



**BEAUFORT STREET TOWN CENTRE PLANNING FRAMEWORK
COMMUNITY ENGAGEMENT REPORT**



CITY OF VINCENT

Executive Summary

The City of Vincent is developing a Town Centre Planning Framework (TCPF) for the Beaufort Street Town Centre. The Beaufort Street Town Centre Planning Framework (BSTCPF) will function as both a Local Planning Policy to guide development and a Place Plan to deliver a series of place-based initiatives to improve the town centre.

Vincent developed a community engagement program to inform the BSTCPF and involve the local community in the decision-making process. This program was divided into the following two phases:

1. Visioning phase
2. Design phase

The intent of the **Visioning phase** was to capture the community's vision for the Beaufort Street Town Centre. It included the following two engagement opportunities:

- A survey hosted on Imagine Vincent which 108 respondents completed
- An in-person workshop hosted at The Elford which 35 respondents attended

The **Design phase** was designed to capture the community's opinion on specific planning controls including building heights, land uses and transition zones and public realm initiatives such as transport and streetscape improvements. It included the following three engagement opportunities:

- An in-person 'walkshop' on Beaufort Street which 4 people attended
- An in-person workshop hosted at The Beaufort which 10 people attended
- A survey hosted on Imagine Vincent which 63 people completed

The key findings from the community engagement program highlighted the following issues:

- A lack of public spaces;
- High traffic volumes on Beaufort Street;
- Poor pedestrian experience; and
- Poor community comfort and safety.

Participants expressed a desire for the BSTCPF to deliver:

- A better balanced transport system that prioritises walking, cycling and public transport.
- Streetscape and public realm improvements;
- High quality development that is compatible with the existing residential context; and
- Increased business diversity.

Participants in the community engagement program provided positive feedback about the engagement, stating that it was engaging, educational and constructive. The City of Vincent will ensure that all feedback is considered in the development of the BSTCPF.

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1.0 Introduction

1.1 Project Background

Vincent is committed to a place-based approach for future growth and success of our town centres and precincts.

As part of the Local Government Integrated Planning and Reporting Framework, the City's Strategic Community Plan (2022-2032) affirms the place-based approach through six community-led priority areas:

- Enhanced Environment
- Accessible City
- Connected & Healthy Community
- Thriving Places
- Sensitive Design
- Innovative & Accountable

The BSTCPF will manage the development of public and private land within the Beaufort Street Town Centre and its 400-metre walkable catchment. Initially adopted as a Local Planning Policy, the Town Centre Planning Framework has the potential to be adapted into a Precinct Structure Plan under State Planning Policy 4.2 Activity Centres.

The BSTCPF will function in two parts.

- *Part 1: Private Realm* will function as a Local Planning Policy (LPP) in accordance with the Planning and Development Act 2005 (P&D Act). This section articulates the preferred design outcomes for the precinct area by providing design guidance. The principles guide contemporary built form and deliver a wide range of outcomes through new development and urban renewal.
- *Part 2: Public Realm* will take the form of a Place Plan. This section provides a filter for the place-based initiatives within Vincent's suite of informing strategies and plans, and directly informs the Community Benefit Framework (CBF). The Place Plan will have a five-year lifespan. At the conclusion of the Place Plan, the City will undertake a Major Review and draft a new Place Plan for a further five-year period.

This document serves as a summary of the community engagement undertaken to inform the BSTCPF.

1.2 Community Engagement Program

Vincent is committed to informing and involving the local community in our decision-making process. Community engagement is an essential practice that allows the City to deliver its services in a way that reflects the community's vision.

The City undertook engagement on the BSTCPF to:

- Encourage interest in and ownership of the project;
- Involve the community in the visioning process;
- Generate a diverse range of voices and ideas/views;
- Capture feedback which will help shape the design phase;
- Understand community responses to key concepts and develop alternatives where needed;
- Improve proposals; and

- Help to develop a TCPF that reflects the views and vision of the local community.

To inform the BSTCPF, Vincent split the community engagement program into two phases:

Visioning phase

Purpose

- Generate and capture open-ended opinions and preferences: love, like, dislike, want to see more of.
- Document ideas and feedback and incorporate as much as possible into the Design phase of the community engagement program.

Engagement opportunities

- Online survey hosted on Imagine Vincent from 25th of March 2024 to 30th of April 2024.
- In-person workshop held at The Elford on Wednesday 15th of April 2024 between 6pm and 8pm.

Design phase

Purpose

- Generate and capture opinions and preferences about specific planning controls and place plan actions that will be featured in the BSTCPF.
- Document ideas and feedback and use them to inform planning controls (e.g. building heights, transition zones, developer contributions, etc.) and place plan actions (minor streetscape improvements, greening, public places, etc.).

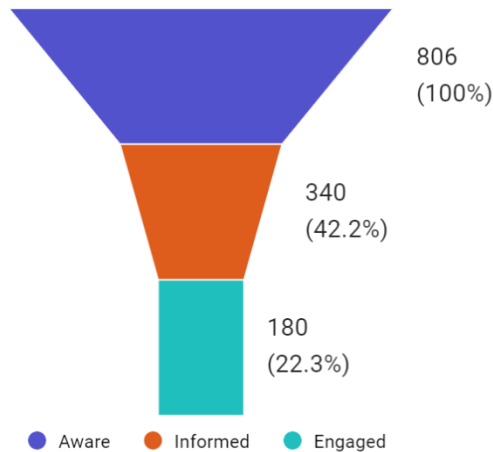
Engagement opportunities

- In-person 'walkshop' held on Wednesday the 5th of June 2024 between 6:00pm and 7:30pm
- In-person workshop held at The Beaufort on Wednesday the 12th of June 2024 between 6:00pm and 8:30pm
- Online survey hosted on Imagine Vincent from the 24th of June to the 16th of July 2024.

The community engagement program was communicated through:

- A project page was published on Imagine Vincent on 25 March 2024
- Sending 1,633 letters to all residents and landowners in the Beaufort Street Town Centre and the surrounding 400-metre walkable catchment
- Inclusion in the City of Vincent's fortnightly E-News on 17 & 30 May (circulation 10k+) and in the E-Business News on 31 May (circulation 1.2k)
- Going business to business and speaking to managers and owners
- Three social media posts each on Facebook, Instagram and LinkedIn
- Advertising on RTRFM

As of 16 July 2024, there were 1,181 total unique visits by 806 individual visitors to the Imagine Vincent project page, of which:



- 806 (100%) were *aware* - someone who has made at least one visit to the Imagine Vincent site (read the project info).
- 340 (42.2%) were *informed* - someone who has clicked on a link on the platform (to read more information, view photos or read supporting documents).
- 180 (22.3%) were *engaged* – someone who has contributed to a project (completed a survey, including the workshop registration surveys).

1.3 The IAP2 Spectrum of Public Participation

The IAP2 Spectrum of Public Participation (the IAP2 Spectrum) was designed to assist with the selection of the level of participation that defines the public’s roles in any public participation process (IAP2 International Federation 2018). This approach has informed Vincent’s Community and Stakeholder Engagement Strategy and the Community and Stakeholder Engagement Policy.

The IAP2 Spectrum was considered throughout the development of the Community Engagement Program for the BSTCPF. Due to the impact of the BSTCPF on the future development of the public and private realm of the Beaufort Street Town Centre, the goal for public participation was to ‘involve’ the community rather than just ‘consult.’

In the IAP2 Spectrum, to ‘involve’ means to work with the public to ensure their concerns and aspirations are consistently understood. As such, the Community Engagement Program set out to understand the community’s current concerns and vision for the future of Beaufort Street.

Now that the Visioning and Design phases of engagement have been completed, Vincent will begin writing the BSTCPF with due regard to the concerns and aspirations of the community. The next phase of engagement will be the ‘did we get it right?’ phase, where the public will have the opportunity to review and comment on the draft BSTCPF. Vincent will clearly communicate how community feedback will influence decision making.

2.0 Visioning Phase

2.1 Visioning Survey

The Visioning Survey was open on the City's Imagine Vincent page from 25th of March 2024 to 30th of April 2024.

108 responses were received. The respondent's connection to Beaufort Street can be seen below in figure 1:

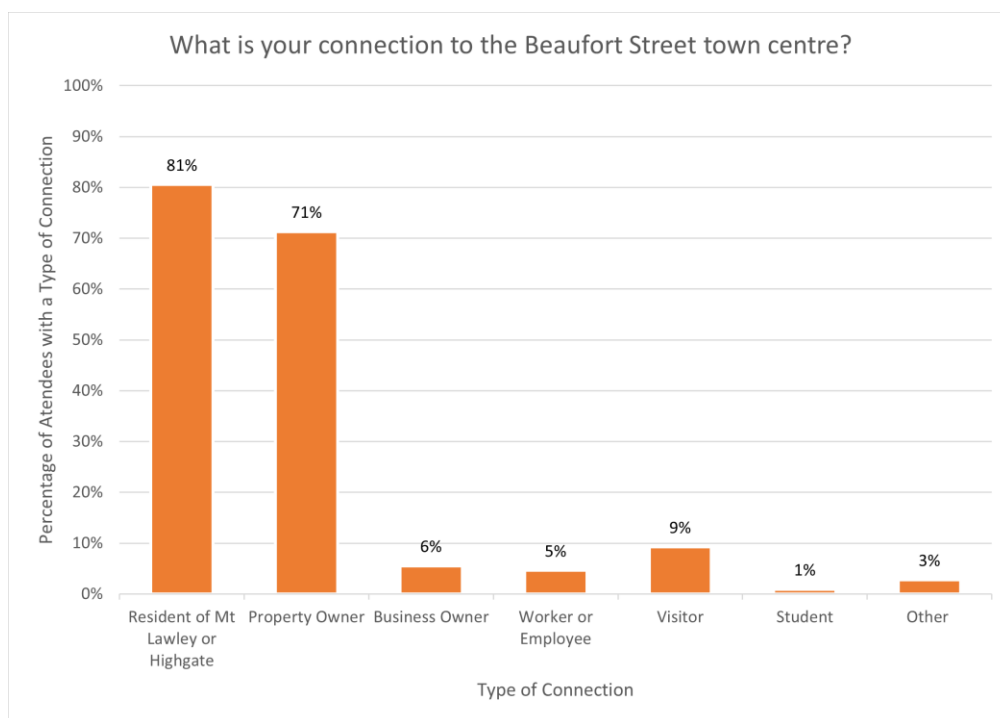


Figure 1: Visioning Survey Question 5 Results

The survey featured two mandatory quantitative questions (Questions 1 and 2) and two optional qualitative questions (Questions 3 and 4). Results from the four questions in the survey have been detailed below.

Question 1 – What are the most important factors/elements/themes to you when describing your ideal neighbourhood?

This was a mandatory question that asked; "What are the most important factors/elements/themes to you when describing your ideal neighbourhood?" It featured a five-point Likert Scale where 1 = 'not at all important', 3 = 'neutral' and 5 = 'extremely important'. The results can be seen below in figure 2:

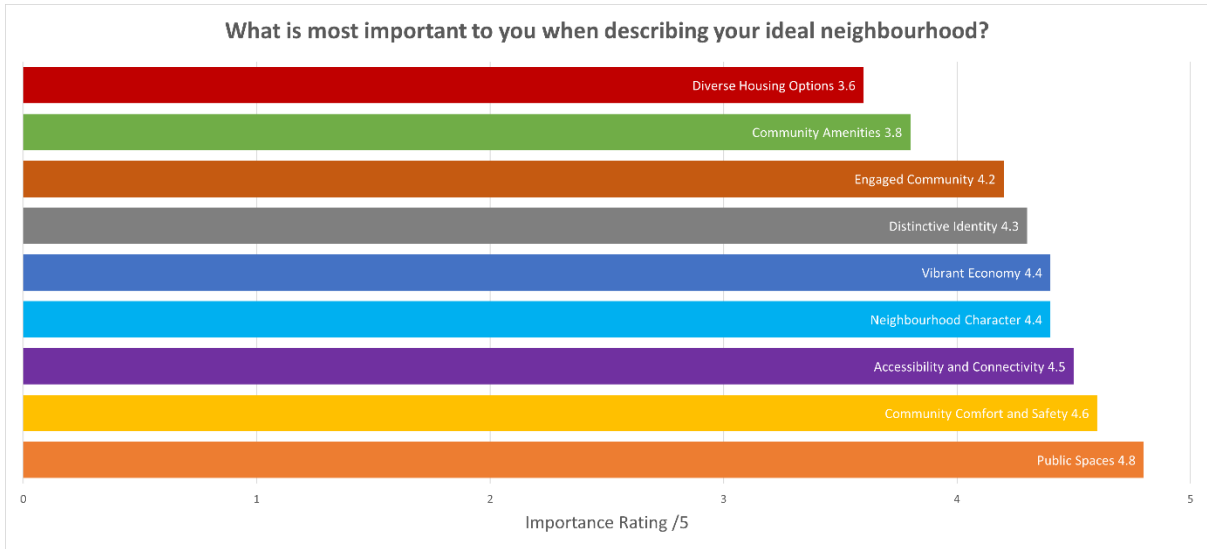


Figure 2: Visioning Survey Question 1 Results

The results indicated that Public Spaces (average score of 4.8), Community Comfort and Safety (4.6) and Accessibility and Connectivity (4.5) were of high importance to respondents and Diverse Housing Options (3.5) and Community Amenities (3.8) were of lesser importance.

Question 2 – How is the Beaufort Street Town Centre and Surrounds Currently Performing in Regard to the Following Factors/Elements/Themes?

