

KENWICK

VISION PLAN

2008



COMMUNITY VISION

“In the year 2025, Maddington & Kenwick have **vibrant**, transport-oriented centres, strongly connected places and a high standard of amenity. We are renowned for the **harmonious** mix of our diverse urban land uses. We acknowledge and **protect** the best of our built heritage. Our streetscapes are **friendly** and **inviting** and encourage people to walk and interact. Our urban areas have been **revitalised** through the creative reuse of buildings, appropriate new development, and the encouragement of **innovative** design. Our buildings and public spaces are designed to be environmentally **sustainable**.”

The Vision Plan presented in this document takes the Community Vision to the next step. It reflects the outcomes of the “Kenwick by Design” workshop, which illustrates the principles for Kenwick’s future development.



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KENWICK SUMMARY

This Vision Plan shows how Kenwick could be in many years to come. It allows for many development possibilities, while achieving strategic growth within an improved urban environment.

The Plan reflects the outcomes of an intensive planning and design exercise, which had brought together a broad cross-section of government and community stakeholders to collaboratively explore development possibilities for Kenwick. The Vision Plan builds upon the community vision for a sustainable future, and makes the most of Kenwick's opportunities and challenges by creating:

- vibrant centres with a tighter urban core around the train station and the Village
- environmental and recreational linkages that protect natural resources and enhance recreational and lifestyle options within a distinctive townscape
- a diverse economy that builds upon existing activity, and supports new opportunity for downtown related servicing

KENWICK CENTRE DEVELOPMENT OPPORTUNITIES

AREA 1

A CONTEMPORARY BUSINESS ENVIRONMENT

Build upon existing commercial and industrial land uses and promote intense employment generating activity. Improve townscape amenity, and maintain existing zoning and vehicular access to properties to provide long term business planning and functional certainty.

AREA 2

A TRAIN STATION ACTIVITY HUB

Upgrade with integrated civic spaces, buildings, facilities and provide improved pedestrian connection.

KENWICK CENTRE COMMERCIAL

Consolidate a commercial core close to the train station. Create a pedestrian friendly "Main Street" like environment on this section of Albany Highway. Once substantial residential development occurs services such as a supermarket could locate in the area.

AREA 3

TOWN CENTRE VARIETY

Develop with mixed uses, medium-high density apartments and town houses, including possible redevelopment of the Kenwick Special School.

CIVIC FOCUS ON ROYAL STREET

Redevelop the Kenwick Districts Recreation Hall and enhance the wetland to create a visual and activity focus that defines the urban core.

IMPROVE ACCESS TO THE RIVER

Create an attractive riverside living environment and provide recreational facilities that encourage broader community use.



CONTINUED KENWICK CENTRE DEVELOPMENT OPPORTUNITIES

AREA 4

ENVIRONMENTAL AND RECREATIONAL “STEPPING STONES”

Protect and enhance the wetlands, and create a linkage of green spaces that support environmental linkage and enhance recreational and lifestyle opportunities.

AMENABLE LIVING ENVIRONMENTS

The “stepping stones” provide an amenable setting for denser, environmentally sensitive development.

KENWICK VILLAGE DEVELOPMENT OPPORTUNITIES

AREA 5

FOCUS ON THE VILLAGE “HEART”

Consolidate the shopping and servicing core, create a “Village Green” and linkage of facilities that strengthen focus upon the Village. Mixed uses, apartments and town houses surround the Village core.

AREA 5

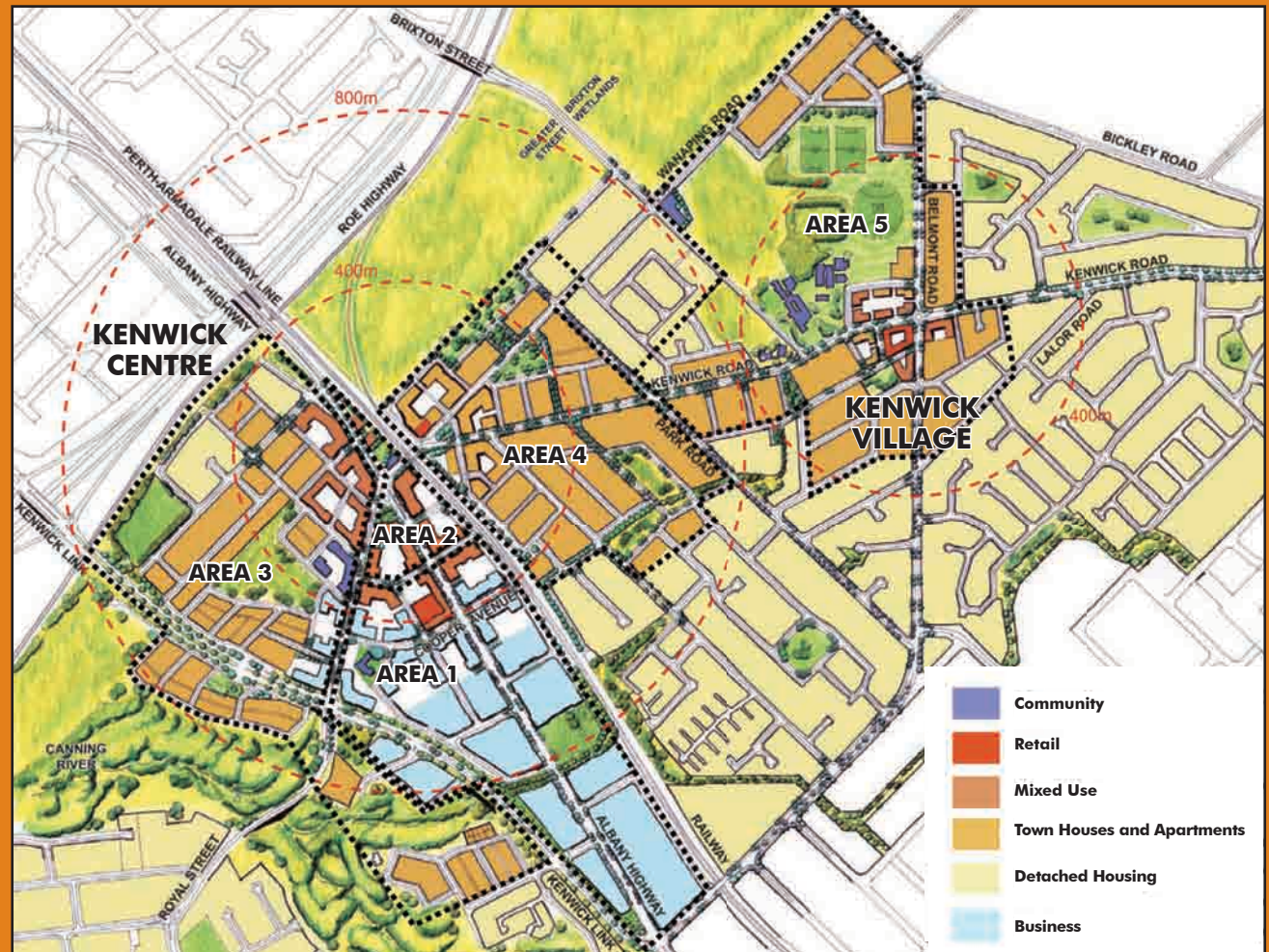
CIVIC FOCUS AT THE LIBRARY /MUDHUT/SCHOOLS NODE

Special design for the library/Mudhut/schools node, with improved linkage to the wetlands and various recreational opportunities off Brixton Street.

