space Design	
<ul style="list-style-type: none"> Mixed / varied usage Less hardscape, more softscape) CPTED 	
Other	
<ul style="list-style-type: none"> Improve cyclist safety 	

Movement	
Pedestrian Experience	Cycling Experience
<ul style="list-style-type: none"> Shading Encourage stopping 	<ul style="list-style-type: none"> Slowing vehicles Quality bike facilities
Buses	Parking and Loading
<ul style="list-style-type: none"> Examine bus stop locations Slowing of the buses Improve quality of the bus stops 	<ul style="list-style-type: none"> A lot of deliveries and take away pick ups occur without specific spaces Timed parking was mentioned as a suitable and appropriate means of managing parking.
Vehicles	
<ul style="list-style-type: none"> Slowing and enticing them to pull over and stop Narrowing of the roadway Material change (colour and textural change) Raising the road surface Street trees and roadside parking to help slow vehicles 	

Activation and amenity	
Types	Spaces
<ul style="list-style-type: none"> Food focus / food hub Alfresco dining Daytime activation (cafe, shop footpath engagement) 	<ul style="list-style-type: none"> Create public spaces in the verge/footpath area Alfresco areas, parklets etc. Enable street life
Business	Program / Events
<ul style="list-style-type: none"> Shop front quality (inc. signage quality) Business diversity (eg Cafe') Business promotion opportunities 	<ul style="list-style-type: none"> Food focused street event Community meal / dinner event Opportunity for an event on the vacant land
Other	
<ul style="list-style-type: none"> Lighting to improve night experience Car parking rationalisation 	

Beautification	
Trees	Planting
<ul style="list-style-type: none"> Tree planting to shade pedestrian spaces and this function to be prioritised in species selection Both median and verge planting opportunities for tree planting Large, soft, lit trees 	<ul style="list-style-type: none"> Soft, green, inviting space created through inclusion of planting Median and verge opportunities Lead - in / approach verges (corners with Northampton Street and corners with Riverview Road) Soften the hard surfaces and walls
Surfaces	Private interfaces
<ul style="list-style-type: none"> Widen verge / path space Alter road alignment, material, colour and elevation (rasied road) 	<ul style="list-style-type: none"> Planting to soften Elements to encourage visiting and stopping (eg. drink fountain and dog bowl)
Art	
<ul style="list-style-type: none"> Encourage stopping Building identity Murals and shop front opportunities 	

Design Principles

While specific opportunities were described and discussed, the collated responses can be extrapolated into a number of design principles. These design principles not only provided guidance the concept design but also future detailed project stages. These principles form the underlying vision for the Etwell Street Local Centre

The complete information and responses gathered during the workshops can be found in Appendix 01.

The following will be created by the Etwell Street Local Centre Revitalisation project:

- ***Interesting (unique)***
- ***Aesthetic (beautiful)***
- ***Greening***
- ***Trees with an emphasis for shading of pedestrians***
- ***Distinct public spaces***
- ***Moderated parking***
- ***Flexibility in program opportunities***
- ***Integrated art work***



Figure 08: Etwell Street Local Centre from the Riverview Road intersection



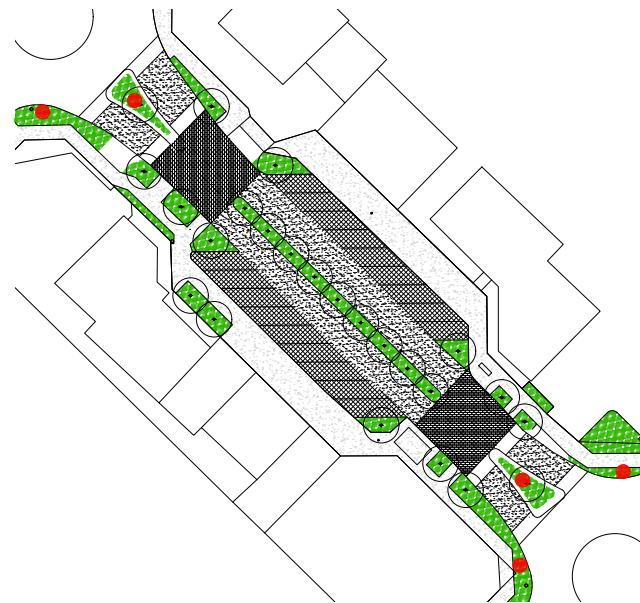
Concept Options

The Options

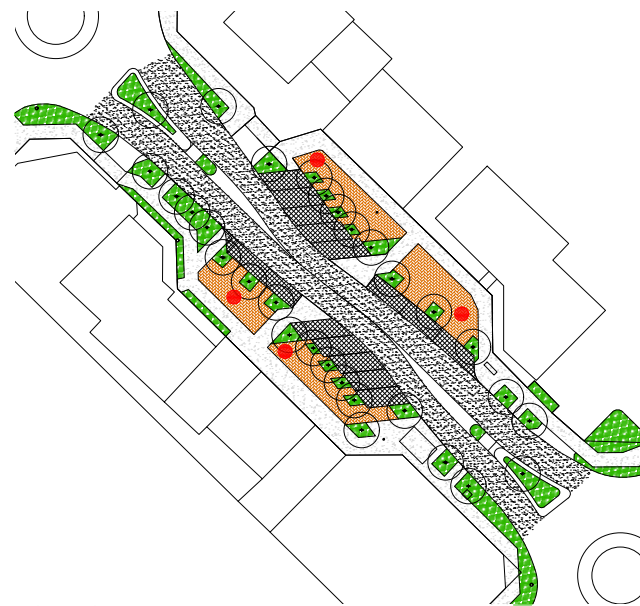
Information gathered during the analysis and opportunities stage was used as the basis for creating three different spatial concepts for the revitalisation of the Etwell Street centre's public realm. Each of these options proposed different concepts for the Street, Parking and Loading, Public Space, Trees and Planting, Event Opportunities and Art Opportunities. The concepts were presented and discussed with the Design Reference Group during the second workshop. The following describes the proposed concepts and the majority response of the Design Reference Group to each element.



Sketch Option 1



Sketch Option 2

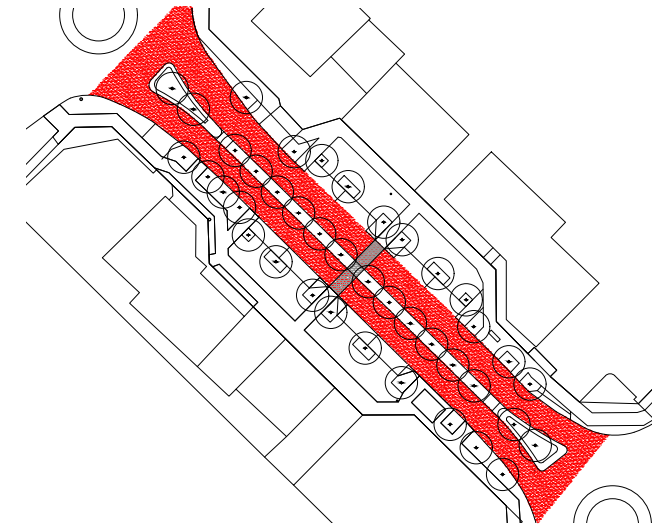


Sketch Option 3

The Street

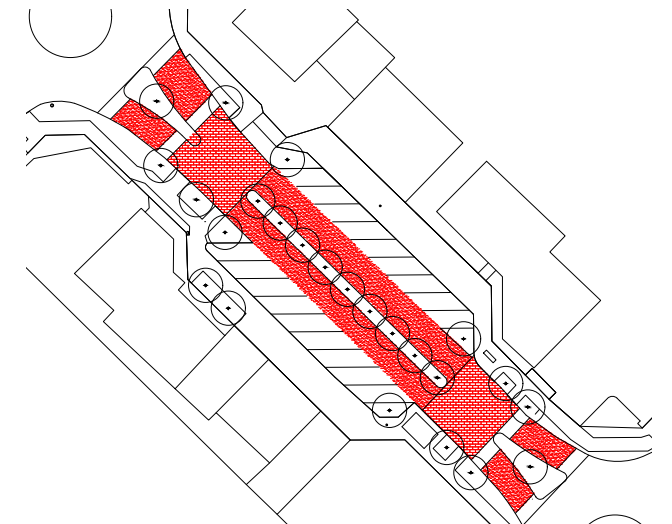
Option 1

- Maintain roadway material and height Add planted median
- Add central crossing



Option 2

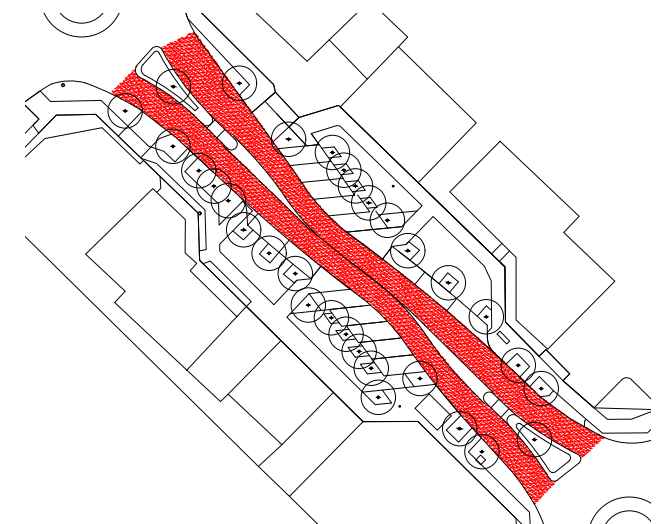
- Raise full length of roadway
- Delineation of crossing zone with surface treatment



Option 3

- Re-Aligned (curved) road
- No median
- Existing crossing points

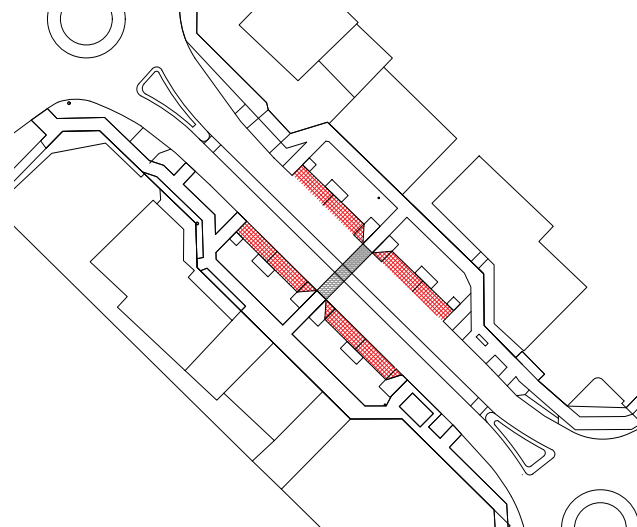
Option 3 was the preferred option and curving of the roadway was favoured as a traffic calming technique.