This was a mandatory question that asked; “How is the Beaufort Street Town Centre and surrounds currently performing in regard to the following factors/elements/themes? It featured a five-point Likert Scale where 1 = ‘poor’, 3 = ‘good’ and 5 = ‘excellent’. The results can be seen below in figure 3:

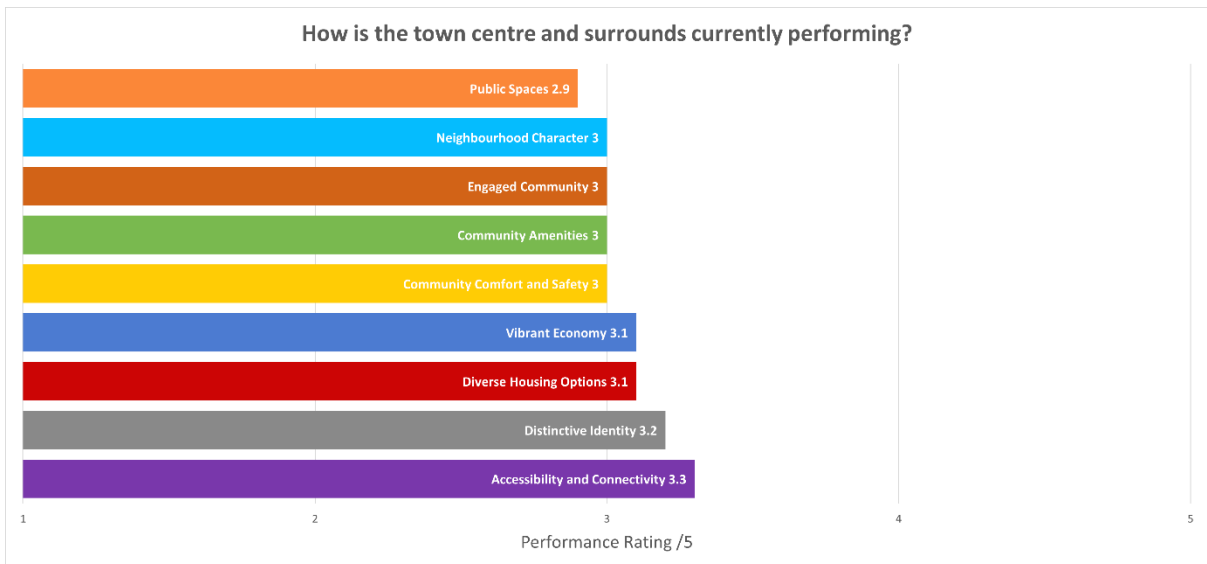


Figure 3: Visioning Survey Question 2 Results

In terms of performance, respondents indicated that Beaufort Street is performing ‘good’ on all elements. Public Spaces (average score of 2.8) were the worst performing element and Accessibility and Connectivity (3.3) was the best performing.

By comparing the average reported importance (Question 1) with its associated average reported performance (Question 2), the disparity between the importance and performance can be seen.

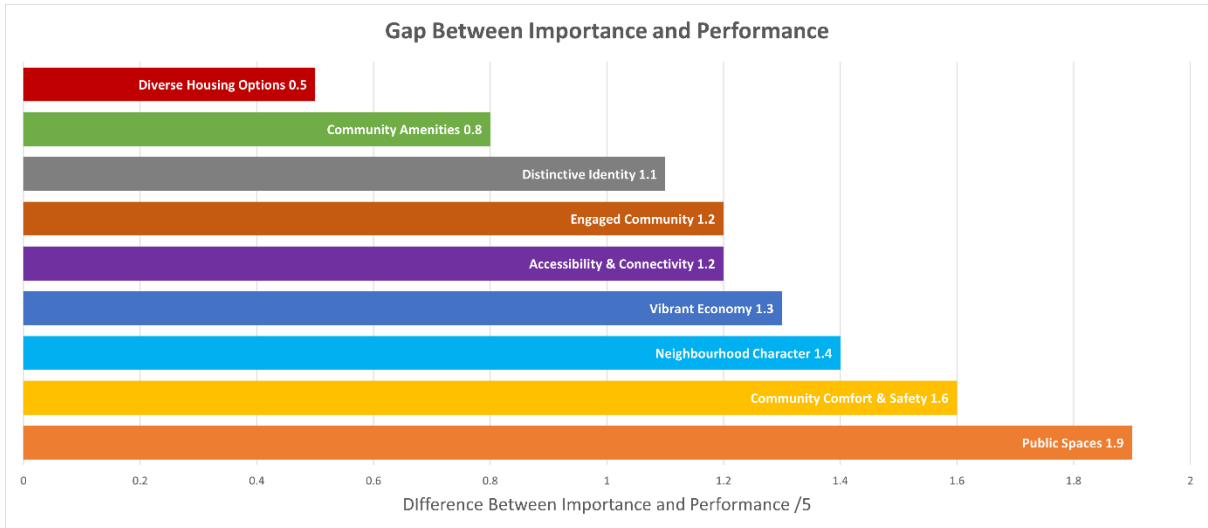
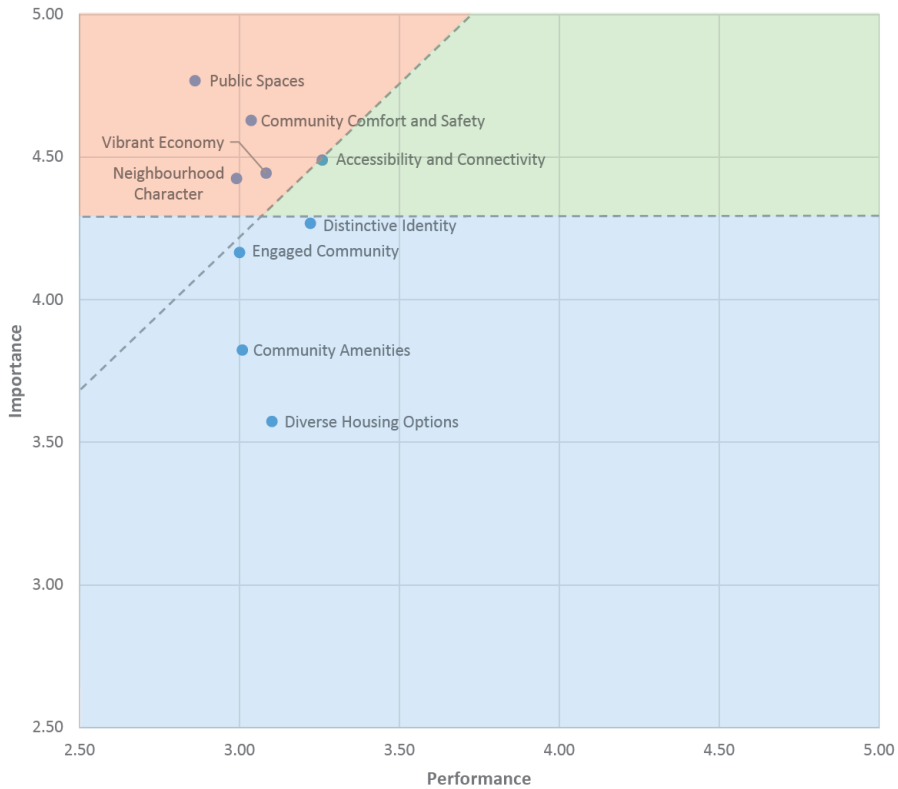


Figure 4: Visioning Survey Question 1 & 2 Results – Gap Between Importance and Performance

The Beaufort Street Town Centre can be seen to be performing below the reported level of importance on all elements. The biggest disparity can be seen in Public Spaces (-1.9) and Community Comfort and Safety (-1.6) indicating respondents feel strongly about higher quality public spaces and safe pedestrian environments and experiences in the town centre.

By comparing the median reported importance (Question 1) with its associated average reported performance (Question 2), Vincent can quantify the community’s level of importance and there rating of the town centres current performance into strengths (green), issues (red) and considerations (blue). See figure 5 below.



This graph indicates that Accessibility and Connectivity is a relative strength for the BSTC whilst Public Spaces, Community Comfort and Safety, Vibrant Economy and Neighbourhood Character need to be addressed in the BSTCPF.

Figure 5: Visioning Survey Question 1 & 2 Results - Strengths, Issues & Considerations

Question 3 – What do you see as the key priorities for making the Beaufort Street Town Centre and surrounds a better place over the next 15 Years?

This was an optional, open-ended question and respondents focused on the need to address key issues including heavy traffic, poor pedestrian experience, and safety and antisocial behaviour. There was an emphasis on fostering a sense of community, increasing support for businesses, and attracting a wider variety of businesses. There was a strong desire to improve the overall cleanliness and vibrancy of the town centre. Residents had mixed feelings about densification.

One of the key priorities listed was addressing the high volume of traffic on Beaufort Street, which is the key factor underpinning most other issues within the town centre. These other issues include noise pollution, difficulty crossing the road, poor pedestrian and cycling experience, lack of alfresco dining, etc.

Others highlighted the need to improve the usability of alternative modes of transport such as cycling, public transport and walking. The need for dedicated pedestrian crossings and bike paths, and an east-west bus route was mentioned.

Many respondents noted the need to improve safety and introduce measures to prevent antisocial behaviour. This included improving lighting and surveillance within the town centre. General cleanliness and maintenance of the town centre was seen as a top priority. This included tackling the town centres graffiti problem.

Promoting a sense of vibrancy and activation within the town centre was emphasised. There is a perceived need for more public spaces for people to gather in. Many called for more community events, including the revival of the Beaufort Street Festival. Improving the streetscape through greening and the introduction of more alfresco seating was also mentioned.

Attracting and supporting a diverse mixture of independent local businesses was a top priority. Many emphasised the importance of reducing vacancy rates and ensuring commercial rents are affordable to reduce the high turnover of businesses.

High-density living was supported by some who noted benefits such as increasing population to support local businesses. There was also a strong sentiment for preserving the area's current density and character that promotes human scale at the street level.

The key priorities represented in each response to this question were recorded. The frequency of these key priorities is represented below in a word cloud (figure 6).



Figure 6: Visioning Survey Question 3 Results - Word Cloud

Question 4 – Do You Have Any Other Comments on the Beaufort Street Town Centre or the City's Intention to Develop a Planning Framework?

This was an optional, open-ended question that asked; Do you have any other comments on the Beaufort Street Town Centre or the City's intention to develop a Planning Framework?

The responses echoed the sentiment of answers to the previous question 3. Respondents identified several areas they felt the Planning Framework should address.

Respondents highlighted the importance of businesses to the town centres and indicated the Planning Framework should make the town centre a more attractive place to do business. Many called on Vincent to improve the vacancy rate and high turnover of businesses.

The need for the Framework to introduce traffic calming measures and greater consideration for pedestrian safety and comfort was a recurring theme. Improvements to parking supply and affordability was also mentioned.

Respondents expressed interest in more community events, such as markets and reviving the Beaufort Street Festival, to foster a sense of community and attract visitors. Some said the Framework should ensure access and inclusivity for disabled and elderly people, and more community services for the homeless and indigenous populations.

In terms of development, respondents emphasised the importance of new developments matching the existing character of the area, with planning controls to prohibit low-quality designs. Development should be sustainable, inclusive, and compatible with the existing residential area. Some suggested a maximum building height that is sympathetic to the existing density to maintain the area's scale.

Many suggested the Framework needed to address crime and antisocial behaviour, particularly around the more prominent nighttime businesses such as pubs and bars.

Regarding the public realm, the need for public toilets, additional greening and open space was emphasised. Many wish to see improvements in the overall cleanliness and maintenance to create a more pleasant town centre environment. There were also calls for more art installations.

There were comparisons made between Beaufort Street and other areas, with some expressing a desire for Beaufort Street to be more like Leederville. Others referred to a notable contrast between the City of Vincent and City of Stirling sides of Beaufort Street, with calls for better integration and consistency between the two areas.

2.2 Community Visioning Workshop

The Community Visioning Workshop was held at The Elford on Wednesday 15th of April 2024 between 6pm and 8pm. 40 registrations were received for the workshop with 35 people attending on the night.

The format of the workshop included:

- Vincent presenting on the background on the project, the expected timeline and the next steps.
- Facilitation of three engagement activities in groups of 4-6 per table.
- Vincent reconfirming the next steps.

Photos of all table activities have been attached in Appendix A.

Activity 1 – Where is the Heart?

Groups were asked to identify the heart of Beaufort Street Town Centre. The heart is the place that one most associates with the town centre. It could be a landmark, historic location, meeting place or central business area. Each group was given 3 heart stickers to identify the heart. The results can be seen in the below map (figure 7).



Figure 7: Visioning Workshop Activity 1 Results – Where is the Heart Map

Two main clusters of heart can be identified in the uptown and downtown areas. The uptown cluster was noted as the 'daytime heart', while the downtown cluster was noted as a 'nighttime heart'.

The uptown cluster was most notably chosen for the Elford, the concentration of food and drink venues and the connection to businesses on the other side of Walcott Street in the City of Stirling.

The downtown cluster was most notably chosen for the Queens Hotel, the Beaufort, Mary Street Piazza, and concentration of food and drink offerings. It was noted by some that the Mary Street Piazza was chosen due to it being the only dedicated public open space within the town centre.

Several hearts were identified in the midtown area, including two 'aspirational hearts' on the Barlee Street Carpark and Hungry Jacks site. Many attendees expressed a strong desire for these sites to be redeveloped into a hub of residential, commercial and public uses that could activate the midtown and be the terminus for an East-West bus route.

Activity 2.1 – What Are the Most Important Factors/Elements/Themes to You When Describing Your Ideal Neighbourhood?

Activity 2 revisited the first three questions of the Visioning Survey, with the intent of promoting open group discussions where ideas could be shared and expanded upon. To begin this activity, a snapshot of the interim survey results was presented as part of the workshop. These findings included a high-level summary of what Vincent had heard so far.

Attendees were asked what the most important factors/elements/themes were when describing their ideal neighbourhood. It was clarified in the workshop that this activity intended to capture attendees' vision of their ideal neighbourhood, not their ideal vision for Beaufort Street. This resulted in more aspirational responses than those captured in the survey.

Transport was highlighted as a crucial aspect, with a focus on walkability, active transport infrastructure, and measures to reduce and divert traffic congestion away from the town centre. There was an emphasis on access to high-quality and affordable public transport, along with easy connections to other centres.

In terms of the public realm, attendees stressed the importance of public spaces, urban greening, public art, amenities, outdoor dining, and iconic landmarks. Also mentioned were regular events to activate the streetscape, cleanliness and maintenance, and safety measures including surveillance and well-lit streets. Attendees also valued uniqueness and a sense of community within the neighbourhood.

Business-related factors included the desire for a self-sufficient local economy with ample job opportunities, diverse business offerings particularly in food and drink, support for pop-ups and startups, and low vacancy rates.

In terms of development, attendees emphasised the need for compatible interfaces between residential and commercial land uses, preservation of heritage and character, sheltered streets, and visually interesting design that positively contributes to the public realm.