AREA 5

INNOVATIVE DEVELOPMENT AT THE VILLAGE WETLANDS

Opportunity for innovative development of the Kelvin/Belmont/Wanaping Road and Brixton Street area. Possibility exists for a consolidated schools campus, eco-village and other innovative development that enhance the area’s unique environmental and recreational opportunities.



NEED FOR A GROWTH STRATEGY

TAKING THE VISION TO THE NEXT STEP

The need to improve and regenerate Kenwick has existed for some time. In response to community imperatives and various government objectives, the Maddington Kenwick Sustainable Communities Partnership (MKSCP) between the City of Gosnells and the State Government of WA, was formed in 2003 to address the area's relative disadvantage.

In April 2005, the community defined a sustainable development vision for Kenwick, through the "Kenwick Central Precinct Workshop". The vision built upon the best qualities of the area, its challenges and key issues.

In support of the Built Environment aspect of the Vision, the "Kenwick by Design" project was scheduled into the MKSCP Implementation and Action Plan of 2005.

This project now takes the Vision to the next step, by shaping it into a plan and outline development principles that will lead to Kenwick's progressive improvement over time.

HOW THE VISION PLAN WAS FORMED

During 2007, Kenwick was the focus of an intensive planning and design exercise. Several months of multi-disciplinary background investigations, followed by a three day design workshop or “mini conference” on Kenwick, has resulted in the outcomes that are reflected in this document.

Various government policies for vibrant, more intense, mixed use town centres had set the design approach with a strong focus upon the train station and neighbourhood centres, being strategic to sustainability objectives.



However, the form that Kenwick would take was not known before the workshop, as the many constraints to its development required collaborative exploration of issues, challenges and design possibilities. The resulting workshop outcomes have had to achieve a balanced growth scenario that makes the most of Kenwick.

The three day workshop, held on 18 – 20 September 2007, achieved this through an “enquiry by design” approach, which brought together a range of stakeholders:



DAY 1

Background briefings and information exchange

DAY 2

Multidisciplinary design teams explore Transit Oriented Design, environment, economy and employment challenges

DAY 3

Ideas were pulled into one development vision, as reflected in this report



THE CONSULTATION PROCESS

Before the workshop, preliminary consultation was undertaken to inform various government and community stakeholders about the project.

Officers from relevant government agencies, expert consultants and members from the local Community Leadership Network (CLN) who were involved during this process formed Technical Design Teams to develop designs for Kenwick during the workshop.

A Community Reference Group was also formed to oversee the process, coming to the design review session at the end of each day to provide critical comment on the emerging concepts.

While not considered representative of all community views, the group provided local knowledge and a reality check on workshop outcomes. The group was comprised of people who had expressed interest to participate in the workshop, in response to the preliminary public consultation and information, which comprised:

- a newsletter (sent to all properties in Kenwick)
- small focus group discussions
- a general community meeting

Pre-workshop discussions provided a deeper understanding of the places that are valued by the community, how they are used and any issues.

Post-workshop focus group discussions have also been useful in refining the workshop outcomes before presentation to the broader community.

Broader public consultation has now been invited through articles and a letter drop to all landowners in the area, which invite comment and further promote community interest in the project.



CHALLENGES AND OPPORTUNITIES

Kenwick's key growth challenges lie in its environment, economy and ability to achieve a sustainable urban environment. All three are pivotal to achieving a robust community dynamic and a vibrant place.

The "Kenwick by Design" project has provided a strategic, well coordinated approach to address these.

ENVIRONMENT CHALLENGE

Substantial Conservation Category Wetlands and proximity to the Canning River and foothills define the area.

The challenge is to protect and enhance the resources, integrate these into an urban environment that is rich in recreational and lifestyle opportunities, and provide a distinctive townscape quality.

ECONOMY CHALLENGE

Kenwick is strategically located close to Perth City and the airport, and it is well serviced by major roads and rail. Highway based commercial and light industrial uses mark the area, along with substantial existing and future industrial areas in the adjoining areas.

The challenge is to build upon the local economy and provide a contemporary business environment, with more intense employment generating activity, and a range of services and facilities that diversify the economy.



URBAN DEVELOPMENT CHALLENGE

A substantial proportion of Kenwick is underdeveloped, unserved and constrained for development by expansive natural resources and transportation reserves.

The challenge is to achieve a critical mass of quality urban development, with services and facilities that support a dense population, within a short walking distance of the train station. Well connected, attractive places, amenable living environments, secure and walkable streets with more passive surveillance will give Kenwick the urban vitality that it needs to become "a place where people choose to live".



A LONG TERM VISION PLAN

A WAY FORWARD WITH MANY POSSIBILITIES

The Vision Plan indicatively shows how Kenwick could be in several years to come. It allows for many development and design possibilities while achieving a coherent and improved urban form.

Vibrant centres, environmental and recreational linkage, and a diverse economy, will make Kenwick a sustainable and remarkable place.

VIBRANT CENTRES

The area around the train station and the Village will be more closely integrated, consolidated urban environments, with a broad range of housing types and functions. Strategic new street connections between communities and facilities, and key movement linkages, improve access and walkability. Special civic design at local features enhances the attractiveness of places and encourages community use of facilities, promoting activity and networking, and local identity.