Parking and Loading

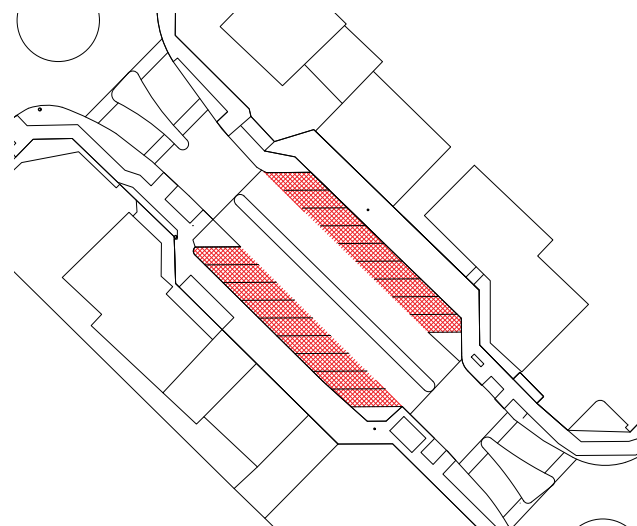
Option 1

- Convert all angled parking to parallel parking



Option 2

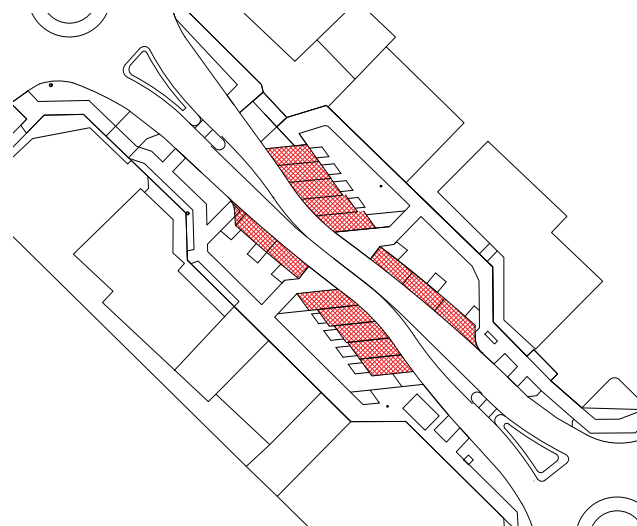
- Maintain angled parking



Option 3

- Mixed angled and parallel

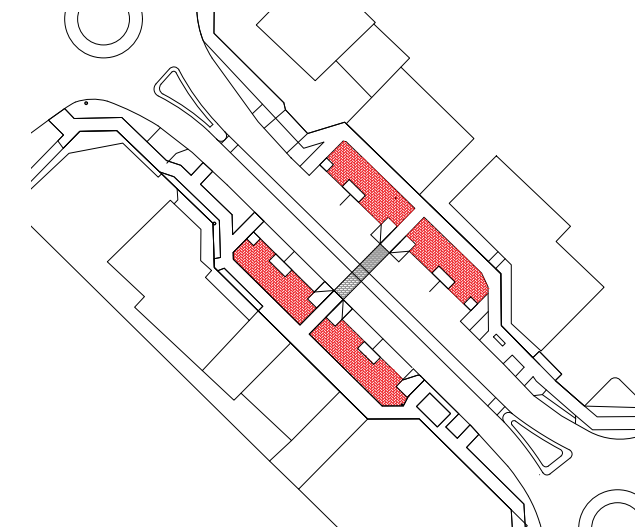
Option 3 was the preferred option and a mixture of angled and parallel parking was preferred with the opportunity to manage parking so the parallel bays were for short term (loading and take away pickups).



Public Space

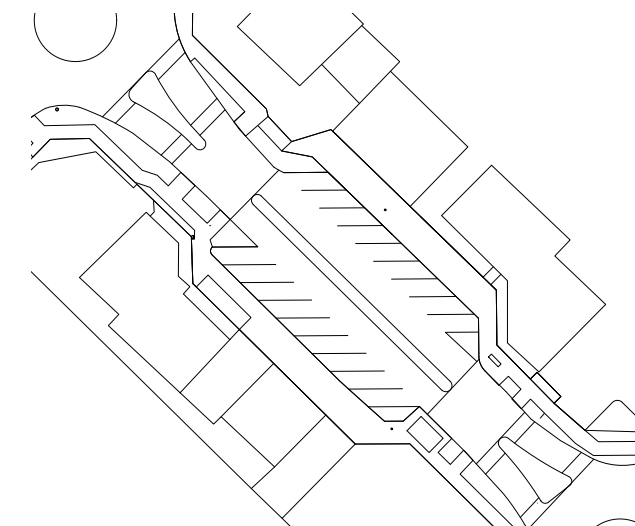
Option 1

- Large, long, evenly spread public open space created



Option 2

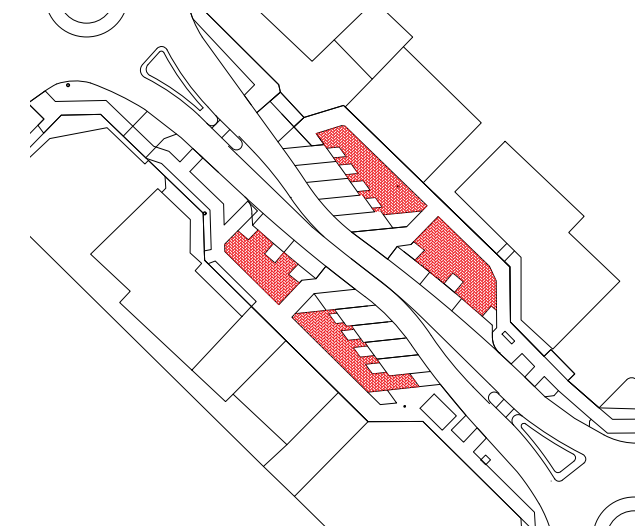
- Public space size is maintained



Option 3

- Two broad "lobes" on either side.

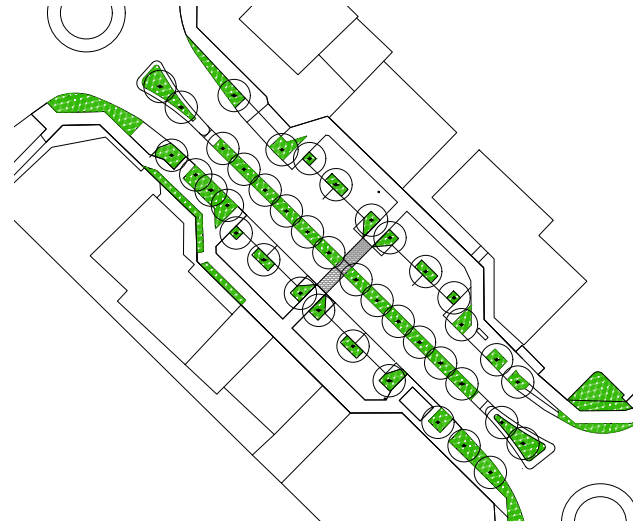
Option 3 was the preferred option and the creation of two lobes of public space was preferred. However it was described that the preference would be for a change to switch parking types so the public space was created in front of the commercial properties rather than lodging houses.



Trees and Planting

Option 1

- Median trees
- Adjacent parallel parking



Option 2

- Median trees
- Opportunities between parking and intersection



Option 3

- No median trees
- Trees + planting incorporated within public space to define the spaces

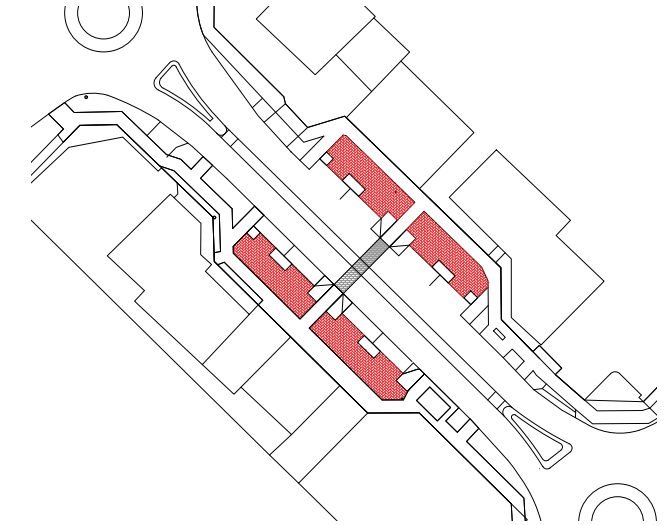
Option 3 was the preferred option and the focus on trees to improve the experience of the pedestrian paths and public spaces was a strong feeling of the group



Event Opportunities

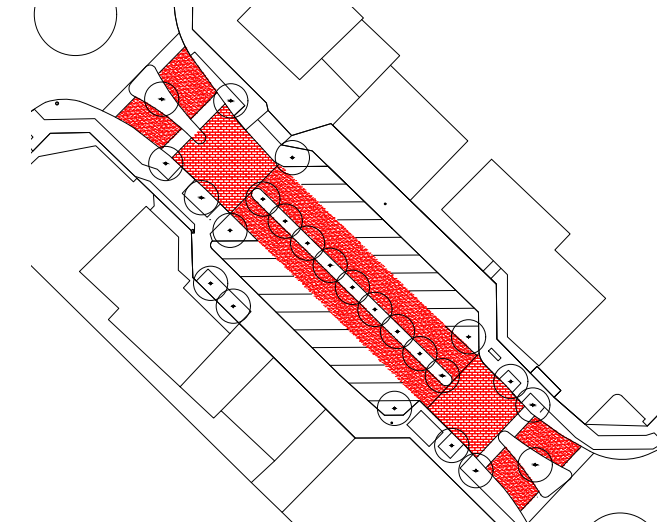
Option 1

- Large, linear public spaces have capacity to host events (market, community meals etc) without closing the road.



Option 2

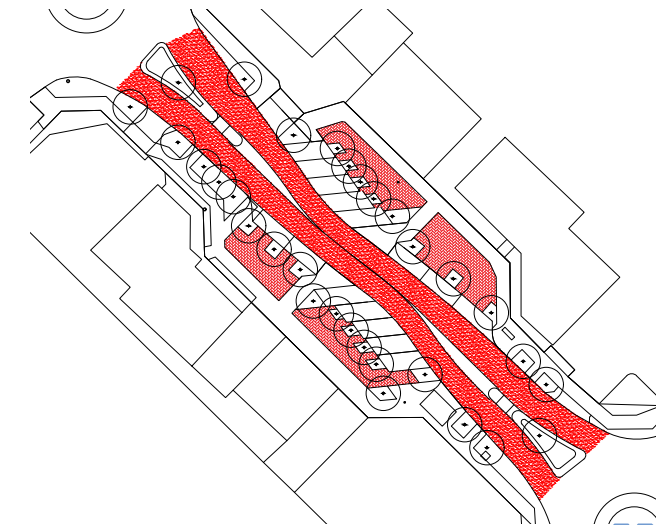
- Events space on the roadway



Option 3

- Capacity for small events on the verge with larger events requiring the roadway

Option 3 was the preferred option and the flexibility of events on the road way (no median) or on the public spaces was strongly favoured.