They cited examples of ideal neighbourhoods such as Redfern, Newtown, and Bourbon Street in New Orleans, highlighting characteristics like high density, diverse housing typologies, and active frontages.

Activity 2.2- How is the Beaufort Street Town Centre and Surrounds Currently Performing?

Attendees were asked how they thought the town centre area surrounds are currently performing. Responses highlighted numerous challenges in areas including transport, the public realm and the commercial sector.

While pedestrian activity is high, walkability was said to be hindered by narrow footpaths, obstructive signage, and car dominance. Dedicated cycling infrastructure is virtually non-existent, and there's no East-West active or public transport linkage from Beaufort Street to nearby centres. The 40 km/h speed limit was said to be rarely observed, which has resulted in Beaufort Street being more of a thoroughfare rather than a town centre. Additionally, many felt the median strip along Beaufort Street is hazardous due to tree roots lifting the pavement. It was widely acknowledged that intersections every intersection along Beaufort Street was problematic to all modes of transport.

Attendees noted the town centre lacks vibrancy thanks to a lack of alfresco areas, eatlets, and events, with many reminiscing over the days of the Beaufort Street Festival. This lack of vibrancy was said to be worst in the midtown area, which suffers from inactivity, breaking up the continuity of the town centre. Regarding the streetscape, there was widespread mention of a lack of urban greening and trees. Poorly lighting, cleanliness and a lack of amenities were said to exacerbate crime and anti-social behaviour such as public urination.

While many attendees praised Beaufort Street for its business community, some said the mix of businesses is becoming increasingly dominated by franchises and inactive ground-floor businesses like salons, leading to a loss on independent business and inactive shop frontages. High levels of vacancy rates, commercial rents and business turnover were widely condemned.

Activity 2.3- What Do You See as the Key Priorities for Making the Beaufort Street Town Centre and Surrounds a Better Place Over the Next 15 Years?

Attendees were asked what they saw as the key priorities for improving the Beaufort Street town centre and surrounds over the next 15 years. Attendees identified changes across several areas including transport, the public realm, the commercial sector, and development are proposed.

Many said efforts to improve transport should include the development of an East-West public transport connection. Suggestions to improve walkability within the town centre included widening the median, adding planter boxes as buffers between cars and pedestrians, and reducing traffic to a single lane with slower speeds and fewer buses.

There was widespread support for improvements to the public realm including improvements to cleanliness and maintenance, urban greening and tree planting to improve canopy cover and shade, and better lighting to enhance safety, particularly in laneways and the downtown precinct. Stronger police presence was called for to address crime and anti-social behaviour, especially at night. are also essential.

Some attendees were passionate about Beaufort Street's art niche, saying it should be capitalised on by integrating art into its brand, promoting a "no blank walls" campaign and organising art events. There was also further advocacy for more events in general to activate the street and attract visitors.

Some attendees said population density must increase to expand the local customer base support local business.

Some suggested increasing population density is crucial for bringing more people into the town centre who will support local business, leading to reduced vacancy rates. The need for better

transitions between residential and commercial land uses was stressed, along with equal investment and attention across all precincts to ensure balanced development.

Activity 3 – Opportunities and Constraints

This activity was a map-based exercise that asked attendees to identify opportunities and constraints in the town centre relating to four categories:

- Transport
- Public Realm
- Thriving Places
- Development

Each category was assigned a map, and attendees were asked to identify opportunities and constraints on the maps using green and red markers. Green markers were used to identify how attendees use the town centre and what they like about it. Red markers were used to identify constraints and opportunities for improvement.

Activity 3.1- Opportunities and Constraints: Transport

Attendees were asked:

- How do you move through the area? (Green marker)
- What is inhibiting movement? (Red marker)
- How can we improve your movement? (Red marker)

Buses along Beaufort Street are heavily utilised by attendees, with many praising the frequency and accessibility of the buses. However, poor lighting at bus stops in the downtown area diminishes comfort and safety for users. Some proposed replacing buses with a tram line down Beaufort Street.

While there is a well utilised pedestrian network within the town centre, its usability is hindered by limited and poor-quality pedestrian crossings at intersections and the dominance of private motor vehicles. Traffic noise and emissions create an unpleasant environment for walking. Inadequate shade and shelter, particularly in the midtown, leaves pedestrians without protection from the elements. Some attendees noted poor lighting in the laneways and downtown area lead to a perceived lack of safety.

Overhauling intersections, adding pedestrian crossings, and improving maintenance were identified as opportunities to enhance walkability. Many emphasised the need for better enforcement of the 40kmh speed limit on Beaufort Street that is often not observed by road users. Some attendees noted the town centre footpaths are cluttered with alfresco, street furniture, signage, etc. all competing for limited space.

Cycling is a popular mode of transport amongst attendees, however Beaufort Street itself is deemed unusable for cycling due to the dominance of motor vehicles and a lack of dedicated cycling infrastructure. Participants advocate for dedicated north-south and east-west cycling routes to improve safety for cyclists and connectivity to other town centres and destinations.

Attendees noted taxis and rideshare services are well utilised by visitors to travel to and from nighttime businesses and drinking venues. Some noted a lack of dedicated pick-up/drop-off areas, which leads to traffic safety issues outside nighttime businesses, particularly around The Beaufort and Queens Hotel.

Attendees, the majority of which are local residents, primarily walk to the town centre and only utilise their private motor vehicles for travel outside of the town centre. However, they did identify parking constraints and narrow roads as factors inhibiting vehicle movement. Suggestions to improve vehicle access included providing additional parking bays and a multistorey carpark.

Beaufort Street's intersections with Chelmsford Road, Barlee Street, Vincent Street, Clarence Street, Harold Street, Chatsworth Street, and Broome Street, were identified as poorly designed and problematic for all modes of transport.



Figure 8: An Example of a Map Completed in the Workshop for Activity 3.1

Activity 3.2- Opportunities and Constraints: Public Realm

Attendees were asked:

- What public spaces and places do you like?
- What is constraining the public realm?
- How can we improve the public realm?

Mary Street Piazza emerged as the most favoured public space, due to its greenery, public seating and interface with the adjoining businesses. Its significance is underpinned by its status as the only dedicated public open space within the town centre.

The scarcity of public open space was highlighted the major public realm constraint for the town centre. Some said for visitors to spend time and well in the town centre, they must spend money at businesses to gain access to alfresco seating.

Attendees proposed creating more public spaces, parklets, and beautifying laneways to alleviate the scarcity of public open space. The Hungry Jacks site and Barlee Street Carpark were perceived by many as missed opportunities that could be developed into quality public spaces.

There was a consensus that the streetscape was run down and lacking street furniture, alfresco and shade. The footpaths were criticised for being too narrow, leading to competition for space among pedestrians, e-scooters, signage, and outdoor dining. Attendees advocated for streetscape improvements, better management of the existing footpath space and aspirational footpath widening and better maintenance and cleaning to combat these issues.

High traffic volumes, particularly in peak hour, and high traffic speeds outside of peak hour were identified as major factors contributing to the unpleasantness and difficulty accessing the public realm. Some suggested reducing Beaufort Street to two lanes and repurposing the bus lane to widen the footpath and install active transport infrastructure.

Many criticised the public realm for lacking activation. Attendees advocated for more street events like the Beaufort Street Festival, which is sorely missed. Public art installations that add character and visual appeal were also touted as a solution to the lack of activation.

A lack of comfort and safety due to anti-social behaviour and poor lighting was identified. There was a consensus that the town centre needed improved lighting and increased levels of surveillance.



Figure 9: An Example of a Map Completed in the Workshop for Activity 3.2

Activity 3.3- Opportunities and Constraints: Thriving Places

Attendees were asked:

- What businesses do you frequent?
- What is constraining the businesses or activities in the area?
- What is lacking in terms of providing a thriving area?

Attendees appreciated the offering of businesses within the town centre and highlighted a concentration of businesses located in both the uptown and downtown areas. The uptown area was said to have the best offering of daytime businesses, while the downtown area was said to have the best offering of nighttime businesses.

The Queens Hotel, The Elford, and The Beaufort were among the most frequently mentioned businesses. These establishments were praised for their strong design, character and abundance of outdoor dining options. Additionally, Messina Gelato was mentioned for its connection with Mary Street Piazza and Alexander Arcade and Beaux Lane were both noted for containing a mixture of well-liked businesses.

Whilst the current offering of businesses is appreciated, there was a strong view that the town centre is lacking business diversity. Moreover, attendees noted inconsistent commercial activity, with weekdays being quiet and weekends experiencing higher foot traffic. Some suggested the local customer base needs boosting to attract and support a greater range of businesses.

Many criticised an overabundance of certain types of establishments like salons, consultancies, and vape shops. These establishments were said to burden the streetscape with inactive frontages, tinted windows, and floor to ceiling window graphics.

Attendees were distressed by high commercial vacancy rates and frequent turnover of businesses, and suggested businesses needed support through challenges such as high rents and unstable market conditions.

Limited parking availability was said to pose challenges for both customers and businesses by potentially discouraging visitation. Furthermore, there was a consensus that a lacklustre streetscape and poor pedestrian experience were barriers to customers attending the area.

Attendees emphasised the importance of improving the overall appeal and attractiveness of the town centre. They also want to see more alfresco dining options to activate the streetscape and make the town centre more vibrant.



Figure 10: An Example of a Map Completed in the Workshop for Activity 3.3

Activity 3.4- Opportunities and Constraints: Development

Attendees were asked:

- How should Beaufort Street and surrounds develop and what represents good development to you?
- What character elements and places should be retained?
- What don't you want to see?

There was widespread agreement on the importance of high-quality development that preserves existing heritage and character, is sympathetic to surrounding development and exhibits genuine creativity and artistry. There was a strong opposition to generic, boxy, 'cookie-cutter' development. Attendees stressed the need for tighter design controls to ensure high-quality outcomes across all new development.

Heritage buildings, such as the Queens Hotel, Alexander Buildings and shopfronts on the corner of Beaufort Street and Broome Street, were identified as integral components of the area's identity. Despite some criticisms, the Challis Apartments, and Clifton and Central developments were acknowledged for architectural design and merit. However, it was acknowledged that these developments lacked ground floor activation, and some felt they were not maximising the lots development potential.

Sustainability was a priority for many, with calls for new development to include solar panels and urban greening initiatives such as wall and rooftop gardens. It was also suggested that new development feature greenery to enhance the area's amenity and liveability.

Many opposed any increase to existing height limits, as they favoured maintaining the existing scale and character of the streetscape. It was said that increased heights would lead to harsh transitions and overlooking problems between multi-story developments and existing low density residential properties. Concerns were also raised about the interface between commercial and residential areas, highlighting issues such as noisy and active frontages impacting the amenity of the adjoining residential properties.

Conversely, some attendees advocated for increased density to boost the customer base of the local economy and increase business diversity. They also wanted to see the existing high street feel enhanced, with shop frontages that activate the street and foster a lively and inviting pedestrian environment.

There was a collective disapproval of inactive and uninspiring street frontages, especially those with tinted windows or decals blocking out any view inside from the street. The ground floor of the Challis apartments was cited as a disappointing outcome for this reason. Accessible, active and visually engaging frontages were highlighted as crucial for creating inviting pedestrian experiences.

Attendees deemed some sites as being underutilised and undesirable, including the Barlee Street Carpark and Hungry Jacks site. Destruction of side street character through redevelopment was an issue, with some citing Kingston International College as a cautionary example.

High commercial rents, vacancy rates and turnover were raised as a key issue for the town centre. Encouraging lot amalgamation to streamline development processes and attract new landowners was suggested as a strategy for revitalisation and encouraging new development.

An example of a map completed in the workshop for activity 3.4 can be seen below.