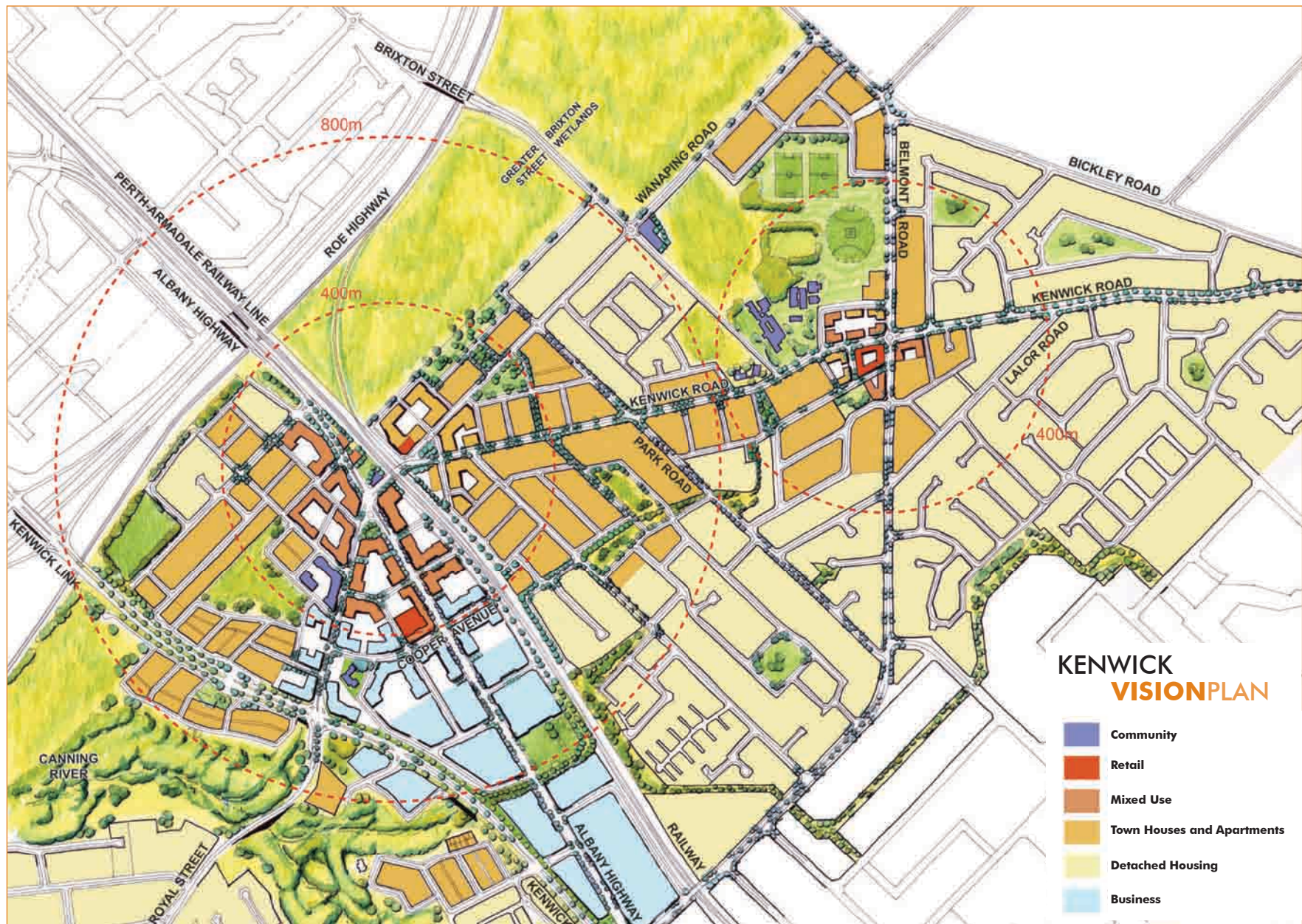
ENVIRONMENT AND RECREATIONAL LINKAGE

Parks, nature reserves and attractive streetscapes are consciously integrated into a distinctive townscape for Kenwick. Environmental and recreational “stepping stones” support conservation imperatives and broaden lifestyle options for locals.

A DIVERSE ECONOMY

A contemporary business environment will be built upon existing commercial and industrial activity, and capitalise upon Kenwick’s strategic location. Once sufficient urban development occurs around the train station, new opportunities for town centre related services and facilities will occur. A critical scale, mix and balance of development will be essential to achieving a sustainable level of activity.





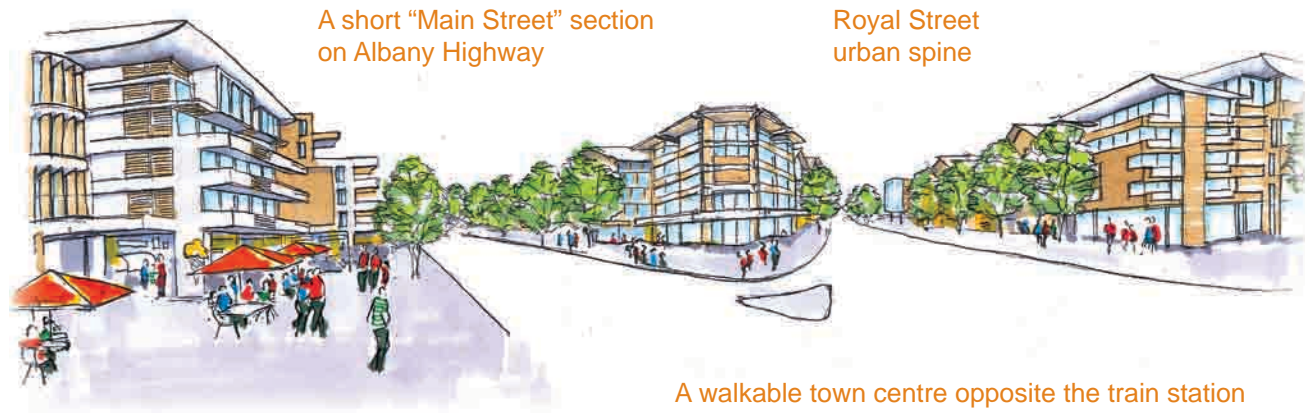
VIBRANT CENTRES

KENWICK TOWN CENTRE

5 MINUTES (400M) WALKING
DISTANCE FROM THE TRAIN
STATION

The train station is strategically located at the junction of major arterial and community connector roads, within close proximity of a range of land uses, established residential areas and the nationally significant Greater Brixton Street Wetlands.

The area around the train station provides opportunity for distinctive and dynamic development as Kenwick's town centre.



KENWICK STATION ACTIVITY HUB

Redevelop to include contemporary facilities, multi-purpose public spaces, feature buildings and landscaping that mark the entry into Kenwick Centre. Detailed design consideration is required for this critical junction, particularly in regard to the safety and convenience aspects of the station platforms.

A CLOSE KNIT URBAN CORE

Create a pedestrian friendly, easily accessible urban core, with closely connected streets, mixed uses, higher density apartments and townhouses. A tight knit urban core is particularly important to generating an urban dynamic that sustains town centre vitality.



TOWN CENTRE NEIGHBOURHOOD

Create new street connections and redevelop key sites to improve access between the urban core and the existing residential area west of Royal Street. The Plan enables urban development to occur around the Kenwick Special School, including the possible redevelopment of the School.

COMMUNITY ACTIVITY FOCUS

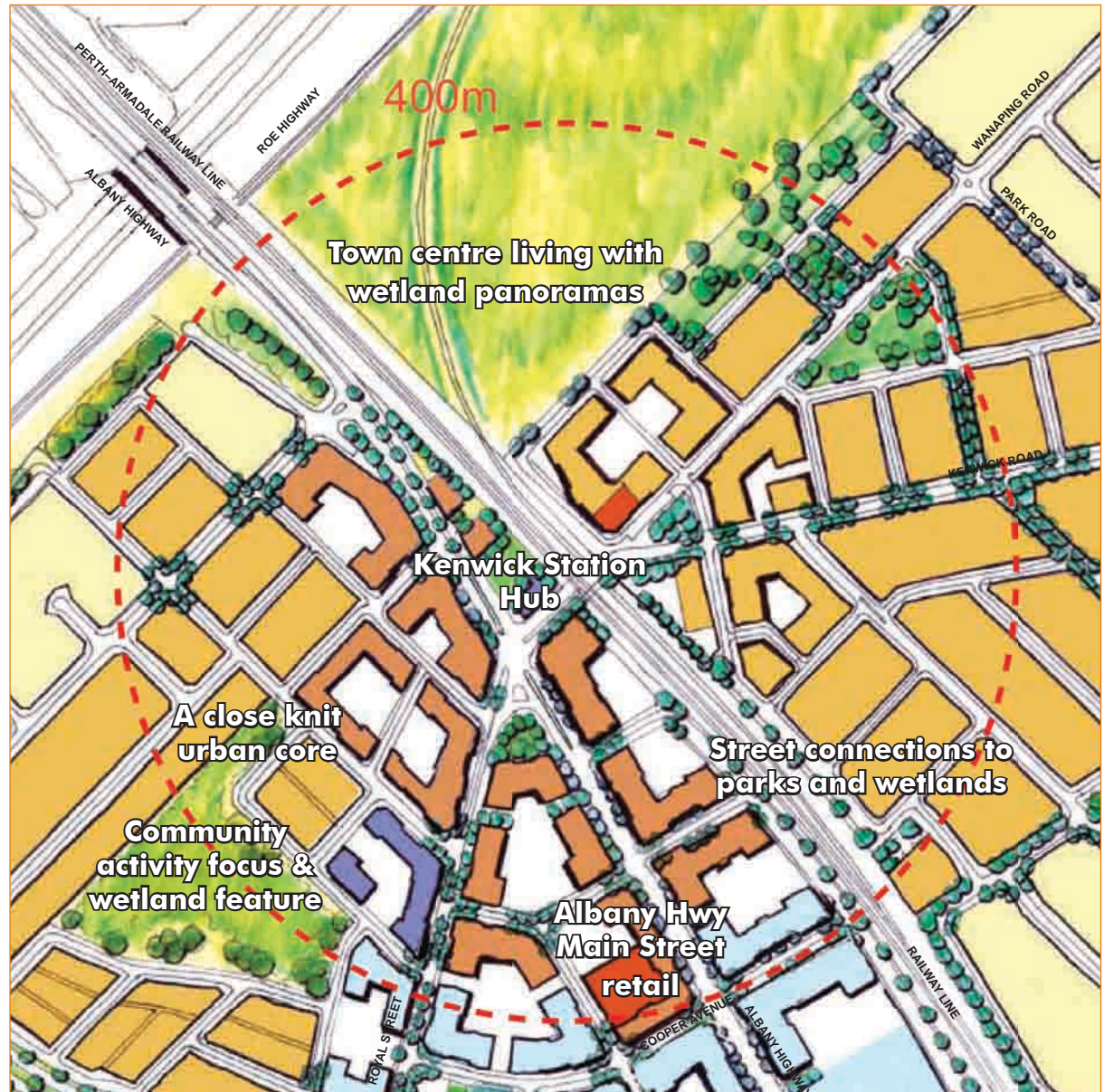
Redevelop the City of Gosnells owned Kenwick and Districts Recreation Hall into a multi-purpose community facility and public gathering space. It will be an inviting feature that marks the urban core and improves access to the wetland.