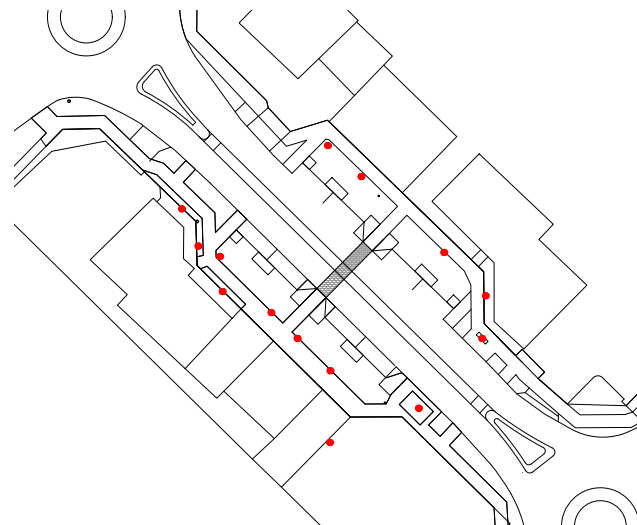


Art Opportunities

Option 1

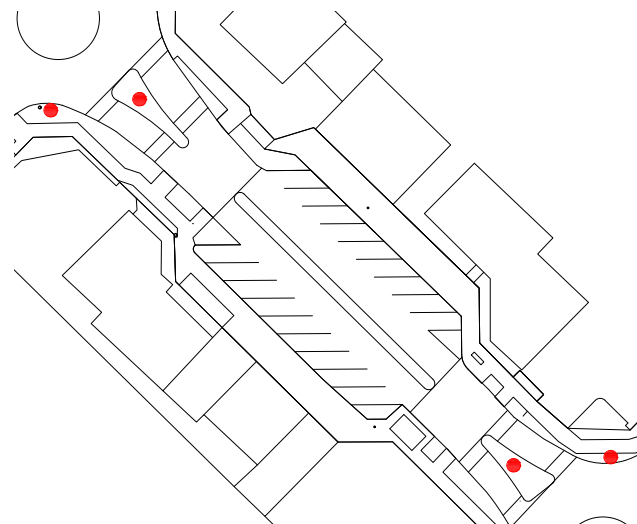
- Incorporated art, within public furniture, wall murals, shelters etc.

Option 1 was the preferred option and the integration of art was preferred over distinct art pieces.



Option 2

- Truncation welcome statement (sculptural)



Option 3

- Art within public spaces (interactive, playable)

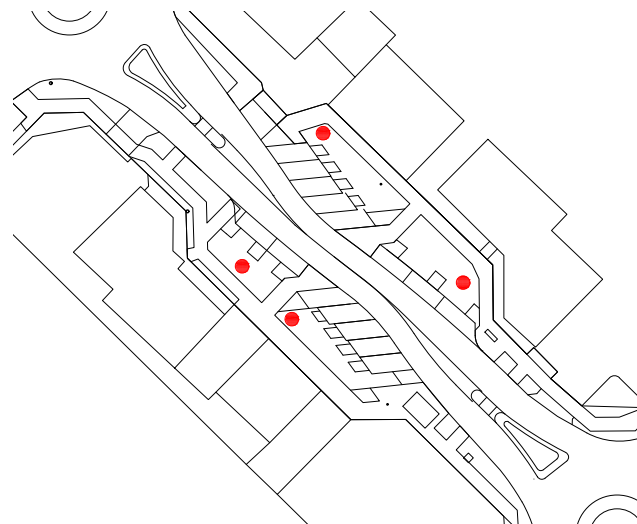


Figure 09: Sketches from Workshop group session



Agreed Direction

Draft Concepts

Draft concept 3 revision B

The outcomes of workshop 2 were used to develop a draft option that represented the design direction agreed by the reference group. Given the strong preference for many of the design elements in option 3, the agreed draft concept was considered a revision of this option with the main change being the change in location of the parking and public space. Therefore this draft concept was presented in workshop three and titled Option 3 Revision B.

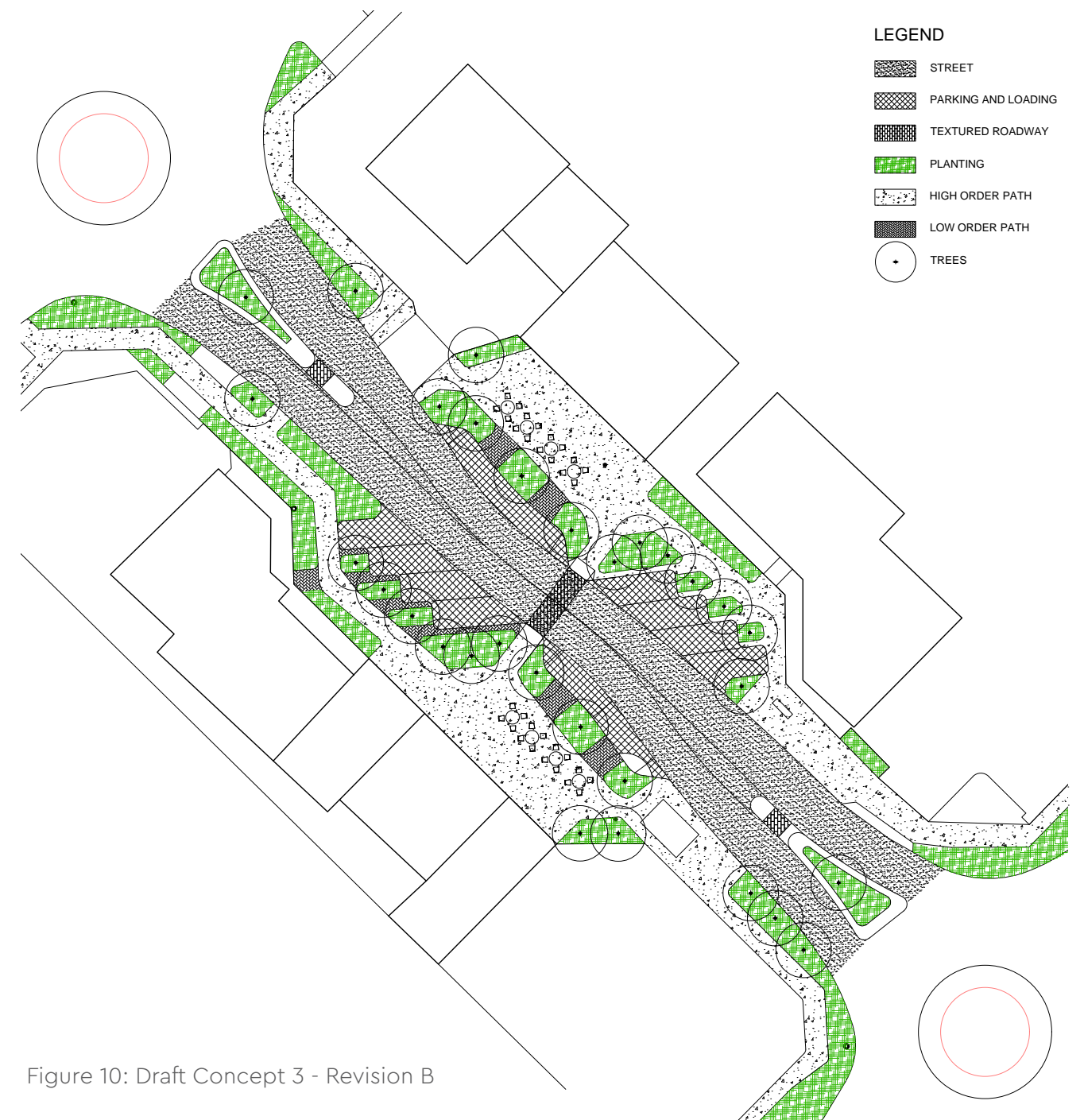


Figure 10: Draft Concept 3 - Revision B



Draft concept 4

During the creation of Draft concept 3 it became evident that it would be difficult to achieve staged implementation. Further more the omission of street tree plantings to the medians was questioned as potentially a missed opportunity to increase tree canopy coverage. Draft concept 4 was developed and presented to the Design Reference Group which contained median trees and a straight road alignment.