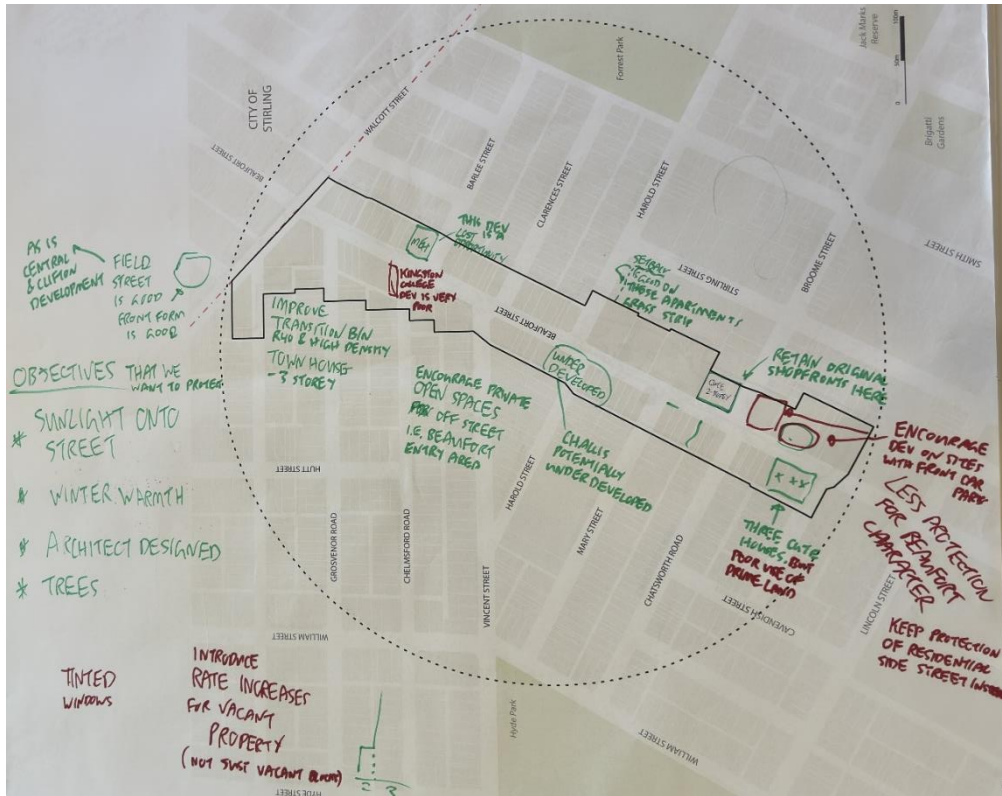


Figure 11: An Example of a Map Completed in the Workshop for Activity 3.4

3.0 Design Phase

3.1 Pedestrian and Lighting Audit and Character Walkshop

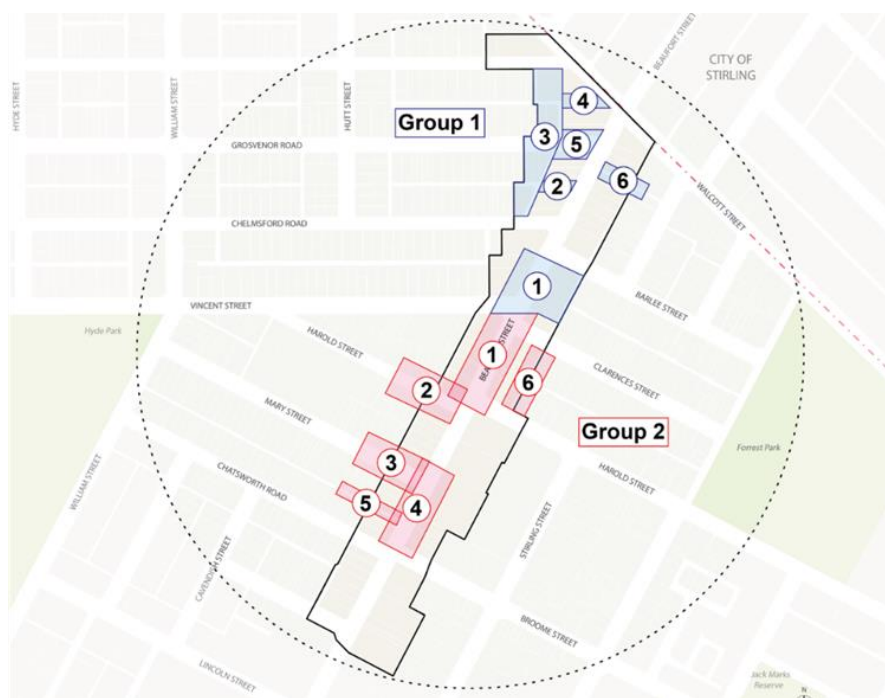
The Pedestrian and Lighting Audit was held on Beaufort Street on Wednesday the 5th of June 2024 between 6:00pm and 7:30pm. Six registrations were received for the workshop with four people attending on the night.

The results for this walkshop have been attached in Appendix B.

Only two of the four attendees had registered, both of which brought their partners. One of the couples brought their children in a pram. Each couple opted to fill out one book between them.

The intention of this audit was to better understand the streetscape and lighting issues in the town centre, measure the performance of improvements made thus far, and respond to the issues raised in the previous phase of engagement.

The audit divided attendees into two groups of two. Group one was tasked with auditing six locations in the northern half of the town centre, while group two was tasked with auditing six locations in the southern half (figure 12). These locations were chosen as they represented key street, laneway and arcade typologies offered in the town centre.



Attendees were provided with audit booklets. These booklets contained a simple rating system for each location that measured how attendees felt each location was performing in relation to ten 'design elements' (see table below). Green indicated good performance, yellow was ok and red was poor. Attendees could also insert their own design elements and provide comments.

Figure 12: Walkshop – Auditing Location Map

LOCATION 1: BEAUFORT ST BETWEEN BARLEE & VINCENT ST				
	N/A	😊	😐	😞
Street Lighting				
Ambient Lighting				
Pedestrian Clearway				
Footpath Quality				
Crossings				
Shelter				
Greenery				
Street Furniture				
Amenity				
Overall Safety & Comfort				
Insert Your Own:				

Comments:

Figure 13: Walkshop –Audit Rating System

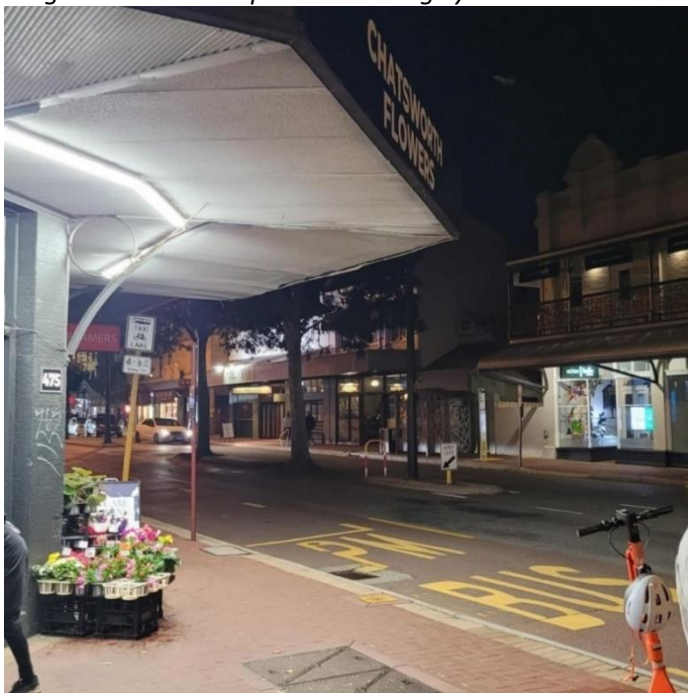


Figure 14: Walkshop – Beaufort Street between Mary Street and Chatsworth Road

The results indicated that the majority of streets and laneways that have not been subject to recent streetscape improvements are performing poorly.

Crossings in these areas scored poorly across the board. Lighting was generally deemed to be ok or good. Greenery, street furniture, amenity and overall safety and comfort left a lot to be desired. Beaufort Street between Mary Street and Chatsworth Road (figure 14) stood out as the best performing in this group.

Kaata Lane between Clarence and Harold Street scored reasonably well. Group two stated the reason for their scoring was because the lane was serving its purpose reasonably well and that they didn't expect a high standard from a rear laneway like this.

The Raglan Road Car Park scored poorly in every applicable element. It was noted as having poor traffic management and no pedestrian infrastructure. It is poorly lit and has several broken light globes. A member of group one often walks through this carpark on the way home from the bus and noted the area often has rough sleepers and is subject to anti-social behaviour.

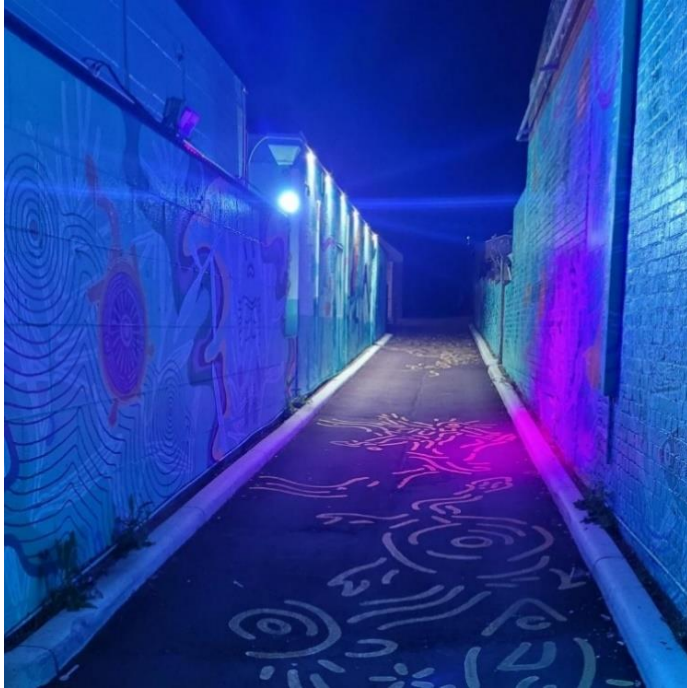


Figure 14: Walkshop – Kaadadjiny Lane

Streets and laneways that have been subject to recent improvements and upgrades generally performed well. Grosvenor Road which has received a mural, additional street furniture and renovations to The Elford alfresco area, scored well in each element except for pedestrian clearway and shelter. Group one stated that it was difficult to push a pram down the northern footpath which has limited pedestrian clearance due to street furniture and trees. Mary Street Piazza was rated good in every element.

Kaadadjiny Lane (Figure 14) received good ratings in every relevant applicable area except greenery. Louis Lane received a good rating in every applicable area except shelter. Both these City owned laneways have been subject to art focused upgrades in recent

years. This feedback indicates that the City’s efforts to improve these locations have had a positive impact.

Compared to City owned land, privately owned laneways and arcades performed very well. Beaux Lane and Alexander Buildings Arcade scored good in every applicable element. The only issue group one had with these locations was that the high-quality environment did not extend into the City owned carparks at the rear.

3.2 Design Workshop

The Design Workshop was held at The Beaufort on the 12th of June 2024. 12 registrations were received for the workshop with 10 people attending on the night. Two tables of five were established with a table facilitator (City staff) at each.

The format of the workshop included:

- Discussion and recap of the project so far.
- The ‘why’ of the project.
- Facilitation of five community engagement activities in two groups of six per table.
- An evaluation form to measure attendee satisfaction of the workshop.

Photos of all table activities have been attached in Appendix C.

Activity 1 – Confirming the Vision

This first activity served as a segue from the previous phase of engagement by confirming the vision for the town centre. Participants were given a list of nine statements that were based on the factors/elements/themes from question one of the visioning survey and workshop.

The objective of this activity was to have participants confirm their vision for the Framework to inform the vision statement.

These nine statements were:

1. New builds are sustainable, well-designed and respectful of the local history and identity
2. Public spaces and streets are high-quality, environmentally sensitive and positively contribute to neighbourhood life
3. A variety of housing types, sizes and tenures are available in the local area
4. The local area is safe for all and contributes to my personal and neighbourhood wellbeing
5. There are diverse transport options available with adequate infrastructure and amenities
6. There are sufficient family services, education facilities and cultural assets in the local area
7. There are diverse businesses, entertainment, employment, events and local ownership
8. The community is active, connected and supportive and serviced by local community groups
9. There is a sense of character that is uniquely Beaufort Street

Participants were asked to select the top four statements they felt encapsulated their vision for the town centre within their group and discuss why certain statements were or were not relevant.

Both tables selected:

2. Public spaces and streets are high-quality, environmentally sensitive and positively contribute to neighbourhood life
7. There are diverse businesses, entertainment, employment, events and local ownership

One of the two tables selected:

1. New builds are sustainable, well-designed and respectful of the local history and identity
4. The local area is safe for all and contributes to my personal and neighbourhood wellbeing
5. There are diverse transport options available with adequate infrastructure and amenities
8. The community is active, connected and supportive and serviced by local community groups

Neither table selected:

3. A variety of housing types, sizes and tenures are available in the local area
6. There are sufficient family services, education facilities and cultural assets in the local area
9. There is a sense of character that is uniquely Beaufort Street

These results indicate that the vision statement and the BSTCPF more broadly should focus on delivering high quality public spaces and increasing business diversity. Great consideration should also be given to ensuring new builds are thoughtfully designed, increasing safety and comfort in the town centre, diversifying transport options, and supporting local community groups.

Activity 2 – Heat Map

The purpose of this activity was to understand where attendees live, worked, shopped and recreated in and around the Beaufort Street Town Centre. It was also important to contextualise a map of Beaufort Street that would be used for later activities. Participants were asked to use coloured stickers to identify:

- Where do you live (Red)
- Where do you work (Orange)
- Where do you go for entertainment (Blue)
- Where do you go for leisure and exercise (Green)

- Where do you shop (Yellow)

Areas outside of the mapping area that people identified were shown on the periphery of the map. The completed maps from each table are shown below (figure 15 & 16).