MAIN STREET RETAIL

Consolidate retail on Albany Highway, within a high quality pedestrian friendly environment that is two to three minutes walking distance from the train station.

This area is important to stimulating town centre development and to integrating the urban forms and communities either side of Albany Highway and the rail line.



TOWNCENTRE

KENWICK TOWN CENTRE TRANSITION

5-10 MINUTE (400M-800M)
WALKING DISTANCE OF
THE TRAIN STATION

This area has scope to diversify Kenwick Centre's urban character and provide complementary functions, particularly in employment and economic activity.

CONTEMPORARY BUSINESS ENVIRONMENT

Promote the development of a contemporary business environment with an improved urban setting for the existing commercial/industrial area:

- Ensure development quality that achieves streetscape amenity
- Enhance streetscapes
- Accentuate local townscape features to reinforce positive imagery for the area, in particular the Liddelow Arts Centre, Kenwick Pioneer Cemetery, Bickley Brook landscape linkage, and the tree sculpture on Kenwick Link/Albany Highway



For more information on this area, please refer to the section on [A diverse economy](#).



DIVERSE LIVING ENVIRONMENTS

Promote well-integrated residential development for large lot areas, with medium to high density town house and apartment development.

Enhance local amenity features and facilities to provide a distinctive sense of place and community identity for new and consolidated neighbourhoods including:

- Town centre living with attractive streetscape linkage to the wetland and Packer Park
- Riverside living and recreational facilities that attract local and broader community activity to the expansive Canning River setting
- Parkland linkage with developments clustered around local parks and attractive streetscape connection to the Greater Brixton Street Wetlands

Strengthen permeable traditional street connection between areas and activities to improve access and community integration. Where direct connection may not be possible, say across the Kenwick Link or rail line, the urban layout should align view corridors and amenities to achieve a "sense of flow" between areas. This is important to perceptually breaking the segregating effects of the barriers and to highlighting attractive places beyond.



TOWNCENTRETRANSITION

KENWICK VILLAGE HEART

Kenwick Village is highly valued by the community as a neighbourhood hub, for convenience shopping and community facilities, including the schools, Mudhut/library, parks and expansive wetlands system. Sensitive enhancement of the facilities, strategic new street connections and the redevelopment of key sites can achieve an attractive walkable linkage of activity nodes about the Village, to support neighbourhood dynamics.

A LIVELY VILLAGE "HEART"

Strengthen and diversify the activity focus at the Village.

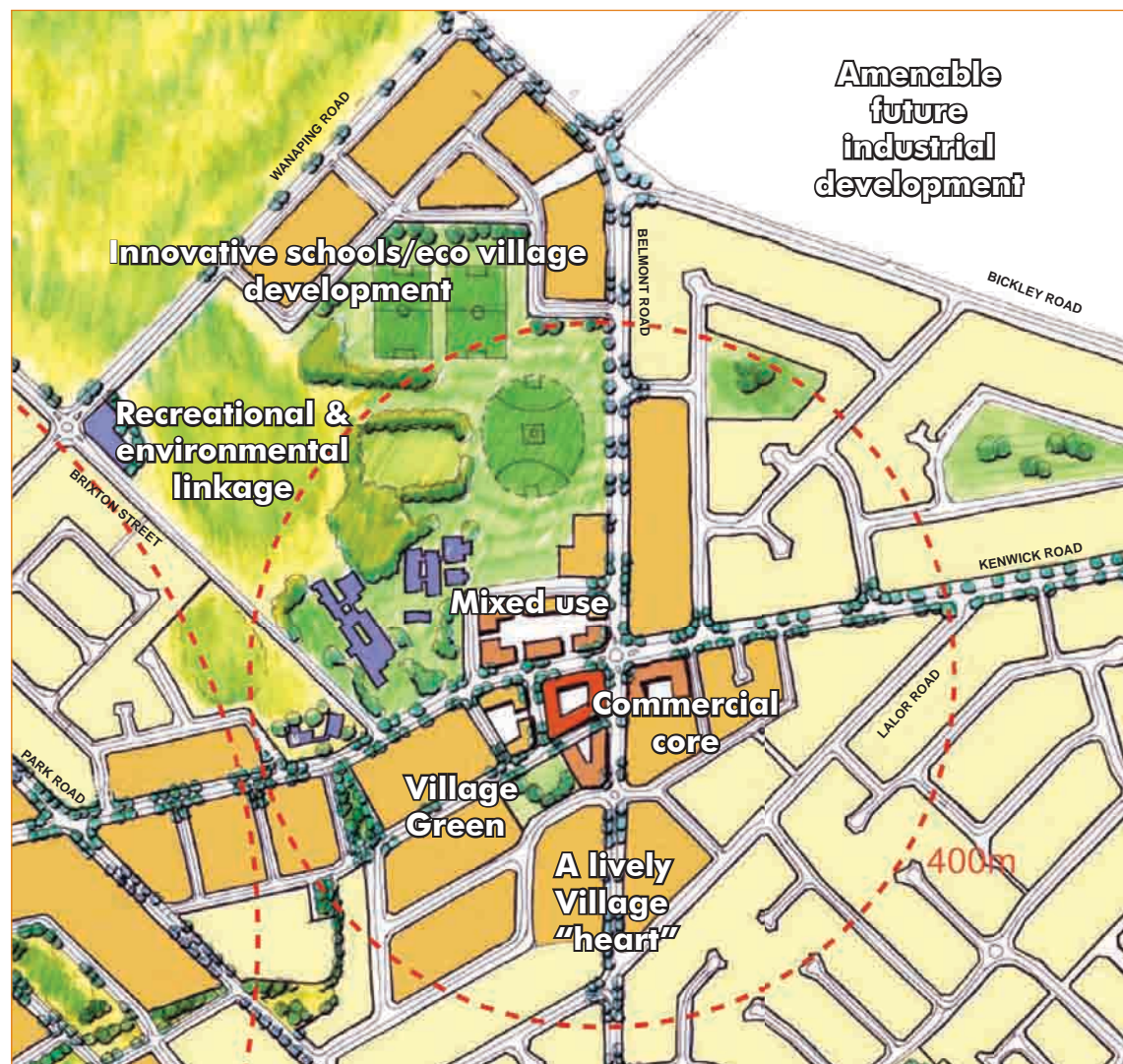
- Consolidate the commercial core
- Create a Village Green at the Stratton Way/Shere Street Park and design it to encourage community gathering
- Strategically integrate Village facilities by extending Shere Street (east) through to Belmont Road, and provide on-street shopper parking and a development frontage that addresses the Village Green
- Encourage mixed use and higher density residential development frontage onto the core Village area



AN ENHANCED KENWICK LIBRARY/ MUDHUT/SCHOOLS NODE

Create an attractive streetscape linkage of features and activity spaces between the node, the Village, and various environmental and recreational assets.