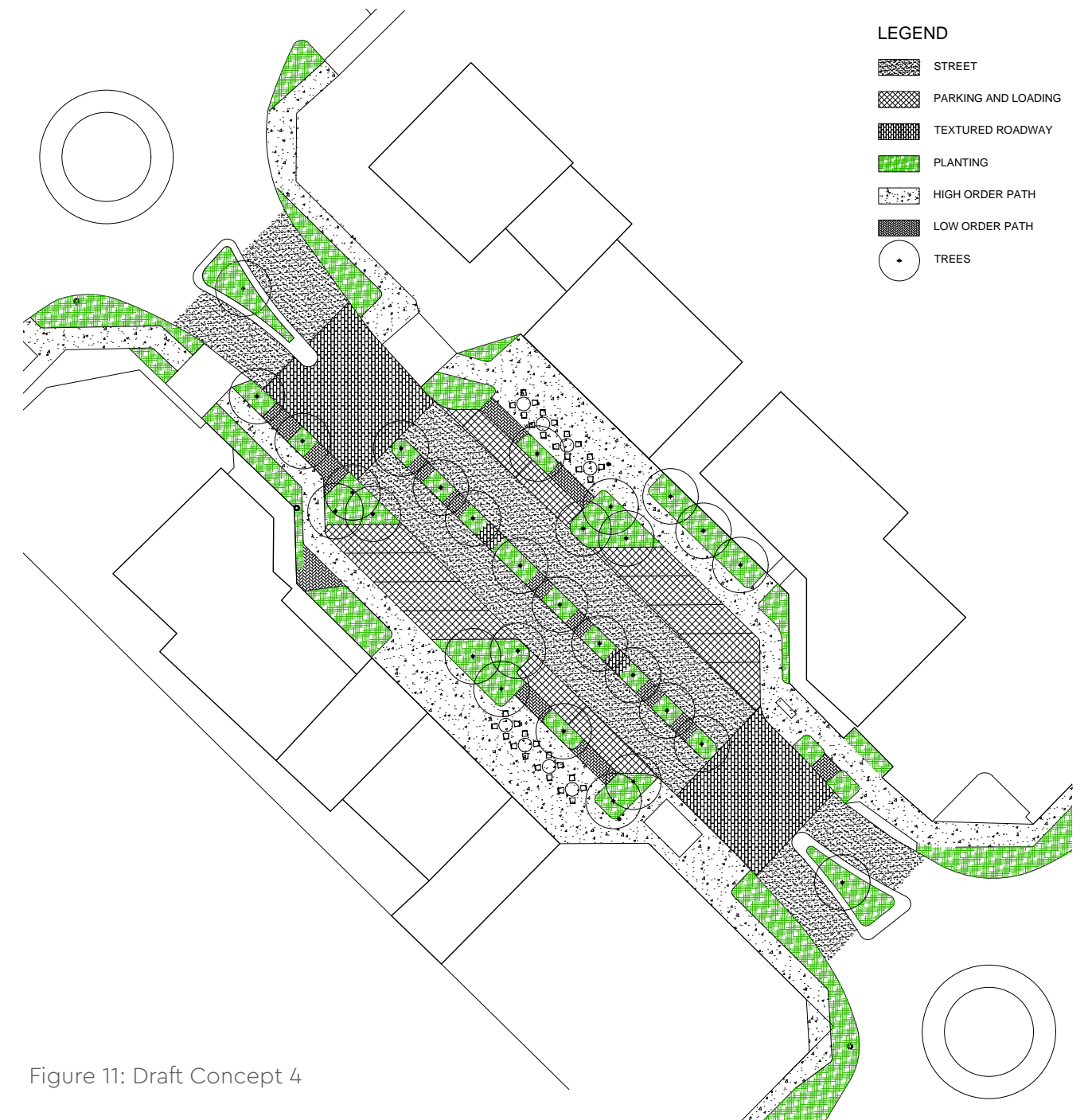
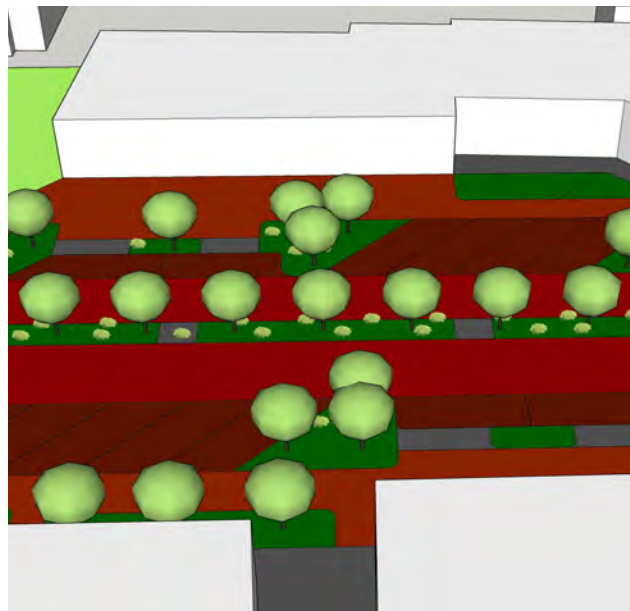
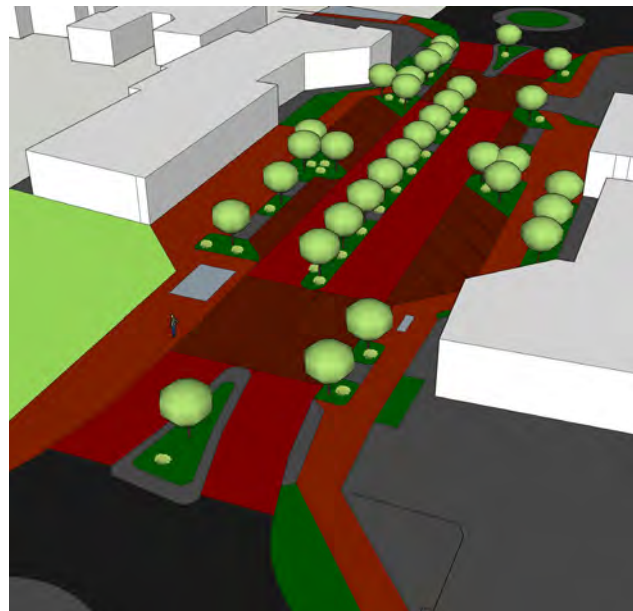


Figure 11: Draft Concept 4



Workshopping Detailed Elements

Consensus was reached among the Design Reference Group to move ahead with the Draft Concept 3 Revision B. Whilst acknowledging the increased complexity and risk to the implementation, the group considered the uniqueness, interest and appropriateness of the final outcome worth pursuing.

Once a basic concept was agreed to the workshop participants then undertook a "detailed urban design elements" activity. Participants were asked to locate on the preferred concept plan the following:

- Bicycle racks
- Benches
- Bins
- Drink fountains
- Parking management
- Traffic speed limit
- ACROD parking bays
- Art integration opportunities

The feedback from this activity was collected and informed the final concept plan.

Full workshop feedback and outcomes are found in Appendix 01.



Figure 12: Sketches from the Design Reference Group focused on detailed urban design



Final Concept

Proposed Plan

Following direction from the third and final workshop the project team produced a final concept plan for the revitalisation of Etwell Street's Local Centre.

The concept plan represents a bold proposal for significant change and consists of the following interventions:

- Modified road carriage way to deflect road alignment and create a curved roadway with a distinct surface eg. coloured asphalt.
- Inclusion of mixed car parking with parallel parking bays for short term parking and loading and also angled bays for longer term parking.
- Creation of two simple open public spaces on either side of the road adjacent commercial premises.
- Inclusion of significant amount of planting space for large shade providing trees and low local shrub species.
- 3 x pedestrian crossing points with differential, textured surface treatments
- Inclusion of an accessible parking bay
- Upgraded bus shelters
- Public art integration into street furniture

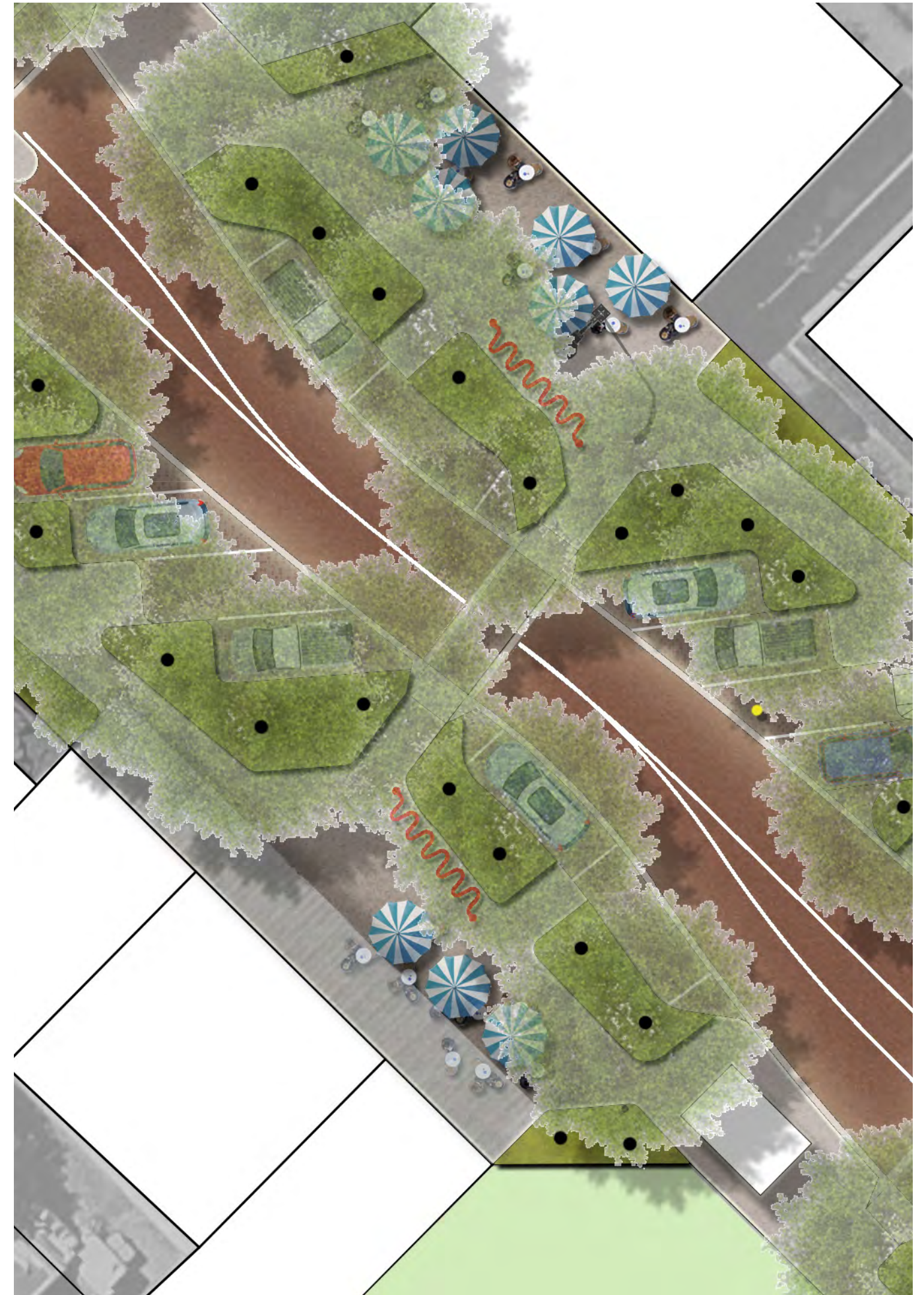


Figure 13: Final Concept Plan - 1-200



Etwell Street Local Centre Revitalisation

Concept Plan



- Parallel parking bays - time restricted 30mins
- Open public space - Opportunity for adjacent business to occupy
- Sculptural bike racks
- Central pedestrian crossing
- Road interfacing garden beds
- Accessibility car parking
- Eastern bus stop
- Southern pedestrian crossing
- Southern entrance planting

- Northern entrance planting
- Northern pedestrian crossing
- Shade tree planting
- Private Property interface garden beds
- Angled car parking
- Curved road alignment
- Western bus stop
- Vacant site