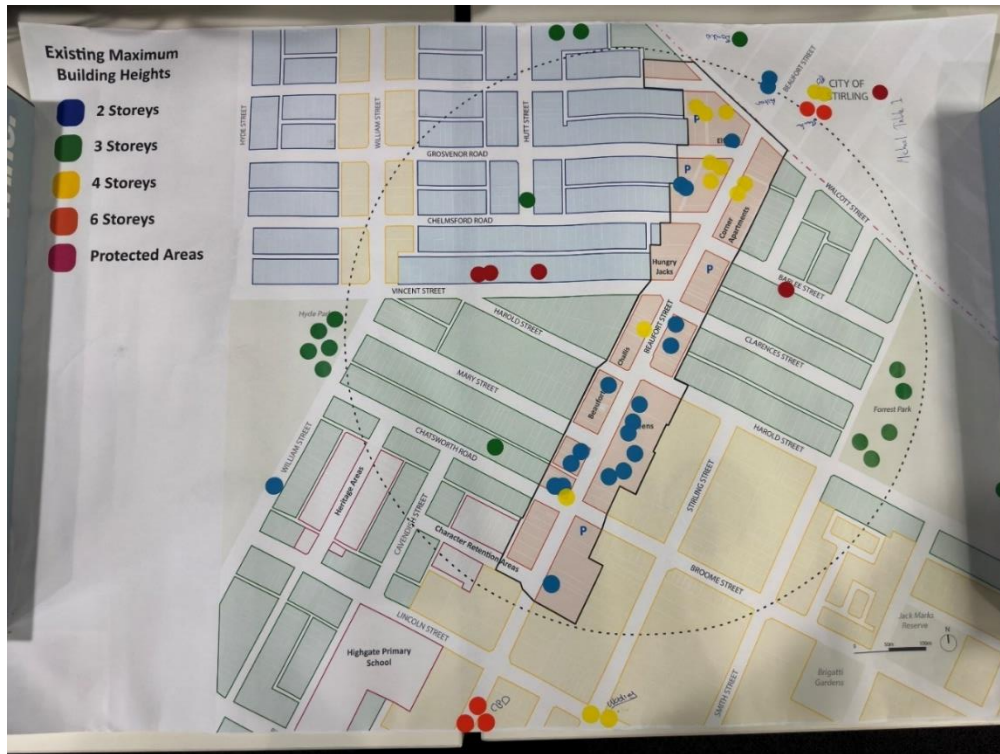


Figure 15: Design Workshop Activity 2 – Table 1 Results

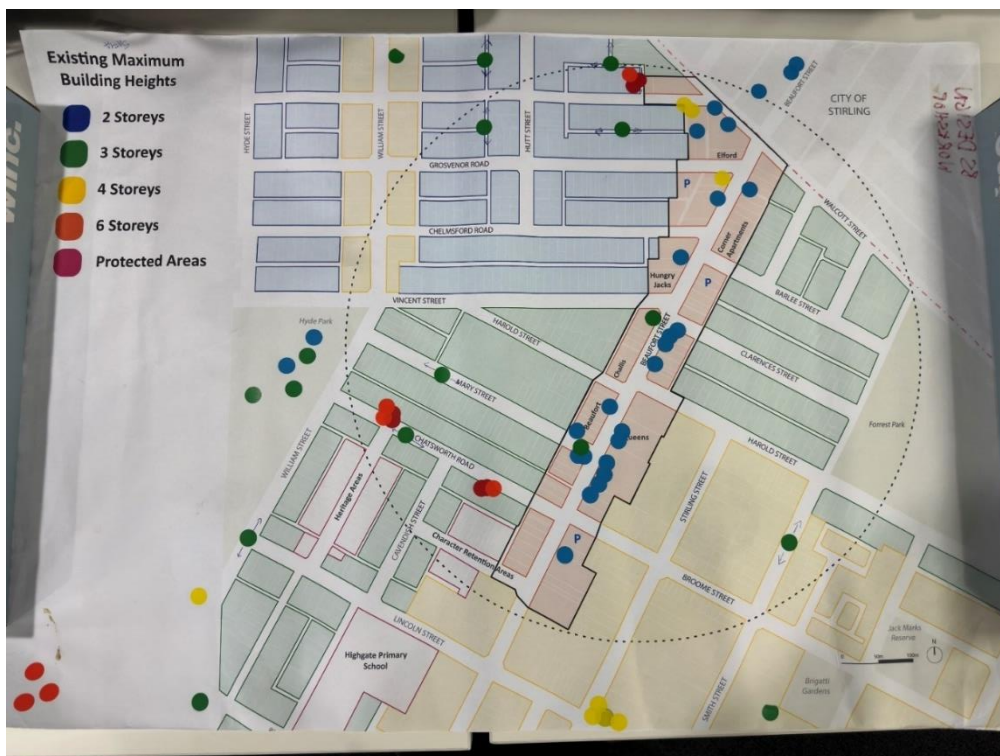


Figure 16: Design Workshop Activity 2 – Table 2 Results

The results indicate that all the attendees live within proximity of Beaufort Street. Several work outside of the town centre boundaries, while several others implied they work from home by placing orange dots next to red dots.

Regarding entertainment, there was a concentration of blue dots along Beaufort Street, particularly in the downtown area where there is a high number of nighttime businesses. A lack of entertainment outside of the town centre can be seen.

Green dots, indicating locations used for recreation and exercise, were placed at Hyde Park and Forrest Park, as well as along transport corridors including William Street and Smith Street. There was also a concentration of green dots in the pedestrian right of way network in the area northwest of the town centre. There was much discussion around the usability of residential side streets intersecting Beaufort Street for passive recreation, with Mary Street being noted as a highly usable street for passive recreation.

As indicated by the concentration of yellow dots, many attendees shop at local grocery stores including the Good Grocer, IGA and Woolworths Highgate.

Overall, the results indicate the commercial centre of Beaufort Street is within the existing town centre boundary. Attendees emphasised that greater consideration needs to be given to how commercial land transitions into green spaces and side streets.

Activity 3 – Streetscape Prioritisation

Activity 3 was a two-part activity. Part 1 set out to educate participants about the limited available space on Beaufort Street’s footpaths, and to get feedback on what participants would like to see the space used for. Part 2 was designed to capture the attendee’s vision for the future streetscape and road layout design of Beaufort Street without the current limitations.

Activity 3.1 – Streetscape Prioritisation With Current Constraints



Figure 17: Design Workshop Activity 3.1 – Activity Area

Part 1 began with an education piece which explained the constrained nature of providing footpath activity along Beaufort Street, highlighting the minimum acceptable widths through the various standards that the City follows. This exercise was based on the current context of Beaufort Street, and assumed there will be no major changes to the layout of the road reserve.

This activity asked attendees to select a limited number of streetscape assets to add to the footpath of Beaufort Street between Vincent & Harold Street, pictured below (figure 17).

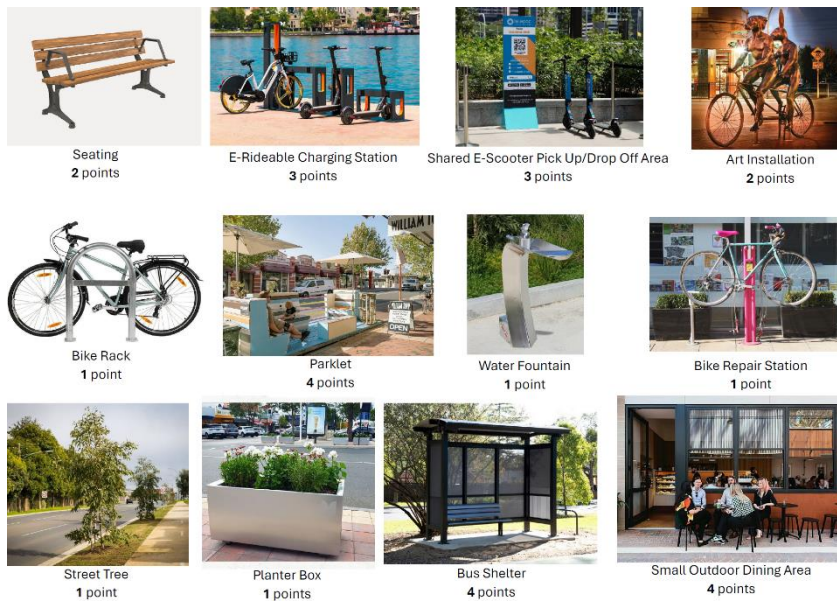


Figure 18: Design Workshop Activity 3.1 – Streetscape Assets

Attendees were given an envelope with pictures of street assets. Each asset was allocated points based on the amount of space they take up. The assets and their respective points can be seen in figure 18 below.

Attendees were allowed 8 points to select several street assets they would prioritise to improve the streetscape. The limited number of points allowed to attendees represented the limited amount of space

available on the footpath for the delivery of these assets. The chosen assets from each table are shown below.

Both tables discussed the potential of relocating e-scooter and cycling infrastructure, emphasising the amount of space that e-scooter parking takes up and clutters of the footpath. Both tables were strongly in favour of additional street trees and greening.

Discussion on table 1 revolved around the limited space in the public realm for minor streetscape improvements. Attendees noted they generally want less cars in the town centre but accepted the car dependent nature of the greater Perth region. Discussion on table 2 was based around the need for high quality public amenities that provide multiple functions, due to the constrained environment. This table also noted that Stirling Street, not Beaufort Street, is the preferred location for cycling infrastructure.



	<p>Table 1 Results</p> <p>3x street trees (1 point each) 1x planter box (1 point) 1x water fountain (1 point) 1x seating (2 points)</p>
	<p>Table 2 Results</p> <p>2x street trees (1 point each) 1x water fountain (1 point) 1x planter box (1 point) 1x parklet (4 points)</p>

Figure 19: Design Workshop Activity 3.1 – Table 1 & 2 Results

Activity 3.2 – Streetscape Prioritisation Without Current Constraints
Part 2 of the street prioritisation activity was designed to promote ‘unconstrained thinking’ by attendees. It asked them to put their vision for the future of the town centre into a new streetscape design for Beaufort Street.

Attendees were given an empty cross section of the Beaufort Street Road reserve, measuring 20m wide. They were again given an envelope of streetscape assets, this time sized to scale with the cross section. The cross section and list of assets that attendees had to choose from can be seen below in figure 20.



Figure 20: Design Workshop Activity 3.2 – Street Cross Section and Assets

The streetscape designs produced by each table are shown below.



Figure 21: Design Workshop Activity 3.2 – Table 1 Results



Figure 22: Design Workshop Activity 3.2 – Table 2 Results

Both tables produced a streetscape design that altered the current road layout to free up more area for footpaths, seating, outdoor eating areas and greening. Both tables opted to retain the bus route.

Table 1 opted to retain two driving lanes in their design but reduced the number of bus lanes to one two-way bus lane. Table 1 noted that while this exercise was good to understand what could be possible in the future, they believed that the current four lane streetscape composition was ideal.

Table 2's design placed greater emphasis on greening, street tree planting, outdoor eating and lighting. Their design featured street trees and planter boxes in place to separate the footpath and the road. This table opted to rid Beaufort Street of private motor vehicles entirely, while retaining the two bus lanes. The discussion on table 1 highlighted that footpaths should be able to accommodate a wider variety of uses.

Activity 4 – Where Should the Density Go?

The final activity was based on building density, land use and transition zones. Attendees were first briefed on the development related findings from the visioning workshop and survey and advised on the context of why the City was asking questions about increased density within the centre.

Attendees were then given 200 plastic building-block toys that represented building heights with each individual block representing two storeys of development. Attendees were asked to disperse all 200 blocks throughout a map of the town centre and surrounds to achieve a hypothetical housing target of 400 storeys.

The map used for this activity was the same that had been used in Activity 2 - Heat Map. This map had been populated with stickers that denoted where group members live, work, shop and go for entertainment, leisure and exercise. The map depicted existing heights, and 'protected areas' that are unlikely to be redeveloped due to their character, heritage, use for educational establishments, etc. The table facilitators also placed blocks on sites that have existing significant and larger scale development to provide context on existing heights in the town centre.

The purpose of this activity was to gain insight into what areas of the town centre and surrounds attendees felt are appropriate for increased building heights. It was intended to encourage discussion between attendees about the benefits and concerns relating to heights. The composition of building heights chosen by each table is shown below in figures 23 & 24.

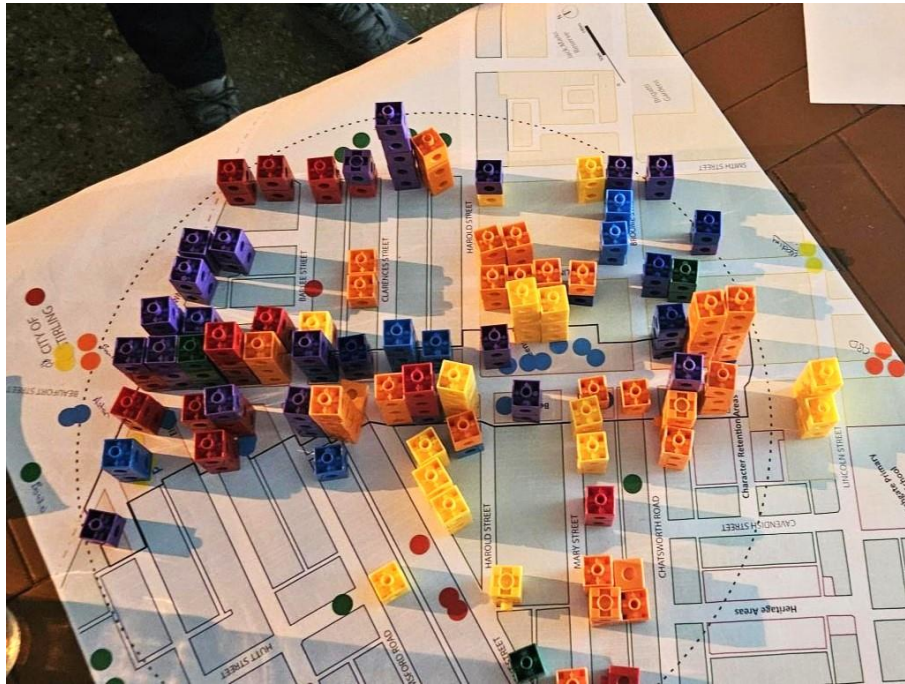


Figure 23: Design Workshop Activity 4 - Table 1 Results

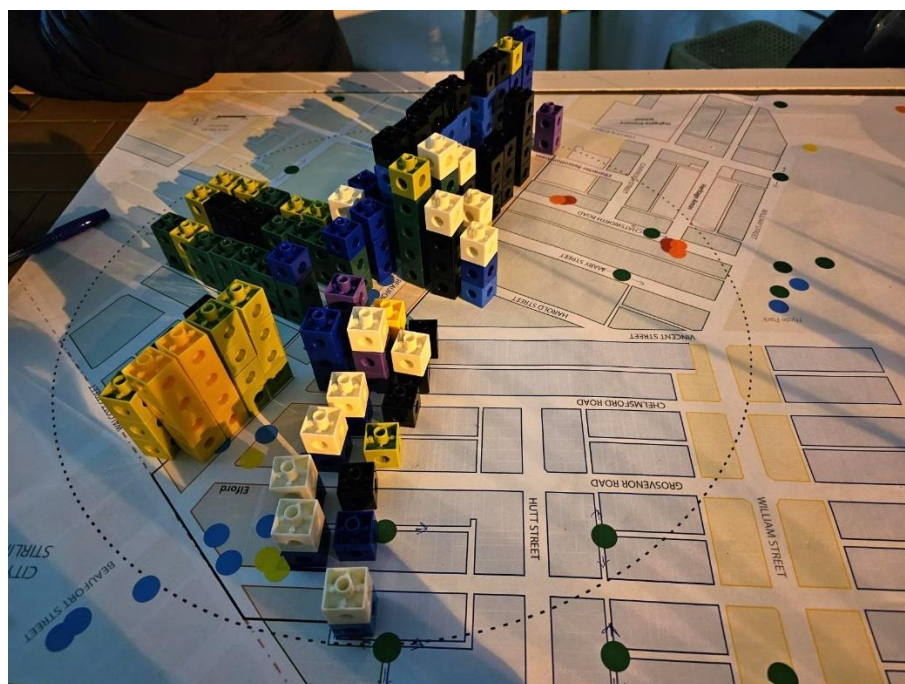


Figure 24: Design Workshop Activity 4 - Table 2 Results

Both tables chose to focus their height increases within the town centre boundary along Beaufort Street, while leaving heights in the adjoining areas relatively unchanged. Both tables expressed a desire to retain the existing character of the surrounding residential areas, particularly west of Beaufort Street.

Table 1 focused their height increase in downtown Beaufort Street, going as high as 10 storeys. They also placed increased heights along the edge of Forrest Park and along Walcott Road East of Beaufort Street. All other heights allocated on the map match the existing permitted heights.

Table 1 had a mixed response to increased heights in general, with some claiming it will lead to greater parking issues, although they agreed that some sites should be redeveloped.