- Provide civic design focus to the Kenwick Library/Mudhut/schools node section of Kenwick Road
- Create a recreational linkage on Brixton Street that utilises the landscaping, public art/civic design and recreational opportunities at the library/Mudhut, the schools area, Wanaping Road and other frontage to the wetlands, and connection to the Mills Park sporting grounds in Beckenham
- Extend Shere Street (north) to Kenwick Road for environmental and pedestrian connection between neighbourhoods
- Intensify new street connections onto Kenwick Road in support of a lively pedestrian environment
- Promote innovative schools/eco-village development. Refer to **Environmental and Recreational Linkage** for more information



VILLAGE HEART

ENVIRONMENTAL & RECREATIONAL LINKAGE

INTEGRATION OF NATURAL RESOURCES INTO THE TOWNSCAPE

Kenwick is renowned for its vast areas of protected Conservation Category Wetlands, many of which are on the Register of the National Estate, and the expansive Canning River reserve. The Vision Plan protects these and integrates the reserves and open spaces into Kenwick's urban fabric. In so doing, it facilitates a sense of ownership of the asset, provides true integration of natural areas into the urban fabric, enhances pedestrian movement, passive surveillance, and reduces fire risk.

PROTECTED AND ENHANCED NATURAL ASSETS

The wetlands and the river system have an inter-related ecosystem. They are in varying condition, some sections are pristine, while many are run down and require regeneration. The wetlands are particularly sensitive to disturbance. Managed community access can be provided to natural areas, where and as appropriate, for passive, scientific and educational activity.

Future development near the natural resources and their buffers needs to be environmentally sensitive. Careful impact assessment will be required, as various forms of development may result in more or less impact, eg. well managed, more intense urban development may have less impact than lower density residential development (due to nutrient loads of gardens).

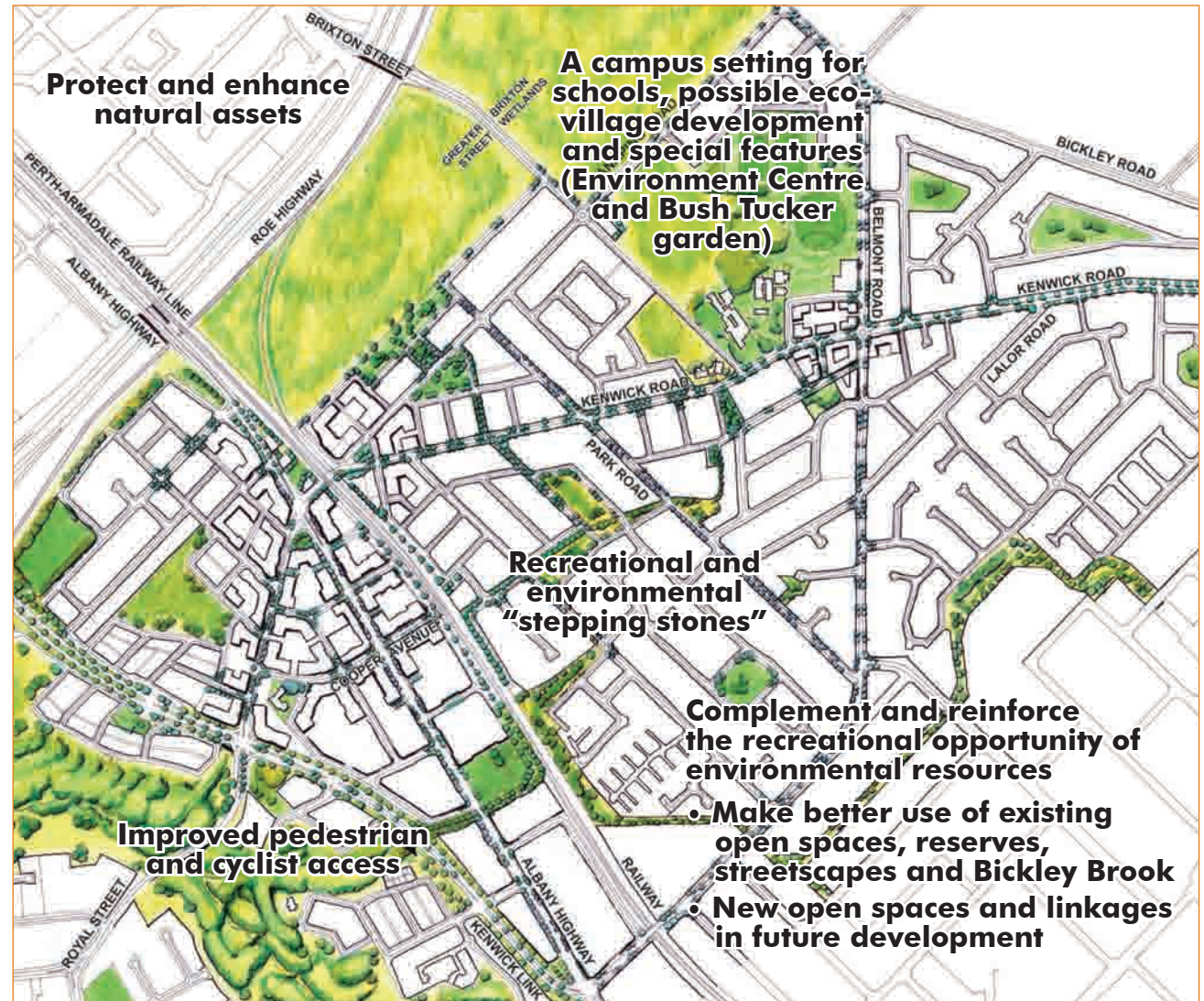
ENVIRONMENTAL "STEPPING STONES"

As further development takes place, new streets and public open spaces will provide improved access and recreational scope to the natural assets.

While more direct linkage can be achieved in some areas, environmental and recreational "stepping stones" can be provided in others, for greater flora and fauna linkage, improved local amenity and townscape distinctiveness.

Many landscaping approaches can be applied to achieve wildlife corridors including the preservation of remnant vegetation, regeneration of critical areas, and thematic landscaping of sections of parks and streetscapes (using indigenous and complementary planting).

Environmental regeneration of Bickley Brook and the heritage and landscape enhancement of Kenwick Pioneer Cemetery provide significant opportunity to establish ecological connection to the Canning River ecosystem.



GREENLINKAGE

RECREATION AND LIFESTYLE OPTIONS

Appropriate recreational facilities and open spaces are provided in areas adjoining natural resources to complement and extend their recreational scope. To achieve meaningful activity linkage and a clear “mental map” of recreational possibilities a relatively closely connected sequence of facilities will be provided.

Future recreational strategies and plans can achieve this through a range of aspects including improved landscape flow, signage and public art, sensitively constructed boardwalks in natural areas, with rest, picnic and recreational facilities in adjoining parks, and improved path connection to active recreational facilities elsewhere.