Figure 14: Final Concept Plan - 1-400



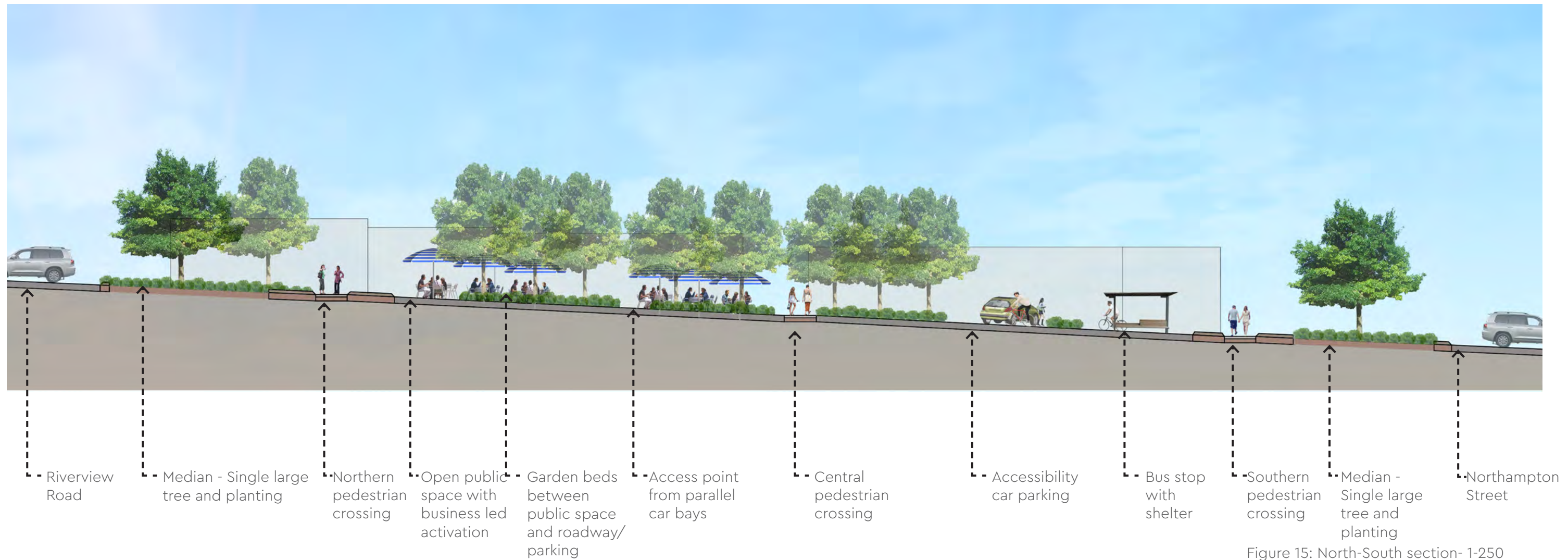
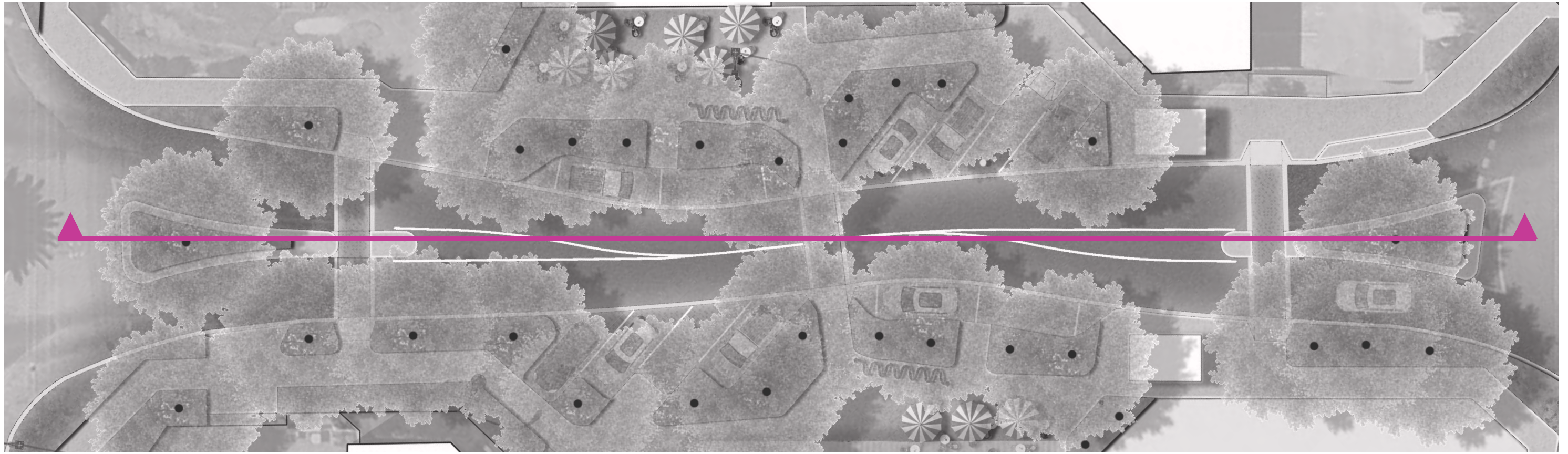


Figure 15: North-South section- 1-250



Design elements

The following describes the key design elements proposed in the concept plan and their influence on the future experience of the Etwell Street Local Centre:

Road carriageway

The main technique employed for the slowing of vehicles through the local centre is the deflection of the road alignment. The curving of the road way will impede the current straight view line for motorists increasing vigilance and reducing speeds. Further to the slowing of vehicles the new road alignment create larger spaces between road way and commercial property boundaries allowing the opportunity for sizable public space.

The carriageway width is reduced to a minimum and trees are planted in the medians at either end of the local centre. Extending the lengths of the medians to allow increased tree planting was explored by the design team however the swept path analysis for buses restricts the median extent to that shown in the concept plan. The presence of a bus route along Etwell street sets a limit to the amount and type of roadway intervention that are practical in the Etwell Street Local Centre.

The road surface is considered in the concept design with red asphalt proposed for Etwell Street between Riverview Road and Northampton Street. This will create a noticeable point of difference to the rest of Etwell Street and assist in defining it as a local centre. The slowing of traffic by this

visual sense of difference will be reinforced by including three pedestrian crossing areas defined by a change of road surface. This surface change will signal the high pedestrian use of each crossing zone without a formal pedestrian priority instrument such as Zebra or Pelican (Pedestrian Light Controlled crossing) crossings. These pedestrian crossing areas will include a change of colour and texture so vibration can be utilised as a tactile signal to motorists that this is a high pedestrian area and requires a slow speed.

Car parking

The proposed concept design modifies the current parking configuration of 23 angled bays to a mixture of 7 angled bays and 4 parallel bays. A clear delineation of carriageway and parking area is proposed through flush kerbing and a surface material change to the parking areas such as unit paving or similar.

The location of the parallel bays adjacent to the commercial properties increases the space available between the bays and the property boundary. This allows for the creation of the public space between the parallel bays and businesses. It is proposed that the parallel bays are managed with a time limit of 30 minutes. It is anticipated that the high frequency turnover and location of the parallel bays will allow their use for loading by the adjacent business.

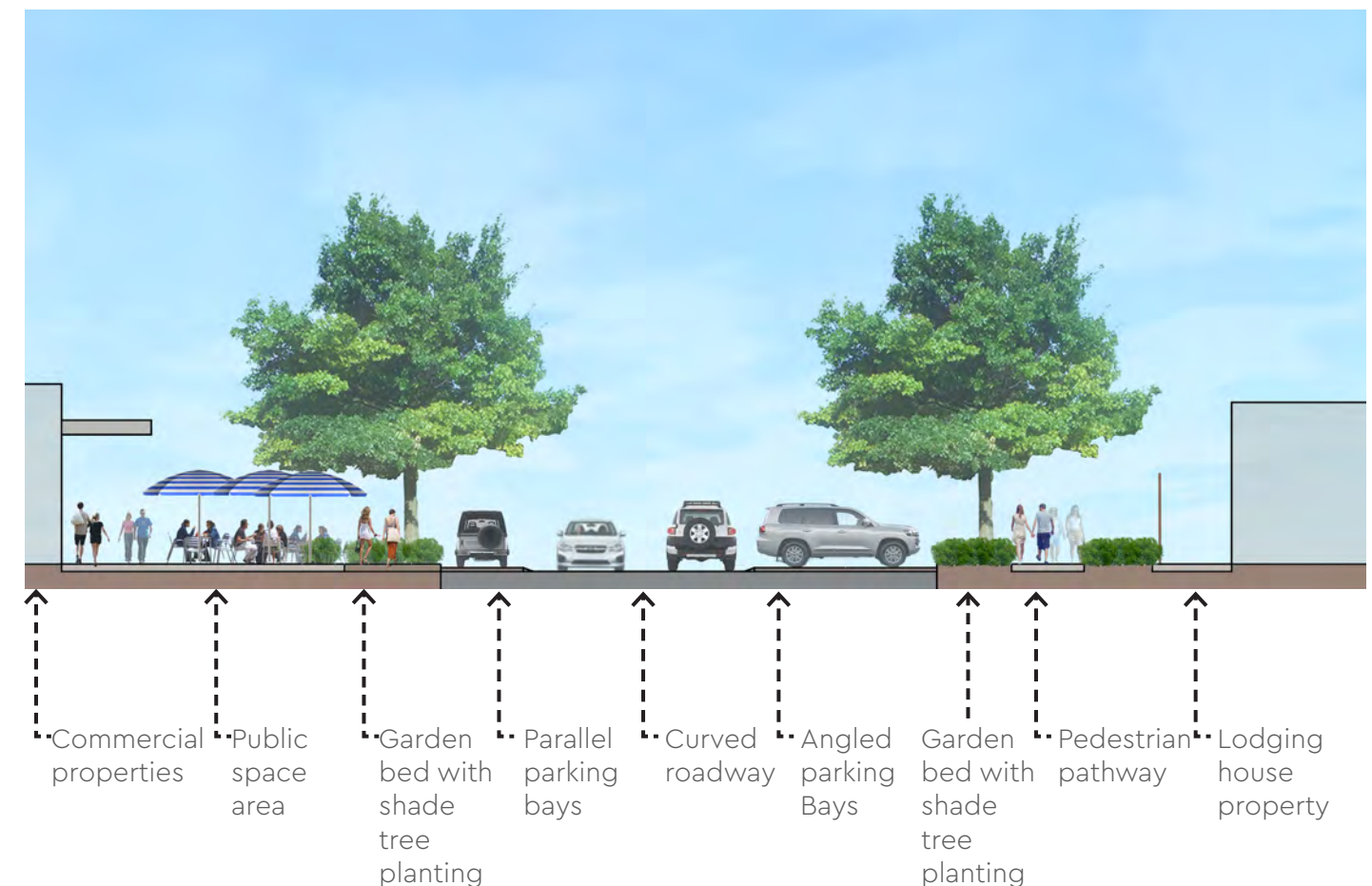
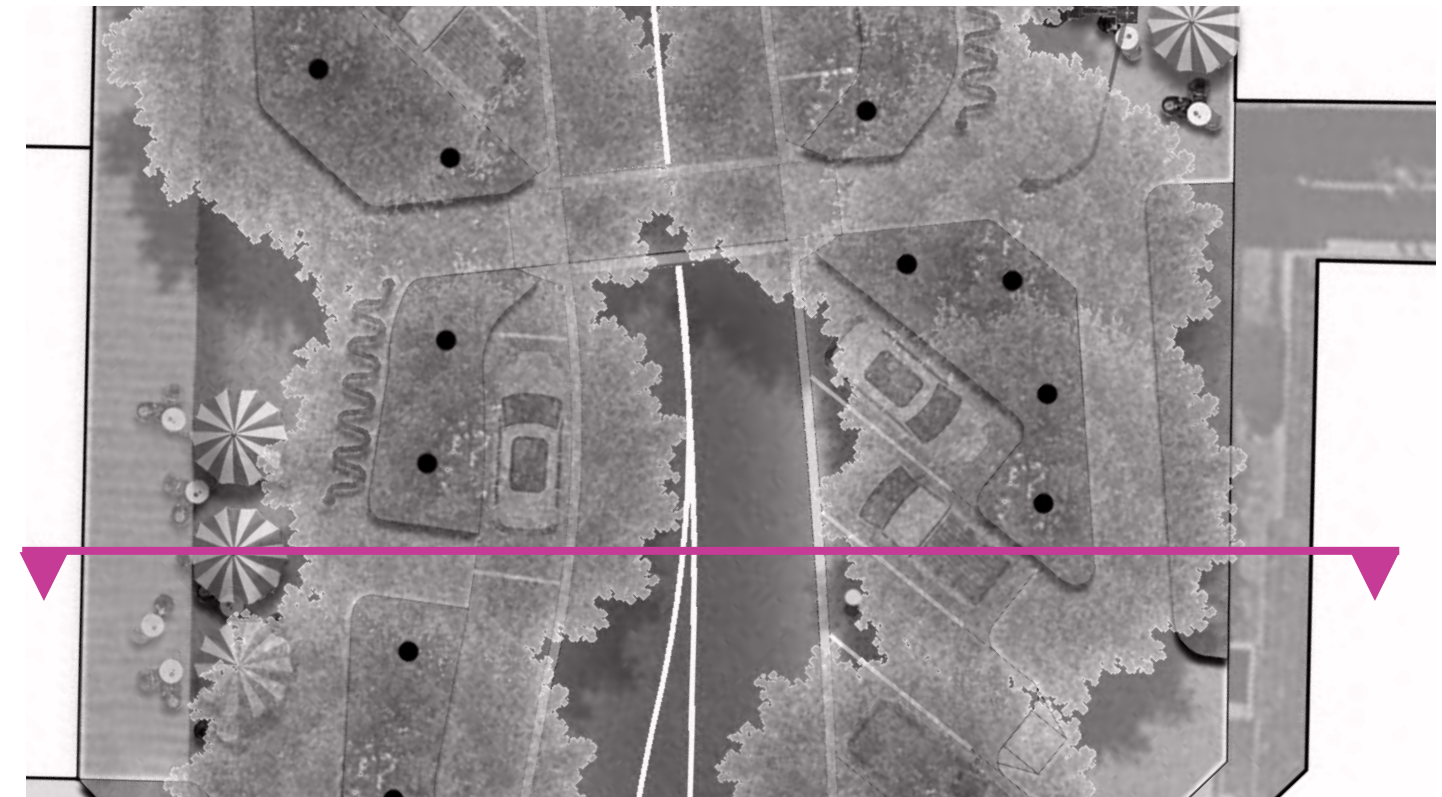