Table 2 allowed up to eight storeys in the uptown area, 10 storeys in midtown, and 12 storeys in downtown. They also increased density between Harold Street and Barlee Street by one storey up to four storeys.

Height transitions zones were a key component of Table 2's approach. They noted there needed to be a gradual transition from buildings of greater height along Beaufort Street down to the surrounding medium and low-density residential areas. A notable transition along the northwestern part of the Town Centre was proposed by this table, which reflected the lower building heights in the surrounding area.

Activity 5 – Development Incentives

The final activity was a 'dotmocracy' voting exercise based on development incentives for community benefit. This exercise began with an explanation of the concept of providing incentives for developers to build and the community receiving a tangible benefit from this development taking place. This was framed within the concept of urban consolidation, as well as the lack of authority the City must approve or refuse large scale development.

Attendees were tasked with identifying a key site within the town centre that was viable for redevelopment and could accommodate additional building height. They were then provided with a list of community benefits that they could choose from in exchange for this additional height. Each attendee received five dots to allocate to their chosen benefits. The list of community benefits included:

- Sustainable building initiatives (Green walls, roof gardens)
- Universal access dwellings (To allow ageing in place)
- Prioritization of dwelling mix:
 - Aged or dependent persons homes
 - Student housing
 - Key workers
 - One bedroom/Affordable housing
 - Family apartments
- Identification and protection of key character-building elements (i.e. Character facades retained)
- Money diverted to streetscape improvements for broader community benefit (i.e. Piazzas, Pocket Parks)
- Provision of pedestrian or vehicle right of ways or laneways
- Community group spaces
- Co-working spaces

Attendees were welcomed to add their own suggested community benefits. The other benefits suggested included:

- Green Spaces
- Publicly accessible parking lot (not on the ground floor)

- Sports facility
- Playground (including water play)
- Public artwork
- Ambient lighting (e.g. Tree festoon lights)
- Activated service lane and new form

The combined results of the voting can be seen below.

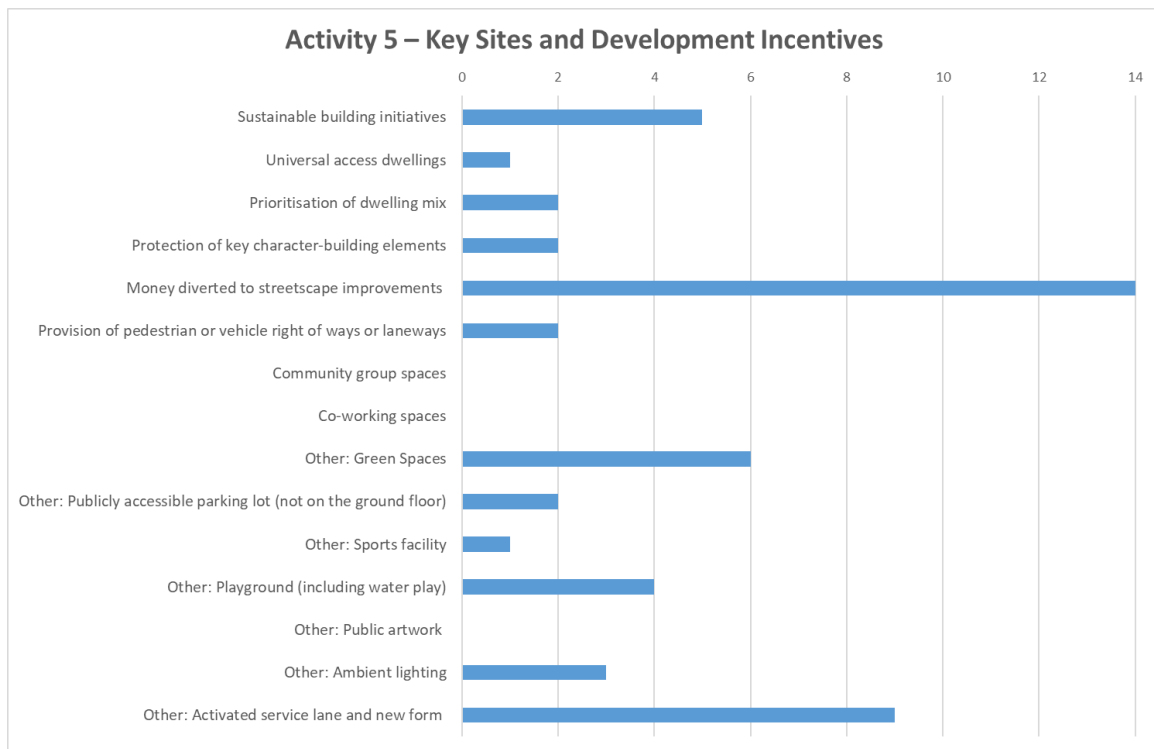


Figure 25: Design Workshop Activity 5 Results

Money diverted to streetscape improvements was by far the most popular choice, indicating a desire to improve the quality of the public realm; a sentiment that has been heard throughout every engagement exercise. Similarly, green spaces were consistently voted for. Activated service lane and new form was the second most popular response, indicating a desire to improve the laneways network throughout the town centre surrounds. Sustainable building initiatives was voted for 5 times.

Table 1 continued where they left off in the previous discussion, continuing to have a mixed response to increased height. However, they did identify key redevelopment areas including the Hungry Jacks and various car parks within the Town Centre, suggesting they may be suitable for increased height. Their position was to support more community space, green spaces but a preference towards a general fund for streetscape improvements as preferred community benefits.

Table 2 also continued their discussion from activity 4, with a greater focus on the difference in topography from the west over the east of Beaufort Street as well as the better use and activation of the laneway network. They identified sites such as hungry jacks on Beaufort Street as capable for increased height, with a preference for community benefits to be diverted to funding of community assets.

Design Workshop Evaluation Form

10 attendees completed an evaluation form at the conclusion of the workshop with 100% of respondents reporting their overall satisfaction with the workshop as 'very satisfied' or 'satisfied'.

Other results include:

- 100% of respondents rated the topics covered in the workshop as 'very relevant' or 'somewhat relevant'
- 100% of respondents felt the workshop material was presented in a clear and informative way that was easy to understand
- 100% of respondents felt encouraged to participate during the workshop
- 100% of respondents rated the activities completed during the workshop as 'excellent' or 'good'

The comments left on the evaluation forms indicated that the workshop was engaging, educational and constructive. Some constructive criticism was left including that more content could have been fit into the workshop, and that there was too much food. One attendee also suggested an email sent out before the workshop outlining the agenda and activities would have been useful.

The responses to the evaluation form have been attached in Appendix D.

3.3 Design Survey

The Design Surveys were open on the City's Imagine Vincent page from 24th of June to the 16th of July 2024.

Two surveys of differing lengths were produced to encourage as much community participation as possible

- Short Survey was estimated to take 5 minutes and featured four mandatory questions and one optional question. 13 responses were received.
- Long survey was estimated to take 15 minutes and featured seven mandatory questions and two optional questions. 50 responses were received.

The results are detailed as below. As some questions were consistent across both surveys, the results have been grouped together.

Question 1 (Long Survey)- What is Your Connection to the Beaufort Street Town Centre?

The question was mandatory and asked respondents what their connection to the Beaufort Street town centre is out of a list of possible connections. Respondents were free to select all that apply. The results can be seen below in figure 26.

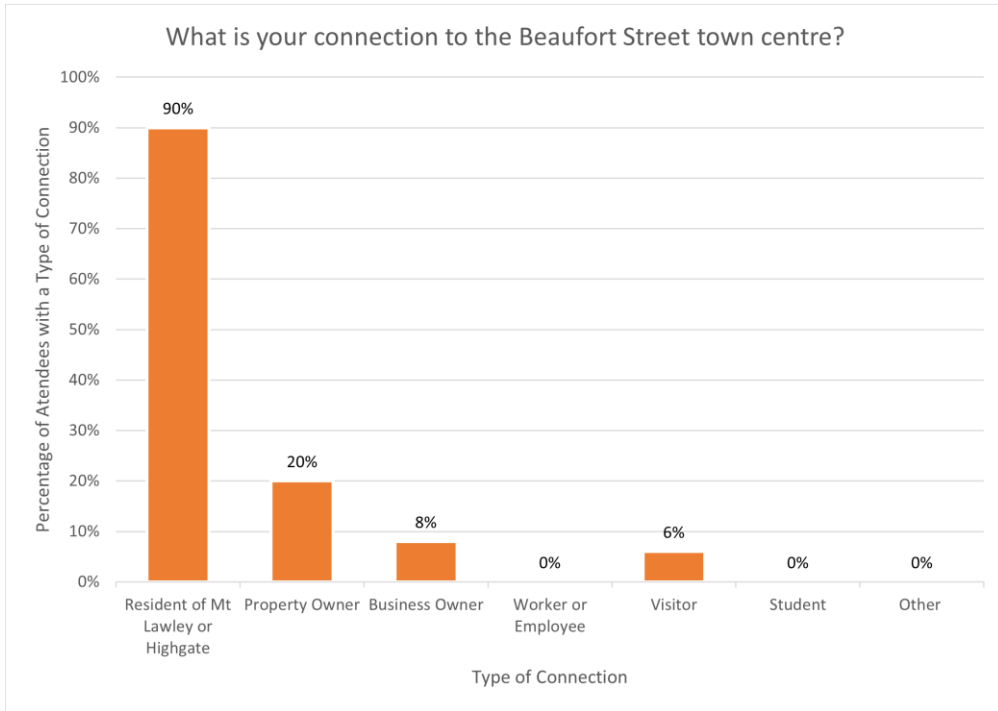


Figure 26: Design Survey (Long) Question 1 Results

Question 2 (Long Survey)- Select Your Opinion on the Following Strategies for Future Development

This question was mandatory and asked respondents to rate their opinion as either ‘negative’, ‘neutral’, ‘positive’, or ‘unsure’ towards several strategies for future development in the town centre. The strategies and results can be seen below in figure 26:

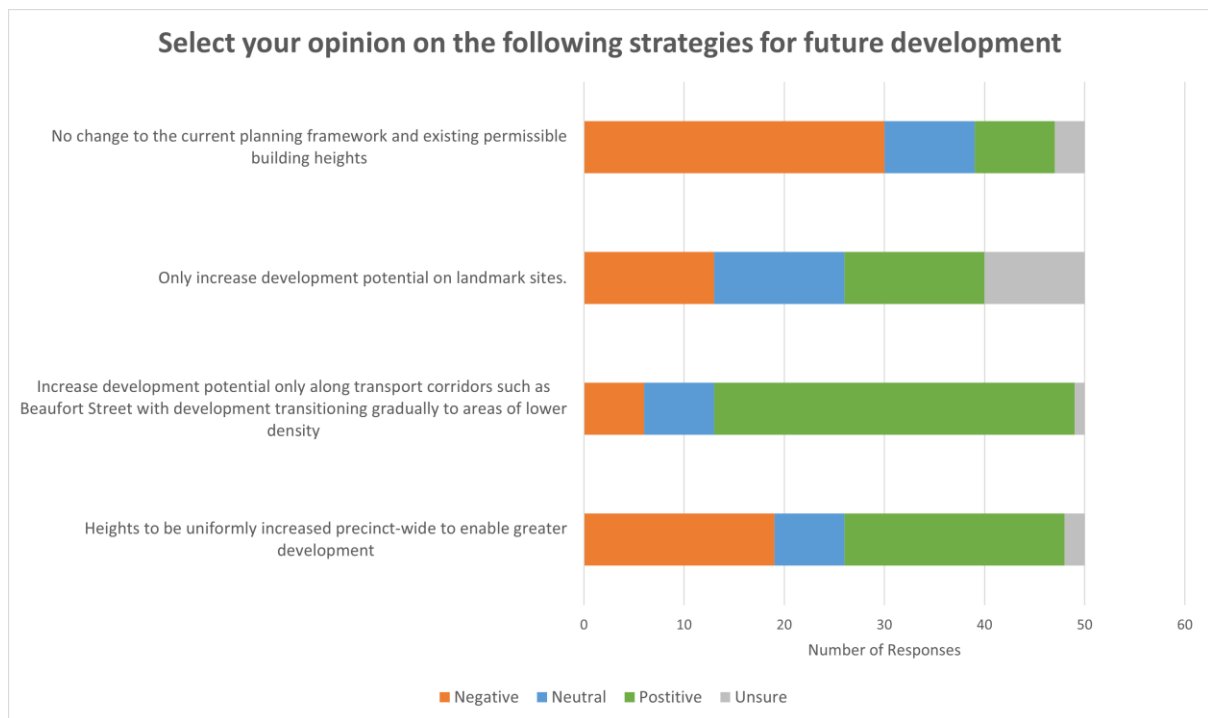


Figure 27: Design Survey (Long) Question 2 Results

The results indicate that most respondents want to see a change to the existing permissible building heights in the town centre and surrounds. Opinions were split on only increasing development potential on landmark sites and uniformly increasing development potential precinct wide.

However, there was a strong positive sentiment for increasing heights along major transport corridors such as Beaufort Street, as indicated in the Design Workshop.

Question 1 (Short Survey)- Which Area(S) Should Support the New Developments Necessary to Meet State Housing Targets for the Beaufort Street Town Centre and the Surrounding Area?