IMPROVE ACCESS TO THE CANNING RIVER

Make the River an activity destination and enhance its sense of connectedness to the Kenwick Centre:

- Ensure that new development embraces the river with direct building frontage and recreational facilities
- Provide an activity focus near the Royal Street Bridge
- Integrate the recreational opportunities on both sides of the River
- Improve pedestrian and cyclist facilities to the area
- Investigate the possibility of providing a pedestrian overpass bridge at the Kenwick Link/Royal Street intersection
- Improve landscape flow throughout the area by extending river landscaping to the Kenwick Link road reserve, drainage reserves and other areas
- Minimise visual clutter



INNOVATIVE SCHOOLS /ECO-VILLAGE DEVELOPMENT

Innovative environmentally sensitive development of the large street block north-west of the Village could bring new recreational and lifestyle opportunities to the area (Kenwick/Belmont/Wanaping Road and Brixton Street).

A schools campus with consolidated facilities, sensitively integrated parks, wetlands, boardwalks and other recreational connections, may be possible for the area. It could provide an urban platform from which the wetlands can be explored and special projects undertaken, eg an environment centre and bush tucker garden.

While the Plan shows school grounds expansion, it may alternatively include more development. Integrated planning will be required in order to maximise the area's recreational potential and environmental protection.



A DIVERSE ECONOMY

STRATEGIC ADVANTAGE

Strategic location and transport connections, an established and expanding industrial base in and around the area, and new urban development possibilities, provide opportunities to strengthen and diversify Kenwick's economy.

Complementary economic activity is promoted within a better defined, attractive urban setting which is able to accommodate a variety of functional requirements. New development will be required to provide a high level of streetscape amenity.

While it is important to achieve a denser urban context at the centres, it is essential to maintain flexible land parcels and large haulage access for industry.

LAND USE AND FUNCTIONAL CERTAINTY

Businesses will be able to continue their activity, develop future planning and have the ability to "sell on" without their business and land values being affected.

The plan on the opposite page represents a planning approach that is likely to be appropriate for Kenwick. Essentially, it reflects the existing land use zoning and provides for additional complementary uses that do not compromise the functional scope of the area.

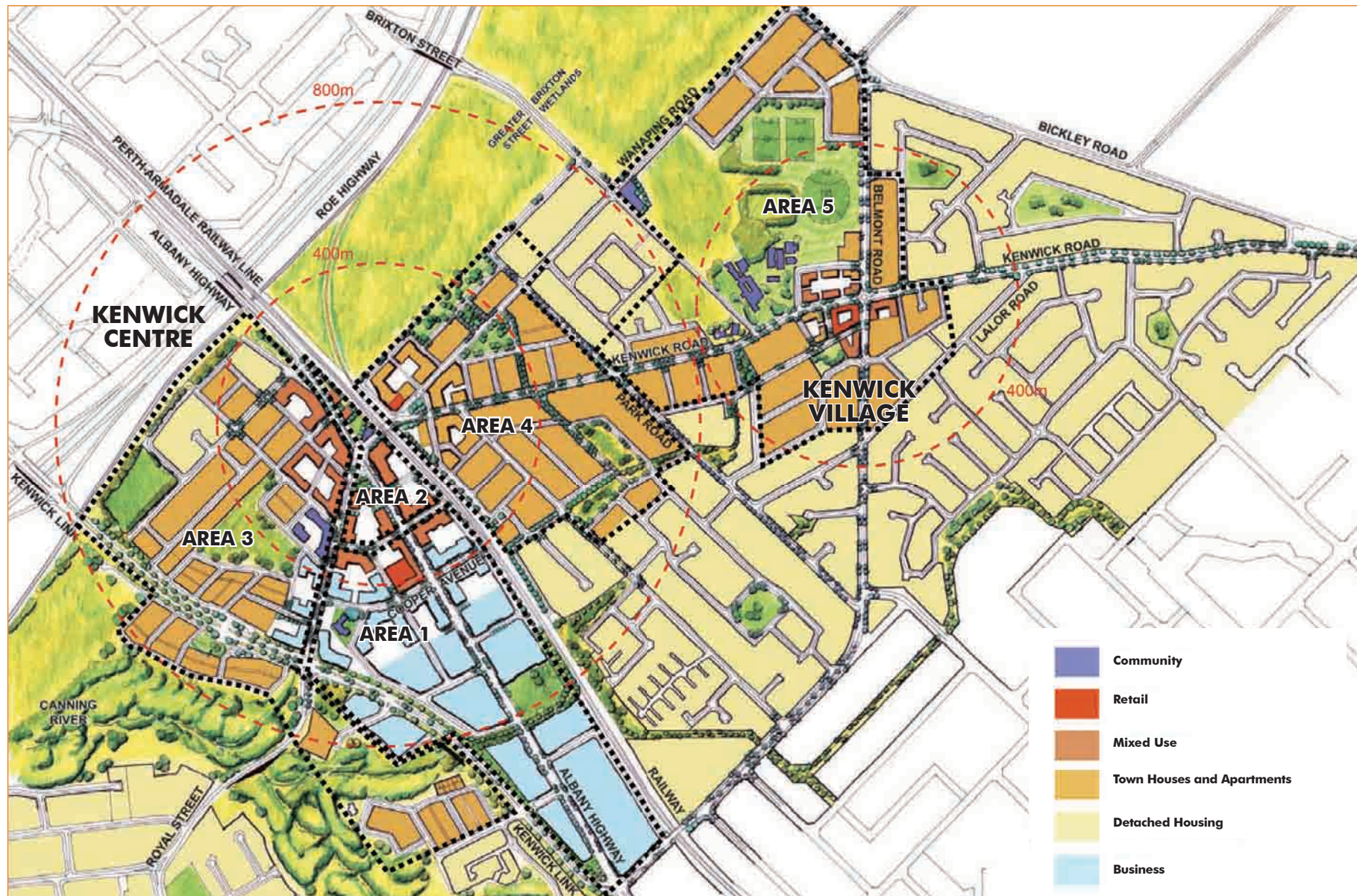


AREA 1 INDUSTRIAL ACTIVITY

The zoning of this area will remain the same, predominantly general and light industrial, in order to provide land use and business certainty for current activities.

More intense employment generating activities are encouraged for the area. Enhanced commercial exposure from the Kenwick Link and landscaping improvements at the Bickley Brook/ Pioneer Cemetery provide opportunities for new forms of development to occur.

Integrated office park development is one possibility. An expanding industrial base in the broader Maddington-Kenwick area may also provide opportunity for niche industry/commercial activity in this area. New noxious industry would not be permitted.



AREA OBJECTIVES

2

AREA 2 TOWN CENTRE COMMERCIAL

This area is critical to the consolidation of a small town centre, with convenience based shopping and services that are complementary to the regional centres of Maddington and Cannington.

A “Main Street” pedestrian friendly mixed use town centre environment will be promoted for the area that is within three minutes walking distance of the train station (ie 200–300m). A supermarket could locate in this area once sufficient population build up occurs.

A mixed use zoning will enable the Centre to develop, while continuing to function as is, with existing use rights protected under the Town Planning Scheme, including the ability to sell-on businesses.

Synergies between this area and the adjoining industrial area are encouraged.

3

AREA 3 TOWN CENTRE VARIETY AND VITALITY

Existing commercial activity, proximity to the train station, an established neighbourhood, community facilities and a wetland feature provide the amenity and dynamic that could make this area an attractive and diverse town centre. Improved streetscaping and new street connections achieve the level of integration that is required for an active, tight knit urban core.