Figure 16: East-West section- 1-250



• Bus stop area

• Public Space - activated by adjacent business'

• Car bay access point

• Garden bed with shade trees and low local shrubs

• Art integrated into street furniture - eg. Sculptural bike rack

• Central pedestrian crossing

• Curved roadway with coloured asphalt

• Garden bed with shade trees and low local shrubs

• Angled car bays

• Public Space - activated by adjacent business'

Figure 16: Perspective impression



The angled bays represented on the concept plan are located adjacent to the two short stay lodging houses that are located within the centre. This location compresses the available space between the bays and the lodging house boundary while still allowing a pedestrian access-way and garden bed with trees to soften the hardscapes. It is proposed that the angled bays are also time managed to a 2hr limit to encourage parking turn over and prevent long stay parking. An accessible bay is proposed in the eastern run of angled bays.

Public space

Two public spaces are proposed adjacent to the commercial premises on either side of Etwell Street. These are simple, open, hard stand spaces with any street furniture to the perimeter of the space. This configuration will allow for flexible utilisation of the space by the adjacent business' such as alfresco dining, product stands or other means of engaging the business offerings with the public realm. Items such as shade umbrellas, tables and chairs will be supplied and managed by the business operators. Each of the public spaces is surrounded by garden beds that wrap around the space. These gardens beds contrast and soften the feeling of the hard stand area buffering occupants from the influence of cars in the parking and road way.

Garden beds and trees

One major objective of the concept design is to reduce the current proportion of hardscape in the Etwell Street Local Centre. The garden beds proposed can be divided into two broad types based on their function, either road interface garden beds or private property interface garden beds.

Road interface garden beds

These garden beds are located on the interface between the roadway and the pedestrian focused spaces (paths and open public space). These beds break up the road surface and pedestrian areas creating a buffer from vehicles for pedestrians. An opportunity exists for these beds to employ Water Sensitive Urban Design (WSUD) principles. This would involve the surface runoff from both the pedestrian and vehicular spaces flowing into these beds and eventually recharging through the soil profile. This best practice design technique improves the water quality of the storm water, reduces irrigation reliance of the planting and improves the localisation of water management.

Private property interface garden beds

Garden beds are proposed to form the interface between private property boundaries and the public realm. Currently these interfaces comprise concrete or paved public footpath meeting brick private boundary walls. These garden beds can contain screening shrub species that reach a height and presence to reduce the visual influence of the boundary walls. Due



Figure 17: Ardress Street Cafe - Applecross

to potential impacts on privately owned structures it is not proposed that these garden beds employ WSUD principles.

Street Trees

The proposed tree planting has a strong emphasis on improving the experience of pedestrians utilising the paths and public spaces. The provision of shade from these trees will assist in creating a comfortable experience for users of the public realm which will encourage longer stays and more frequent visits. The tree planting is not a traditional street tree avenue style but instead focuses on encircling the public spaces and aligning with the pedestrian paths. There are a number of trees proposed close to the road way which will encourage slower vehicle speeds. To create a cohesive and distinct feeling to the Local Centre a single tree species is proposed in this concept plan. The selection of tree species will be a component of the detailed design stage of the project however the priority will be the influence of pedestrian

experience therefore summer shade provision, winter solar access, hardiness in urban settings and visual softening will be the key drivers of that decision.

Entrance planting

In place of a sculptural entrance statement providing a sense of arrival to the centre, upgraded landscape treatments and planting is proposed to the verges at the intersections with Northampton Street and Riverview road. This green entrance to the local centre will create a subtle sense of arrival defining the area as a local centre distinguished from the surrounding residential streets. Vehicle sight lines will need to be considered and this planting will be required to be very low



Vacant site

Within the local centre exists a 550m² vacant portion of private land. This vacant area is a component of the southern commercial lot. During the design workshops many suggestions and ideas for opportunities on the site were generated. The possibility of utilising the space for events received strong favour from the group. No proposals for intervention on the land has been proposed in the concept design due to the inability to engage with the land owner. Opportunities for this land should be pursued in collaboration with the land owner.

Bus stops

The concept plan proposes replacing bus stop seats and shelters on both sides of Etwell street. The bus stop on the eastern side of the street currently has no shelter and the concept plan proposes this addition. Following workshop exploration by the Design Reference group and design team review it was determined that the location of each bus stop should be maintained. An opportunity exists for art to be incorporated into the bus stops in the form of painted murals to the surfaces.

Public Art

The concept design proposes public art be integrated into the public realm elements. The example of a sculptural bike rack is represented however this may be realised in different ways during detailed design stages of the project.

Events

The potential exists for events to be held within the Etwell Street Local Centre. The proposed urban form allows for flexibility in event type and scale with smaller events possible in the public space and larger events able to utilise the road surface with temporary road closure. During the workshops the concept of branding the Etwell Street Local centre as a food hub was created and it was considered an excellent way to launch and promote that brand would be through a food focused event such as a community meal or micro food festival in which the various restaurants could demonstrate their offerings.

Next steps

With the desired vision and direction for the Etwell Street Local Centre's revitalisation captured in the concept report, the project can move onwards towards implementation and achieving this vision.

If endorsed by council a detailed design stage can commence in which detailed public realm and roadway design and construction documentation can be developed. Once the specifics of the proposed interventions are known, accurate costings can be obtained. Once the required budget is known funding opportunities can be sort and hopefully secured. With a budget secured a construction tender process can occur and the revitalisation proposals realised. Due to the interdependent nature of the proposed elements a staged approach to implementation not recommended or considered feasible.





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VICTORIA PARK

Etwell Street Local Centre Revitalisation

URBAN DESIGN IMPROVEMENT:

Current LGA Funding: \$40,000 for Detailed Design and Documentation

Additional Funding Requested: \$900,000

Background: The Town of Victoria Park (the Town) is committed to making dynamic places for everyone. This includes the improvement of public spaces with respect to social, economic and environmental concerns. The Etwell Street Local Centre is well situated to be a neighbourhood hub that provides local scale amenity and services to its surrounding community. However, in its current state, it is restricted by the poor quality of the public realm and private built form.

The Etwell Street Local Centre Revitalisation project represents a collaborative design approach to urban design. Local residents, business owners, land owners, Town staff and Elected Members worked together to develop a shared vision for the future of the Etwell Street Local Centre. The outcome is a vision and concept design that was developed highly collaboratively, with significant community engagement, support and ownership.

The upgrade of this public realm achieved through implementing the concept plan will increase the amenity for the surrounding community, encourage landowners to consider place enhancement and optimisation of their land, and provide a more comfortable, safe and inviting experience for visitors.

Request: The Town has secured funding to progress the Etwell Street Local Centre Revitalisation concept design through to the Detailed Design stage. Additional funding requested will enable this Detailed Design to progress to implementation and construction onsite.

The Opportunity:

The Etwell Street Local Centre concept plan aims to create a place for community exchange, socialisation and activity. It identifies and addresses four key opportunities:

- Safety;
- Movement;
- Activation and amenity; and
- Beautification.

Improving the public realm will provide a more comfortable and inviting experience for visitors to the centre and improve the likelihood of businesses activating the street and upgrading their shopfronts.

Embedding CPTED principles and passive surveillance in to the design will reduce safety concerns in the area.

This project aims to be a pilot project for the Town, highlighting the benefits of a collaborative design process. Securing funding for the completion of the project will re-affirm this process and see the design through to fruition on site.

Benefits:

The concept plan is able to strategically address a number of ongoing issues within the precinct.

- Creation of two public open spaces on either side of the road adjacent to commercial premises;
- Creating a more useable pedestrian and cyclist space by realigning the footpath and introducing three textured pedestrian crossing points;
- Calming the traffic through narrowing the lanes, altering the road carriage way and alignment, and introducing coloured asphalt;
- Inclusion of mixed car parking possibilities by re-configuring to a combination of angled and parallel bays on each side of the roadway, and the inclusion of an accessible parking bay;
- Greening the areas by planting out verges, creating garden beds that interface with the road, pedestrian spaces and private property, and planting approximately 30 large trees;
- Improving the public transport experience by upgrading bus stops; and
- Integrated art opportunities (eg. sculptural bike racks, wall mural etc.).