This question was a mandatory multiple-choice question that asked respondents which area(s) they believe should support the new developments necessary to meet State housing targets for the Beaufort Street Town Centre and surrounds. Respondents were asked to select all areas that apply from the below map (figure 28). These included:



- A. Uptown Beaufort Street
- B. Midtown Beaufort Street
- C. Downtown Beaufort Street
- D. Transition Zone D (West of Beaufort Street)
- E. Transition Zone E (Between Walcott & Harold Street)
- F. Transition Zone F (Between Harold & Bulwer Street)
- G. Mixed Use Transition Zone G (Between St Albans Ave & Bulwer Street)

Figure 28: Design Survey (Short) Question 1 Map

The results can be seen below in figure 29:

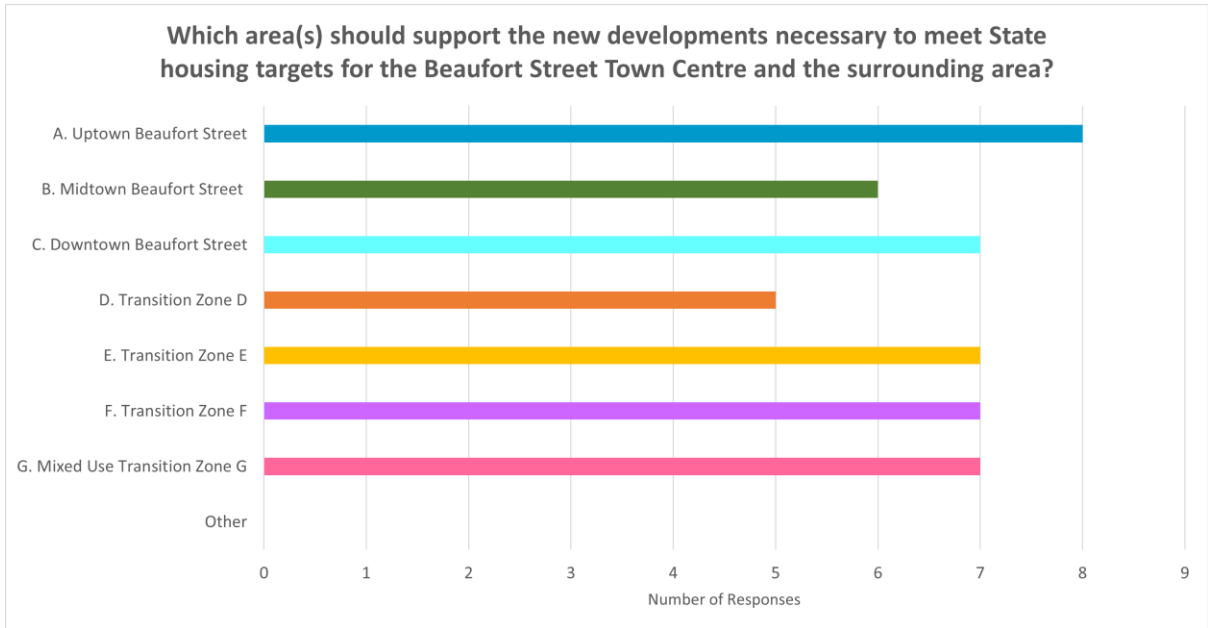


Figure 29: Design Survey (Short) Question 1 Results

The results are relatively evenly spread across the areas, indicating that some form of new development is supported in all areas. The results do show less support for new development in zone D, west of Beaufort street, indicating a desire to retain the existing single house character.

Question 2 (Short Survey) & 3 (Long Survey)- What Form of Development Are You Most Supportive of in Each of the Zones?

Respondents of both the short and long survey were asked to select the form of development they are most supportive of in each of the aforementioned zones. The forms of development and the zones can be seen below in figure 30.

The forms of development included: 1. Single House; 2. Terrace; 3. Low Rise; 4. Medium Rise, and; 5. High Rise.



Figure 30: Design Survey Question 2 (Short) & 3 (Long) – Development Form and Map

The results can be seen below in figure 31.

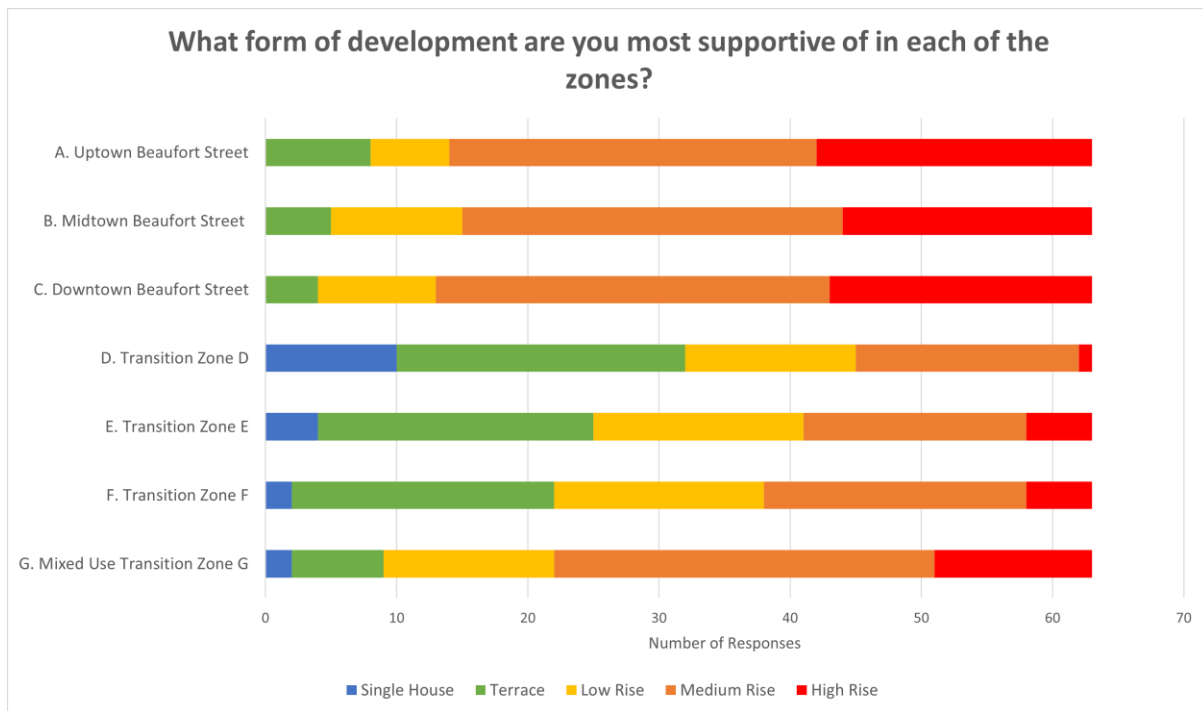


Figure 31: Design Survey Question 2 (Short) & 3 (Long) Results

These results indicate relatively strong support among respondents to medium and high density along Beaufort Street. However, this support does not extend to the rest of the zones. There is some support for low and medium rise in zones D, E and F, however the majority only support single and terrace housing. The zone with the least support for anything above terrace housing is zone D, west of Beaufort Street, which is home to a collection of single house development with strong character and amenity.

The results indicate strong support for medium (4-5 storeys) and high-rise (6+ storeys) development within the town centre boundary, along Beaufort Street. In the Transition Zones, there is strong support for terrace (2-3 storeys), low-rise (3-4 storeys) and medium rise development.

In Transition Zone D, there is a strong support for terrace development and a preference by some respondents for retention of single house character (1-2 storeys). In Mixed Use Transition Zone G there is strong support to step down heights from the town centre to medium rise and low rise.

Overall, there is an overall preference to contain medium and high-density development to the areas along Beaufort Street whilst maintaining the existing low-density character of the transition areas.

Question 3 (Short Survey) and Question 4 (Long Survey)- What Improvements Do You Want to See Prioritised in the Public Realm of the Beaufort Street Town Centre and Surrounding Area?

This was a mandatory question that asked respondents what improvements they want to see prioritised in the public realm of the Beaufort Street Town Centre and surround. This question was designed to capture public sentiment on which public realm improvements should be prioritised to understand where Vincents efforts will be most effectively directed.

A list of improvements was provided as options to choose from. Respondents were also allowed to select and specify 'other' improvements. This list included:

- Pedestrian crossings on Beaufort Street

- Vehicle traffic calming on Beaufort Street
- Public amenities such as parklets and public toilets
- Public art
- Street furniture such as lighting, bins or bike parking
- Meeting and civic places such as plazas
- Street greening such as trees and planting

Respondents of the short survey were not given a limitation on the number of improvements they could choose. Respondents of the long survey were asked to select just three improvements.

Due to an error during the survey design process, respondents of the long survey were not limited to three selections. As a result, nine responses were recorded that contained above or below three selections. To maintain the accuracy of the responses to the long survey, these nine responses have been added to the short survey results, which did not have a limit on the number of responses required.

For the short survey, 22 respondents chose 74 improvements. The results have been detailed below (figure 32).

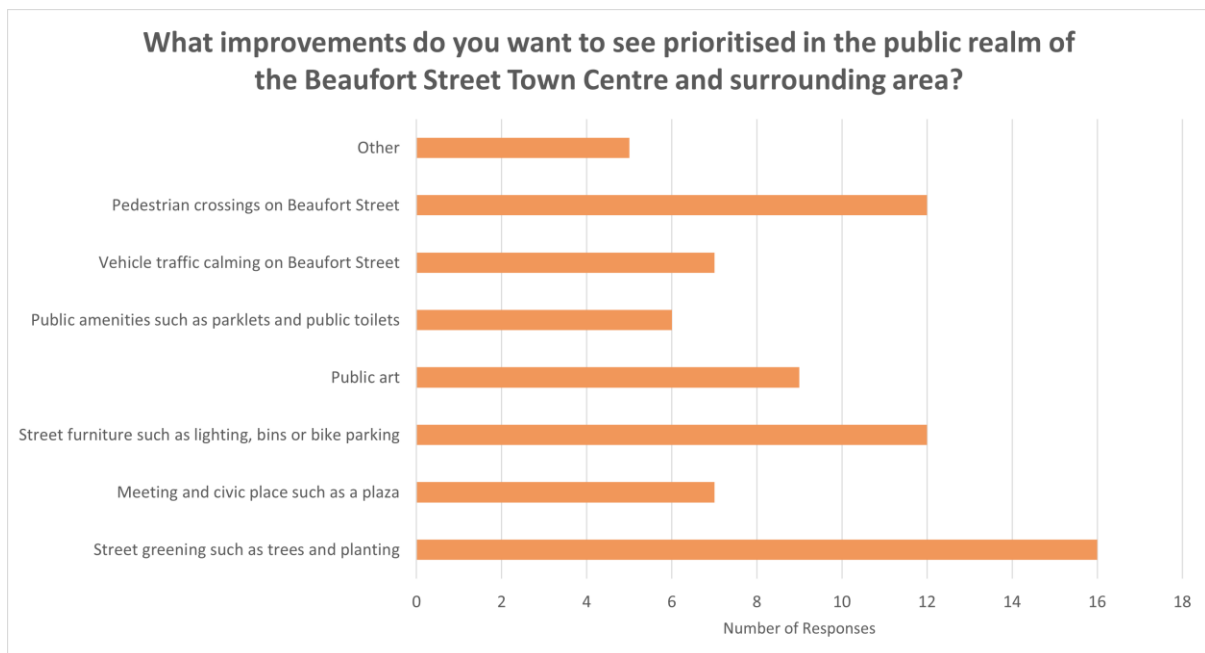


Figure 32: Design Survey Question 3 (Short) Responses

For the long survey, 41 respondents chose 123 improvements. The results have been detailed below (figure 32).

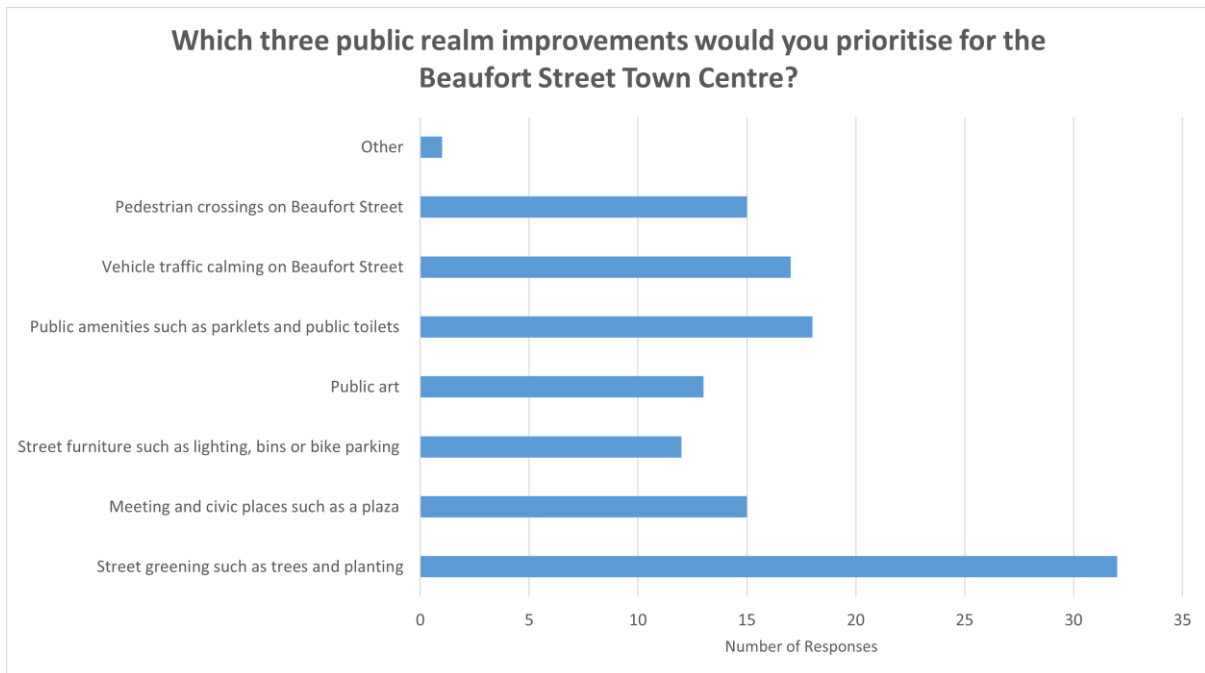


Figure 33: Design Survey Question 4 (Long) Responses

Both the surveys results show street greening as the most chosen improvement to be prioritised. 16 responses (21.6%) in the short survey, and 32 responses (26%) in the long survey, were allocated towards street greening.

In the short survey, street greening was followed by street furniture and pedestrian crossings as the most prioritised improvements, each with 12 (16.22%) responses. The remainder of the improvements received a similar number of responses, except for public art which received 9 (12%) of responses.

In the long survey, the responses were relatively evenly spread across the remaining improvements, with public amenities and vehicle traffic calming securing 18 (14.6%) and 17 (13.8%) responses respectively.

Both surveys allowed respondents to select 'other' public realm improvements. Six respondents selected 'other' and specified the following suggestions for 'other' improvements:

- Removing street parking to free up space for active transport, trees, footpath, etc.
- Active transport infrastructure.
- Graffiti management.
- Green spaces.
- Carpark and laneway improvements.

Question 5 (Long Survey)- Do You Have a Specific Location in Mind For Any/All the Improvements You Specified Above?