A mixed use zone and a robust built environment are promoted for the area that is within five minutes walking distance of the train station (roughly 400m). Housing variety and flexibility to accommodate a range of uses over time is important for many sustainability objectives, particularly community and urban vitality.

Beyond the five minute walking distance, residential consolidation can occur at medium densities. New office development opportunities also exist for Royal Street towards the Kenwick Link.

4

AREA 4 LIVING AROUND ENVIRONMENTAL “STEPPING STONES”

Proximity to the wetlands, the train station and town centre, make this an attractive living area. The existing local centre and residential zonings will be maintained, with higher densities within the five minute walking distance of the train station and along Kenwick Road.

5

AREA 5 KENWICK VILLAGE

A consolidated, more attractive neighbourhood convenience shopping and servicing core is promoted for the Village. Mixed use for adjoining areas, and medium to higher densities for larger lots within five minutes walking distance reinforce activity focus upon the Village.

As the Kenwick Centre develops and attracts more services and facilities, the Village is likely to develop a complementary role, where local amenity and convenience are major draw cards. As the future industrial area develops to the north-east, the Village is likely to experience flow on benefits.

ROADS FOR ACCESS AND FUNCTIONAL SCOPE

The existing road network will be maintained and expanded to provide better access and connectivity between areas.

A tighter urban core with more street connections in the town centre area provides the permeability and choice of routes that is necessary for town centre viability and vitality.

Industry will continue to have good access for large haulage trucks along Albany Highway. Additional roads along the rail line and the Kenwick Link would improve access options, where additional connection off Kenwick Link is possible.

Beside accessibility advantages for industry, these improvements are also strategic to town centre development. Attractive street frontages on the high exposure roads can substantially improve Kenwick's imagery, broaden commercial opportunities and provide on-street parking for visitors, commuters, businesses and employees.

Refer to **Implementation** for more information.

IMPROVED STREETSCAPES

A number of streetscape design objectives can be achieved through the coordination of the expanded and better integrated road network and landscaping possibilities.

MAINTAINED ACCESS TO BUSINESSES ON ALBANY HIGHWAY

Road design for the majority of Albany Highway will maintain the area's commercial/industrial functional scope.

Verge planting, two lanes of traffic in each direction and some medians that do not restrict large haulage access to businesses will provide an improved streetscape, without major change to the road network.

Detailed design consideration and impact assessment will be required to form road design options that are workable for the area.



ALBANY HIGHWAY MAIN STREET

A short section of Albany Highway within a two to three minute walking distance of the train station will be transformed into a highly attractive pedestrian friendly "Main Street".

Improved pedestrian and cyclist facilities on the Albany Highway Bridge should also be investigated.

The design and staging of streetscape improvements will require more detailed consideration and consultation. The Vision Plan's objectives for the area will need to be satisfied within a broader traffic management framework that accommodates a broad range of user needs including passing trade for businesses.



ROYAL STREET /KENWICK ROAD ACTIVITY SPINE

Royal Street and Kenwick Road will now connect directly in support of better linkage between the Kenwick Centre and the Village. Verge planting, possible on-street parking and special design features improve the walkability of the community connecting route while maintaining through traffic.

A “T” junction connection of Wanaping Road onto Kenwick Road will be required to reprioritise movement. The change brings the added benefit of discouraging industrial through movement to the future industrial area to the north-east.

AN ENHANCED TOWNSCAPE SETTING FOR KENWICK LINK

Kenwick Link’s role as a gateway to the City of Gosnells will be enhanced with verge and median planting that provides landscape flow with the river environment.

Pedestrian access will be difficult to improve across the Link given the road’s regional traffic importance. A variety of possible pedestrian improvements can be explored for the Royal Street intersection, including signal sequencing, perceived safety and scale of the road environment, as well as a new pedestrian bridge overpass.

An iconic sculptural foot bridge would be an attractive way of marking the entry into Kenwick and to promoting pedestrian and cyclist use.



IMPLEMENTATION

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Being non-binding, complex and inter-related in nature, the workshop outcomes and illustrated design possibilities will require further consideration and consensus from the community and various stakeholders. This Vision Plan has been circulated as widely as possible for information, comment and to encourage engagement.

A STRATEGY AND PRINCIPLES

Embodied within the Plan are a range of strategies and principles that will guide future policy development and environmental improvements. They will require more detailed consideration than has been possible during the three day “Kenwick by Design” workshop.

The community comment received on the Vision Plan will be valuable to formulating an appropriate planning and implementation response that is suited to Kenwick.

PLANNING FRAMEWORKS

The Vision Plan shows a number of development possibilities that, under the current planning frameworks, cannot take place. Once the Plan is endorsed by Council, with or without changes following stakeholder feedback, various planning frameworks will need to be developed. Policies, development guidance, strategies and Outline Development Plans will need to be prepared, and Town Planning Scheme zoning amendments will need to occur.

As the planning framework is developed, the “Kenwick Enquiry by Design Workshop Outcomes Report” should be referred to as it contains useful information and design consideration.

IMPLEMENTATION PLAN

An implementation plan will need to be prepared that identifies the roles and responsibilities of government agencies, and obtains commitment from the various stakeholders, sets priorities, identifies funding sources and achieves a workable project management framework. This Vision Plan will be used to promote Kenwick’s improvement, attract funds and support development momentum.

CAPITAL WORKS

Various capital works are required for the Vision Plan to be realised. Further investigation and planning will be required for sewerage, drainage, utilities, various environment and community works and facilities, and movement networks, including major roads, local streets, footpaths and trails. The funding of works and any land acquisition that may be required to achieve critical aspects of the plan, will also need to be considered.

New streets and parks may be provided through a number of means, eg critical street connections may be subject to compulsory purchase and be constructed by the City, while others are likely to be provided as part of the development process.

COORDINATION

A number of possibilities exist for the delivery of the Vision. Much of these will be market driven by individuals or groups of landowners who wish to redevelop. Many mechanisms exist to guide the process, including Outline Development Plans (ODP's), and provide landowner protection through the Town Planning Scheme.

Supportive incentives will be investigated to encourage development and provide flexibility, eg reciprocal car parking rights.

Specific objectives may require partnerships between public and private stakeholders and coordinated investment.