Etwell Street Local Centre Revitalisation

Concept Plan



- Parallel parking bays - time restricted 30mins
- Open public space - Opportunity for adjacent business to occupy
- Sculptural bike racks
- Central pedestrian crossing
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- Accessibility car parking
- Eastern bus stop
- Southern pedestrian crossing
- Southern entrance planting

- Northern entrance planting
- Northern pedestrian crossing
- Shadetree planting
- Private Property interface garden beds
- Angled car parking
- Curved road alignment
- Western busstop
- Vacant site

Figure 14: Final Concept Plan - 1-400



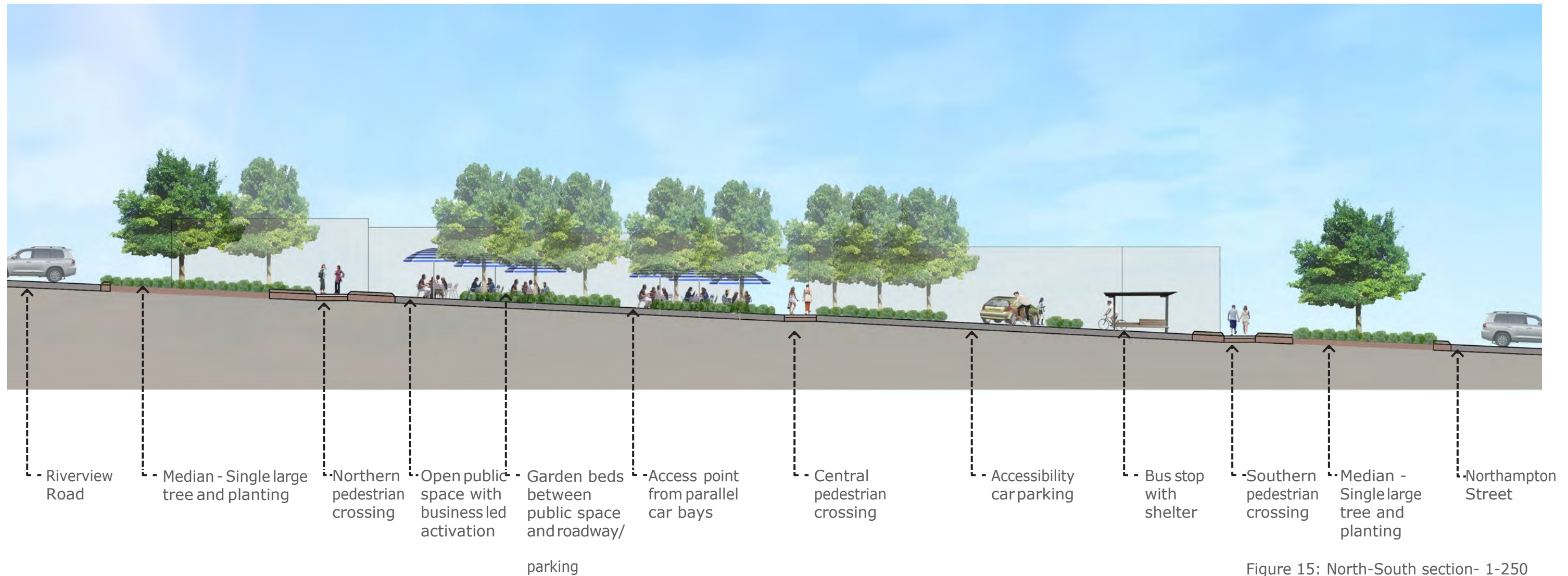


Figure 15: North-South section- 1-250



Bus stop area

Public Space - activated by adjacent business'

business'

Car bay access point

Garden bed with shade trees and low local shrubs

shrubs

Art integrated into street furniture - eg. Sculptural bike rack

rack

Central pedestrian crossing

Curved roadway with coloured asphalt

Garden bed with shade trees and low local shrubs

Angled car bays

Public Space - activated by adjacent business'

Figure 16: Perspective impression



McCallum Park Recreation & Activity Precinct

Timeframe: 2020 - 2021

Total estimated costs: \$4 million – McCallum Park Recreation & Activity Precinct

The Waugal is a snake or rainbow serpent recognised by the Noongar people as the giver of life, maintaining all fresh water sources. It was the Waugal that made the Noongar people custodians of the land.The Waugal rose up from the Ga-ra-Katta (Mt.Eliza at Kings Park, WA) and formed the Derbarl Yerrigan and the Djarlgarro Beelie (the Swan and Canning Rivers, WA)- Source ToVP Reconciliation Action Plan.

The Federal Government's [Sport 2030 National Sport Plan](#), highlights that sport and physical activity promotes social inclusion and cohesion, teaching lifelong skills and embedding healthy lifestyle habits at an individual and community level. It further states that “fewer Australians are playing sport and engaging in physical activity- this is a trend we need to reverse” (pg 2). To help reverse this trend, the McCallum Park Recreation & Activity Precinct will be an iconic destination and first of its kind along the Derbarl Yerrigan (Swan River, WA). It will be a place which fosters a sense of pride, belonging and connection to country, whilst promoting participation in physical and recreational activities to improve the health and wellbeing of the community.

McCallum Park

McCallum Park is located on the picturesque foreshore of the Derbarl Yerrigan. The stunning backdrop of the Perth City skyline makes the public open space a perfect location for a Recreation & Activity Precinct, which will be a place of connection, belonging and pride for our community and an iconic destination for Western Australia.

In 2017 the Town embarked on a master planning journey for Taylor Reserve and McCallum Park, informed through community consultation, which resulted in a concept design for the McCallum Park Recreation & Activity Precinct. The Precinct will include upgrades to the existing basketball courts and a new state of the art flow bowl and skate plaza, along with the addition of a BMX pump track and leisure facilities such as seating, shading, landscaping, lighting and pop-up event space.

In 2019 community members presented an exciting opportunity to the Town, to activate the basketball courts through Hype Court murals. The community's passion and belief in the importance of creating a connected and inclusive community through sport and recreation resulted in the Town, community members, Skate Sculpture, New Line Skate Parks and Emerge Associates undertaking a co-design process to refine the McCallum Park Recreation & Activity Precinct design. This was followed by extensive and ongoing community consultation with over 150 people (as of December 2019), to seek feedback and input into the refined design, as pictured below.



Evidence based need - Youth

The Town strives to be a sustainable, connected, safe and diverse place for everyone. It is widely acknowledged that there are limited social and recreational opportunities and infrastructure for youth, families and young adults within the Town, and within our surrounding neighbours of City of Perth and City of South Perth. The lack of social infrastructure has been raised as a significant issue by the community, with recommendations made to address this gap.

The 2017 Youth Engagement undertaken by Save the Children Australia, on behalf of the Town, identified that “positive social skills, a sense of belonging and access to recreational spaces are essential for young people’s wellbeing and positive development” (Youth Engagement Report, 2017 pg 6). These factors are considered to assist in the prevention of criminal activity and anti-social behavior due to young people being actively engaged in meaningful activities (Youth Engagement Report, 2017). A recommendation from the Youth Engagement was the need to have a safe youth space where youth can gather after school and on weekends to participate in meaningful activities to improve their health and wellbeing.

Who told us we need social infrastructure for youth and families?

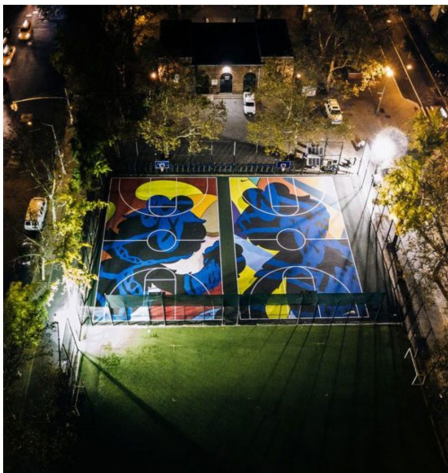
- Town of Victoria Park Social Infrastructure Plan
- Save the Children – ToVP Youth Engagement 2017
- Place Score- Community Perception Survey 2019
- Cannington District Leadership Group 2019

Hype Courts

The three existing basketball courts will be upgraded with stunning hype court murals by prominent local and international artists. A primary objective of the hype court is to increase community knowledge and understanding of Aboriginal and Torres Strait Islander cultures, histories and achievements, specifically in relation to the Whadjuk people of the Noongar nation and their relationship to the Waugal and Derbarl Yerrigan. This will be achieved through at least one (1) of the full sized courts being dedicated to telling the story of the Waugal and Derbarl Yerrigan, and connection to country.

The Town's Aboriginal Engagement and Advisory group, along with Wirrpanda Foundation will provide guidance and be directly involved in the commissioning of a local Aboriginal artist to design and paint the mural. In addition, the artist will hold workshops with local youth and elders to help capture and tell the story of the Waugal and Derbarl Yerrigan. This aligns to the notion that "wellbeing for Aboriginal people is a holistic concept that is much broader than just physical health. Central to Aboriginal culture is the collective responsibility to maintain cultural and social obligations, including health and wellbeing" through sharing of stories and culture ([WA Aboriginal Health and Wellbeing Framework 2015-2030](#) pg 14).

HYPE COURT



KAWS lends contemporary aesthetics to the asphalt of Nike's Stanton Street Basketball Courts in New York City.

Source: <http://theworldsbestever.com/blog/2016/11/10/hype-court/>

Skate Park

There is an existing skate bowl at McCallum Park; however, it is approaching its end of useful life and while heavily utilized, it is almost exclusively used by skilled skaters due to its degree of difficulty. The new skate plaza and flow bowl, coupled with the hype-court basketball courts and BMX pump track will be an iconic destination to host youth and community festivals, school holiday programs, skate and scooter clinics, sporting competitions, and much more. It will be a safe space for youth, families, visitors and the general community to connect, thrive and participate within the social fabric of our community.

The Town has also been approached by Brett Margaritis, coach and co-coordinator of Australia's first Olympic park skateboarding teams, which will be heading to Tokyo in 2020. Through this relationship, the design will ensure that the skate plaza and flow bowl is delivered to a high enough standard to host high performance skateboarders training for future competitions or hosting future competitions in McCallum Park. At present, skateboard World Championships & Olympic qualification contests are

only conducted overseas due to Australia’s lack of suitable facilities. With the push for skateboarding to continue in the Olympics beyond 2020, there is a significant opportunity for the Recreation & Activity Precinct to be the center piece that fosters the next batch of high performance athletes for skateboarding in Australia.



Source: [City of Fremantle](#)

BMX pump track

The BMX pump track will be universally accessible with the width of the track accommodating adaptive handcycling. The Town passionately believes in an inclusive and accessible community for everyone, as per the Town’s Disability Access & Inclusion Plan 2017-23. The accessible pump track will ensure that all cyclists have the equal opportunity to participate in this popular sport and activity.



Image Source: [Adventure Mag](#)

Governance

The Town will embed a strong project management and governance structure around the McCallum Park Recreation & Activity Precinct. Inclusive but not limited to, strategic advice and guidance from the Town’s Aboriginal Engagement Advisory Group, Access & Inclusion Advisory Group, Public Art Advisory Group, and a partnership approach with local youth and aboriginal service providers.

METRONET Level Crossing Removal

LEVEL CROSSING REMOVAL AND STATION REDEVELOPMENT:

Current Federal Funding: \$207,500,000

Additional Funding Requested: Undetermined

Background:

The State and Federal Government have provided a joint funding commitment of \$415 million for Level Crossing Removal at Archer/Mint Street, Oats Street and Welshpool Road. These projects include the redevelopment of the Oats Street and Carlisle Stations to accommodate the removal of the adjacent level crossings.

The Town’s draft Local Planning Strategy identifies an opportunity to change the planning scheme to facilitate greater density and vibrancy around these stations while recognising the train line as a significant barrier between local activity centres within the Town. Additional funding for these METRONET projects will enable the rail to be lowered underground and unlock the land at ground level to be available for other uses.

A lowered rail option will deliver significant benefits to the Town’s local economy by enabling alternative uses of land within the station precincts and connecting stations to the Town’s activity centres.

Request

The Town is requesting additional funding for METRONET projects within the Town to implement an underground rail solution as part of the Level Crossing Removal and Station Redevelopment works.

THE OPPORTUNITY

With several level crossing removal projects occurring in close proximity, there is a rare opportunity to pursue a submerged rail option that would provide significant benefits to the community and the Town’s local economy.



BENEFITS

Underground rail provides significant benefits to the local community and the Greater Perth region.

- Reduce congestion and facilitate a shift to sustainable transport modes within inner urban neighbourhoods.
- Unlock Latent Housing Demand in Station Precincts and create Transit Oriented Developments to facilitate affordable housing opportunities in accessible inner city locations.
- Reconnect local commercial precincts with station precincts to facilitate economic development.
- Provide opportunities for public open space in areas deprived of such amenities.
- Increase development opportunities and return on investment by unlocking land above the rail corridor.



METRONET Advocacy Platform

This document provides a summary of the Town of Victoria Park's position on the state government's major rail projects within the Town. This includes all level crossing removal projects in the Town, the potential creation of transit-oriented precincts and the redevelopment of Burswood, Carlisle and Oats Street Stations.

VISION

Our Vision is to create well connected and thriving places for people at Oats Street Station, Carlisle Station and Burswood Station for our existing and future community.

DESIRED OUTCOMES

① Underground

The rail corridor is underground and the land at ground level is available for other uses.

Undergrounding the rail line provides many opportunities to achieve great place outcomes and reconnect communities currently separated by the rail corridor. Burswood Station may be exempt from this due to the topographical constraints. However, the principle of facilitating pedestrian access and activity above station platforms and the rail corridor should remain.

② Great Places

Station Precincts are great places that provide obvious and lasting community benefits.

Traditional approaches to large transport infrastructure projects have often focused on efficient movement across the region to the detriment of local places and neighbourhoods surrounding the infrastructure. Taking a place first approach will focus project objectives toward creating great places to live, work and play.

③ All Stations Remain

All existing stations in the Town must remain with only minor adjustments to their locations.

Train Stations within inner urban areas are crucial to the future of our city and local community as our population grows. Our ability to meet the needs of future generations should not be sacrificed to improve travel times for those in outer urban areas.

④ Sustainable Access

Station Precincts promote and facilitate walking, cycling and public transport as the predominant choices for accessing each station.

The most convenient, safe and attractive option to access our train stations must be via sustainable modes of transport with walkability being the primary focus. This principle will ensure all station precincts promote the amenity and economic development of our local precincts as well as the health of our community.



BURSWOOD STATION REDEVELOPMENT (LED BY PUBLIC TRANSPORT AUTHORITY)

This project is being managed by the Public Transport Authority and is currently at a confidential status and we are unable to provide a full submission. Details can be obtained from the Public Transport Authority.

- Upgrade Station will accommodate a significant population increase on Burswood Peninsula
- Project will include modifications to Victoria Park Drive to facilitate a better pedestrian environment and promote sustainable access.

CAUSEWAY FOOTBRIDGE (LED BY DEPARTMENT OF TRANSPORT)

This project is being managed by the Department of Transport and is currently at a confidential status and we are unable to provide a full submission. Details can be obtained from the Department of Transport.

- Existing cycling access via Causeway has been identified as by cyclists as the worst in Perth
- Separate bridge will facilitate a forecast increase in cycling and pedestrian traffic into the Perth CBD from the South Eastern suburbs
- Reduced traffic congestion and vehicle pollution through mode shift to sustainable transport modes.
- Greater use of Heirisson Island will lead to tourist outcomes and opportunities

REQUEST EIGHT: STREETSCAPE IMPROVEMENT OF BURSOOD ROAD

- The major connection from Victoria Park east onto Great Eastern Highway
- Significantly improved public realm as part of major streetscape upgrades and road renewal
- To provide an effective link between the Burswood Peninsula and Albany Highway Precinct that services as an entry statement or gateway into the Town of Victoria Park
- To facilitate intensive mixed-use development that takes advantage of the Precinct's locational and natural assets while minimizing impact on the adjacent residential precinct
- To encourage development as a business destination with high value economic activity and employment
- To encourage residential intensification and establishment of a local resident population
- To foster activities and environments that create a welcoming place for people
- Enhancements to road safety
- Improved lighting through LED technology

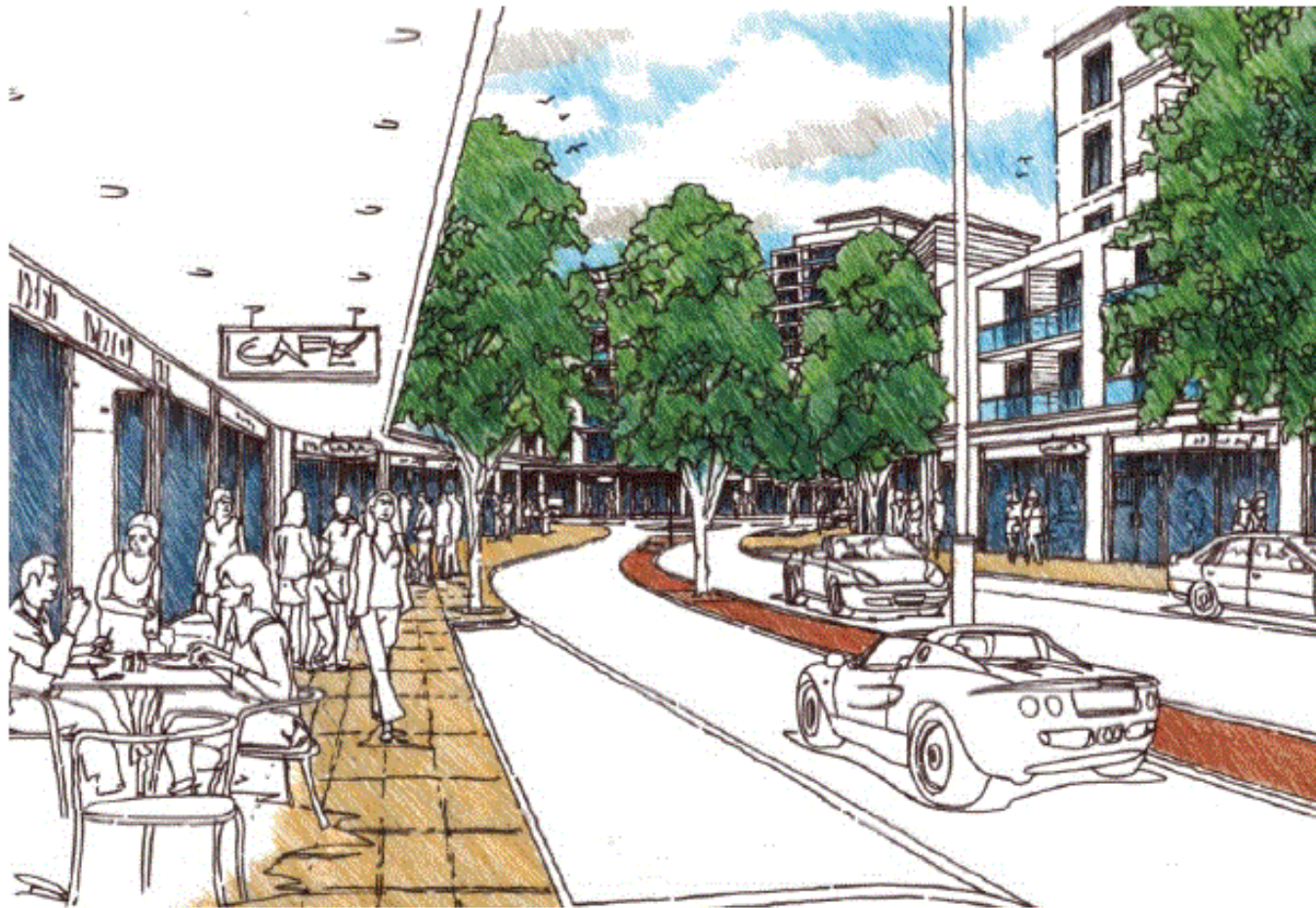
The Town of Victoria Park is proposing the redevelopment of the area known as the Causeway Precinct located between Shepperton Road and Great Eastern Highway in Burswood. The existing area currently comprises of predominantly commercial land uses while the redevelopment proposes to feature a mix of both commercial/office and residential land uses. The redevelopment of the Precinct will result in increased vehicular generation in the area.

Since the opening of Optus Stadium in late 2017 a number of network changes have occurred within the Causeway Precinct which include a priority change at the intersection of Teddington Road/ Burswood Road, new traffic signals installed at Burswood Rd/Victoria Park Drive/Great Eastern Highway and a number of other Crown Perth initiated works to manage events traffic more efficiently.

The Causeway Precinct presents a rare opportunity to achieve a sustainable, mixed use urban environment with its own distinctive identity on the City's doorstep. The location has the potential to provide significant employment and housing and offers scope for people to live and work locally. Many amenities and facilities will be within easy walking distance including: workplaces, local retail, the Albany Highway shopping strip, two train stations, the Bus Port, river and parks, and Burswood Peninsula leisure activities. In order to realise the potential of the precinct an upgrade of the Burswood Road Streetscape is needed to attract high quality development and intensification.

To achieve revitalisation based on the principles of sustainable development.

To recognise and support the strategic role of the Precinct within the Perth inner area and accommodate a share of the inner area demand for residential and commercial development over the next 25 years.



Proposed Local Activity Hub at the junction of Burswood & Teddington Roads