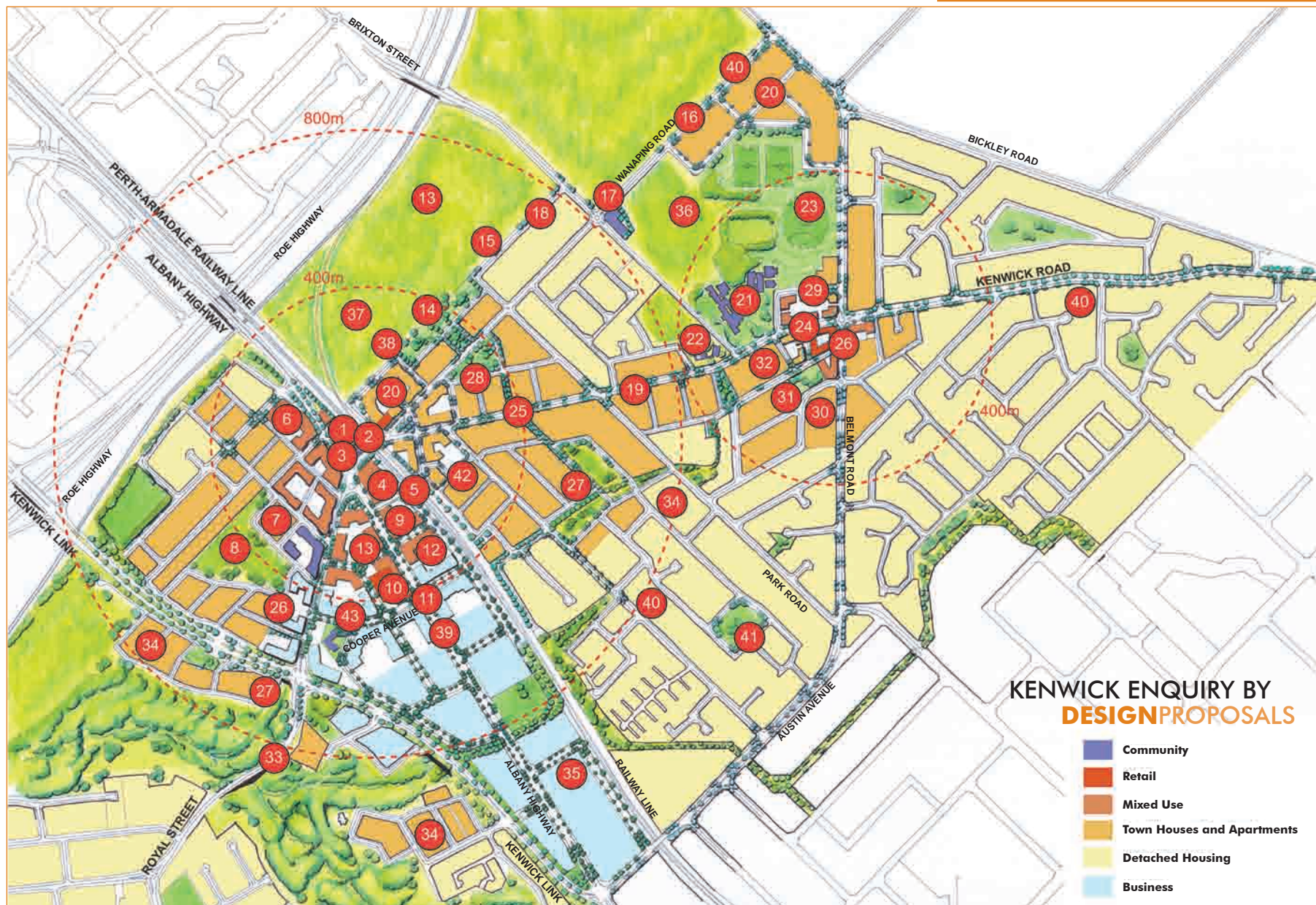
TIME FRAME

The time frame and phasing of development and change will reflect what can realistically be achieved. Some environmental improvements may be achievable within the short to medium term, say in five to ten years, while more complex or costly aspects may take longer to establish, in excess of 20 years.

Because the Plan has built upon the existing street network, lot structures, land uses and activities, Kenwick will be able to evolve incrementally over time, and achieve appropriate improvement.

The "Kenwick Enquiry by Design Proposals" on the opposite page, shows the many improvement possibilities that have arisen from the three day workshop. Most are achievable, some may prove to be inappropriate, and many more possibilities may become evident as Kenwick evolves.





KENWICK ENQUIRY BY DESIGN PROPOSALS

These proposals have been suggested as possible actions to revitalise Kenwick. They do not have planning approval, most are not funded and many are dependent on private owners' willingness to participate.

Some actions can be progressed as part of development proposals under the current planning framework, however the viability of the proposals has not been tested in any depth.

Council has not adopted the plan and will seek further community input before considering any actions based on the plan.

KENWICK TRANSIT ORIENTED DEVELOPMENT

- 1 Retained Train Station with enhanced arrival forecourt
- 2 Information booth and toilets
- 3 Retained and extended Park 'n' Ride facility
- 4 New commercial mixed use development
- 5 Include Park 'n' Ride facilities in road reserve
- 6 New higher density residential development co-located with walking distance of Kenwick Train Station
- 7 If Kenwick Special School decides to relocate this may provide for higher density residential development around the Conservation Category Wetland
- 8 Retain CCW with buffer

KENWICK CENTRE UPGRADE

- 9 Integrate streetscaping along Albany Highway to reduce the traffic speeds and encourage motorists to take the time to stay and enjoy Kenwick
- 10 Design may include median strip along the centre of Albany Highway for safety and tree planting. This will require further design work to ensure access to businesses is not negatively affected
- 11 New retail land uses along Albany Highway to create a "Main Street" development
- 12 New supermarket to support "Main Street" development

BRIXTON STREET WETLANDS

- 13 Brixton Street Wetlands a Conservation Category Wetland (CCW) upgraded
- 14 New park acting as CCW Buffer
- 15 Alton Street redevelopment opportunity
- 16 Wanapang Road redevelopment opportunity
- 17 Proposed interpretive centre and Bush Tucker Garden
- 18 City of Gosnells, the Maddington Kenwick Sustainable Communities Partnership and community to negotiate with Department of Environment and Conservation to obtain controlled access to Brixton Street Wetlands (CCW)
- 19 New landscaping, streetscaping and road calming associated with making Kenwick Road the main movement network from Kenwick Train Station to Kenwick Village
- 20 Possible higher density residential overlooking Brixton Street Wetlands

EDUCATION PRECINCT

- 21 Integrate land around wetlands into a new Education Precinct
- 22 Conserve City of Gosnells Mud Hut to provide for critical community services and a community hub
- 23 New recreational area for use by residents and students from the nearby schools

KENWICK VILLAGE

- 24 Enhanced Kenwick Village – Neighbourhood Centre with new retail land uses along street to create a 'Main Street' development
- 25 Streetscaping upgrade in accordance with environmental objectives
- 26 Tree or other feature in the proposed roundabout at the intersection of Kenwick Road and Belmont Road to create an entrance statement to Kenwick Village
- 27 New Public Open Space linkages
- 28 Streetscaping with use of local, iconic species to create a sense of place
- 29 Encourage the location of professional health care practitioners such as, G.P., Dentist, Physiotherapy, and Child Health Clinic into the area
- 30 New Childcare Centre co-located with Kenwick Village and Public Open Space
- 31 Possible upgrade of Public Open Space to include public toilets
- 32 Possible higher density residential development around Public Open Space

OTHER DESIGN PROPOSALS

- 33 New pedestrian links between the Canning River and area around Kenwick Train Station
- 34 New higher density residential development over looking river environs associated with Canning River
- 35 New Business Park development to take advantage of regional road networks and improved parking and safety on Albany Highway

SPECIAL DESIGN NOTES

- 36 Treatment of areas around Conservation Category Wetlands and Development near Conservation Category Wetland will require formal assessment by the Environmental Protection Authority (EPA)
- 37 The community has expressed concerns about opening up the wetlands to the community as they believe dogs and cats entering the wetland will have adverse affects on the native fauna. Suitable management strategies would need to address this issue
- 38 Promote ecologically sensitive design in developments abutting the Conservation Category Wetlands
- 39 There are possible conflicts between existing location of the services within the road reserve and proposed reduced number of lanes. Detailed investigations required
- 40 Additional road network needs to be created in accordance with adopted Outline Development Plans to facilitate orderly and proper planning in under developed residential areas
- 41 Road networks and appropriate kerbing around Public Open Spaces is needed to provide suitable access to parks for those in the community that are frail or disabled ensuring a more inclusive urban form
- 42 Promote the use of high quality materials and design through the use of design guidelines and other planning policies
- 43 Parking on street and reciprocal car parking rights should be encouraged to reduce the total number of car parking required