This was an optional question that asked respondents where specifically in the town centre and surrounds they would like to see the improvements selected in their responses to the previous question implemented.

50% of the long survey respondents identified a specific location they had in mind for the public realm improvements they selected.

Several respondents identified Barlee Street Carpark and Grosvenor Road between IGA and Elford as locations for public meeting and civic places such as a plaza/piazza with improvements such as greening, public amenities and art.

Some suggested all parking areas needed greening, public art and amenities improvements, with some emphasising the need is greatest in the Chelmsford Road Car Park and Hungry Jacks carpark. There were also suggestions for these carparks to be converted into public plazas that could host events, food truck and night markets.

Specific areas of Beaufort Street were identified for improvements. Some suggested improvements to street furniture, bins, bike parking, public amenities and pedestrian crossings between Harold Street and Chatsworth Road. Beaufort Street between Chatsworth Road and St. Albans Ave was identified for greening improvements. Another suggested there should be better pedestrian crossings near all bus stops.

Several respondents suggested side streets should be subject to improvements including raised plateau pedestrian crossings, street seating, better lighting and formalised street parking that features space for integrated tree planting. Conversely, one respondent suggested public realm treatments should only occur on Beaufort Street to avoid increased activity and noise on the side streets.

Specific areas were identified for traffic calming and improved/new pedestrian crossings including intersections between Beaufort Street and Chatsworth Road, Broome, Vincent and Harold Street.

One respondent suggested all blank walls should have murals on them to prevent graffiti.

Question 6 (Long Survey)- How Suitable Do You Feel the Following Community Benefits Are For the Beaufort Street Town Centre?

This was a mandatory question that asked respondents how suitable they feel certain community benefits are for the Beaufort Street Town Centre.

Across Perth, new planning frameworks are incorporating a Community Benefit Framework which will require developers to contribute to the improvement of a place. These benefits often include upgrades to the public realm or the provision of community spaces. The purpose of the question was to understand what benefits the community would deem appropriate.

A list of community benefits was provided for respondents. This list included:

- Greener and more sustainable building requirements
- Provision of more universally accessible homes (for the elderly, people with disabilities, etc.)
- Student housing, Key worker housing, Apartments designed for families and one bedroom
- Money provided for a general fund to contribute the improvement to the wider precinct.
- Developer provides for a minimum amount of affordable housing in partnership with a registered housing provider or not-for-profit organisation
- Provision of a pedestrian laneway
- Provision of additional open space such as a pocket park
- Community spaces

This question asked respondents to rate their opinion as either 'negative', 'neutral', 'positive', or 'unsure' in response to each of the above benefits. The results are detailed below in figure 34.

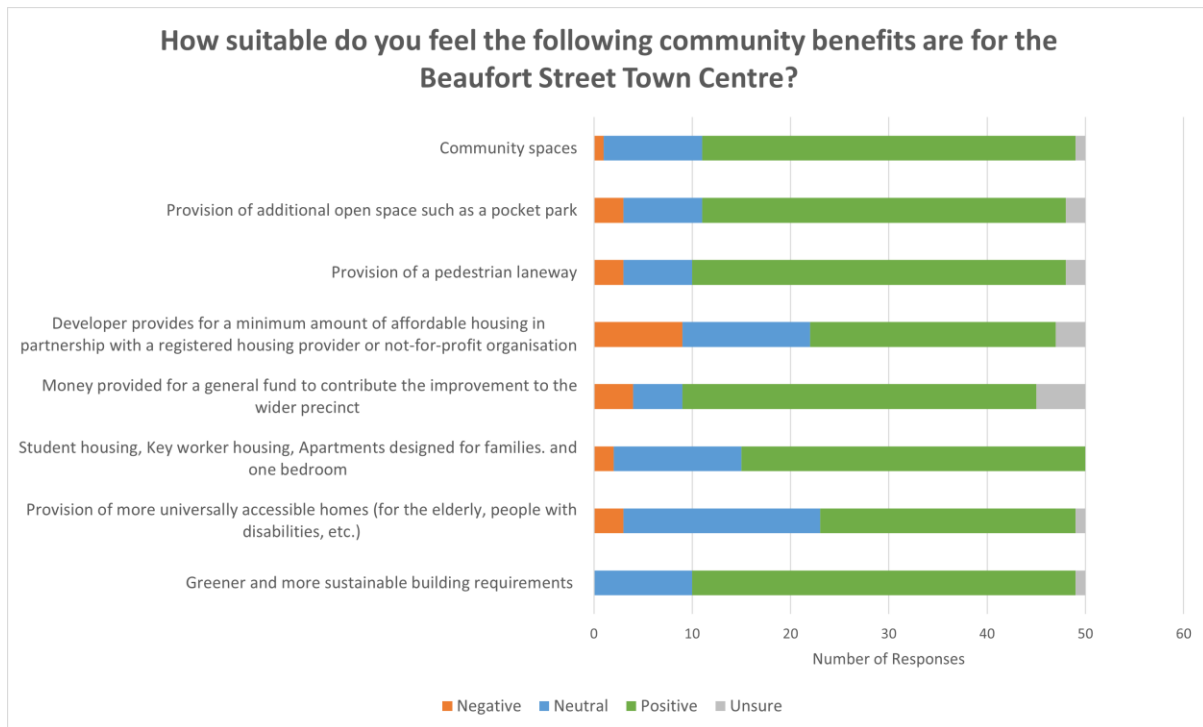


Figure 34: Design Survey Question 6 (Long) Results

The results indicated a generally positive response towards all community benefits. However, a significant amount felt negative about the provision of affordable housing, and many felt neutrally about the provision of universally accessible homes.

Question 4 (Short Survey) & Question 7 (Long Survey)- Do You Have Any Further Comments on the Beaufort Street Town Centre?

Explanatory sentence on purpose of question.

Some respondents raised the need for more outdoor dining options in the town centre, again suggesting converting the bus into more footpath for alfresco, parklets and slowing down traffic.

Many voiced concerns over the lack of retail, stressing the need to attract more to increase business diversity and fill the gap in opening hours between when cafes close and restaurants open.

One respondent stressed the importance of ensuring existing residents are not impacted by the expansion of commercial land uses.

There were calls for increased densification, with many comments relating to how this density is implemented. Some indicated there is a need for greater densification outside of the Town Centre in areas like Walcott Street, while other suggested densities should only be increased along Beaufort Street.

Many emphasised the need for future development to be respectful to the existing character of the surrounding residential area. Similarly, some called for better transitions from high density to medium and low density to improve aesthetics and reduce impacts such as noise and overshadowing. One respondent warned against rezoning any areas that are unlikely to be amalgamated to avoid low quality outcomes and inconsistent densities.

There were comments praising private lane developments such as Alexander Buildings Arcade and Beaux Lane. Some advocated for protecting the well utilised existing right of way network from redevelopment.

There were concerns over the prevalence of ‘inappropriate’ and ‘unhealthy’ land uses in the town centres, with suggestions that businesses such as fast-food drive throughs, vape shops and petrol stations should be prohibited within the town centre and within proximity of sensitive land uses such as surrounding schools and childcares.

Regarding parking, some respondents commented on a lack of available street parking capacity due to the demand of visitors to the town centre, while others expressed a desire free or less expensive parking.

Some comments advocated for reducing traffic volumes on Beaufort Street and the occurrence of ‘rat running’ on side streets. One comment stated Beaufort Street prioritises cars above pedestrians, and until that changed, the town centre could not improve.

There was an emphasis on making Beaufort Street more pedestrian friendly, with some again suggesting reducing the number of lanes to improve the pedestrian and alfresco experience of Beaufort Street. One respondent advocated for the protection of the existing right of way network, which they said was well utilised by the community, from redevelopment.

Comments reflected a desire to see more ‘beautification,’ improved lighting, parklets, and daytime activity within the town centre. One respondent said the Beaufort Street community has a village mindset and strong sense of community that will benefit from the provision of more meeting and civic places.

Another respondent advocated for more public art in the town centre and a streamlined art selection process with prioritisation of local artists with genuine connection to the area. Several comments addressed the placement of E-Scooters, stating they are currently left in unsightly, disruptive and dangerous locations.

The comments reflected a desire for stronger enforcement of the smoke free town centres, and respondents noted large number of smokers outside pubs resulting in cigarette butts littering the pavement.

Other comments included a desire to bring back the Beaufort Street event as it attracted many people to the area. Other comments included suggestions that Vincent should collaborate more with the City of Stirling.

4.0 Conclusion

Vincent undertook a community engagement program for the BSTCPF between 15th of March and 16th of July 2024. The program was communicated through Imagine Vincent, letters to residents and ratepayers, Vincent’s Business eNews, speaking to business owners and managers, posts on Vincent social media accounts and advertising on RTRFM.

Vincent ultimately received 171 survey responses and 45 attendees at the workshops. Figure 35 summarises the survey respondents relationship with the town centre. Similar data was not captured from the workshop attendees.

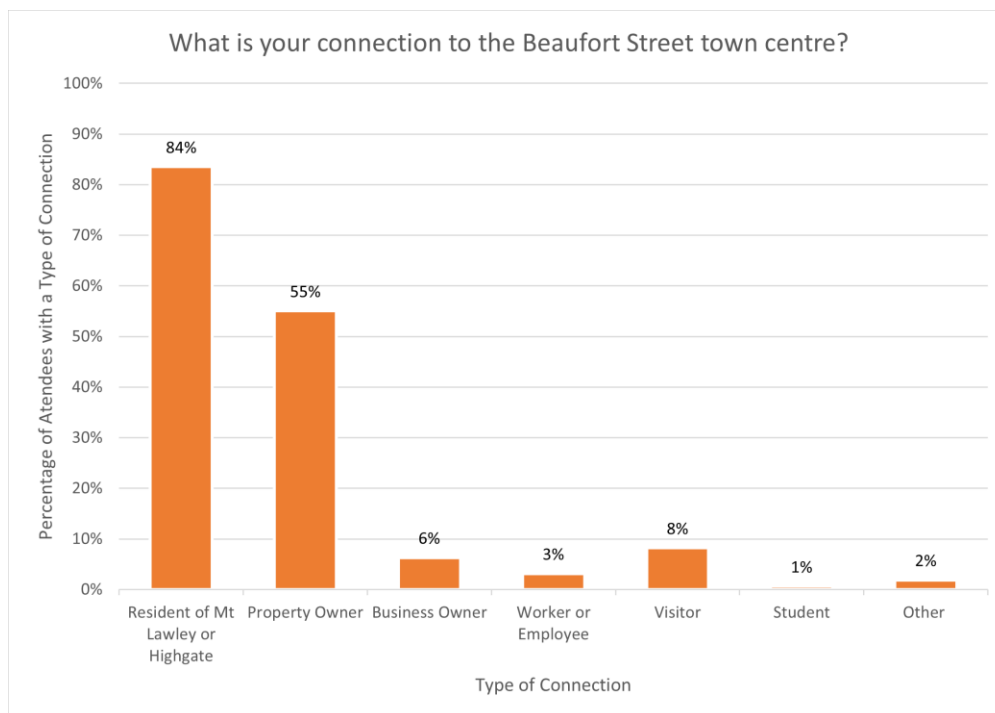


Figure 35: Combined Visioning & Design Survey Respondent Demographic Data

The visioning phase sought to determine a vision for the future of the Beaufort Street Town Centre. Respondents highlighted a clear vision of Beaufort Street as a vibrant, safe, and walkable community hub. There is a strong desire for the BSTCPF to enhance pedestrian and traffic safety, improve public transport and create inviting public spaces. The importance of a diverse and resilient business community was also emphasised.

The design phase of engagement went into greater detail regarding development outcomes, streetscape design and community benefits. There was an emphasis on the need for public realm improvements such as urban greening and minor streetscape improvements including street greening and pedestrian crossings.

Participants were generally supportive of medium density and high-density development on Beaufort Street whilst in the surrounding residential area, residents were supportive of terrace housing, low rise and medium rise housing. There was an emphasis on height transitions and development that is sympathetic to the existing surrounding residential context.

Throughout the community engagement program, Vincent heard common sentiments about the areas that participants feel the BSTCPF should address. Public spaces were rated as the most

important factor for an ideal neighbourhood but currently have the worst performance rating, with a significant disparity between their importance and quality.

High traffic volumes were cited as a major issue, negatively impacting pedestrian safety, noise levels, and overall quality of life. Attendees and respondents consistently called for better pedestrian and active transport infrastructure. Community comfort and safety were highly important but are currently underperforming. There were many concerns about safety and comfort in the neighbourhood.

4.1 Key Learnings

35 people attended the Visioning Workshop, while only 10 attended the Design Workshop. This was a significant drop off in attendance and potentially represents a significant loss in interest in the project. Whilst there was no formal evaluation form handed out for attendees to review the Visioning Workshop, the verbal feedback received was generally positive. This suggests that in future, more needs to be done to maintain the community's interest in engagement across multiple workshops.

Business owners made up 6% of the survey engagement audience and were underrepresented when considering their stake in the project. In future engagement programs, there could be a separate engagement activity, catered specifically towards business operators, that is better suited towards their hours of operations.

Visitors made up 8% of the engagement audience and were underrepresented when considering the importance of visitors to the town centre economy. In future, more efforts could be made to advertise the engagement to visitors. Since the City has no contact details for visitors, efforts to attract more visitors to the engagement could take the form of on-site advertisements in the town centre featuring links to Imagine Vincent.

As part of their response in the Design Workshop evaluation form, one attendee suggested an email sent out before the workshop outlining the agenda and activities would have been useful. This is a great idea and should be considered for future engagement so attendees can come to engagement sessions prepared with ideas and questions.

4.2 Next Steps

The intent of the community engagement program was to capture the community's vision for the Beaufort Street Town Centre and incorporate as much of this vision as possible into the BSTCPF. The Program set out to understand the community's current concerns and vision for the future of Beaufort Street.

In writing the BSTCP, there will be a high level of regard to the concerns and aspirations of the community, and feedback will be provided to the community about how public input influenced decision making.

The BSTCPF will function in two parts.

- **Part 1: Private Realm** will function as a Local Planning Policy (LPP) in accordance with the Planning and Development Act 2005 (P&D Act). This section articulates the preferred design outcomes for the precinct area by providing design guidance. The principles guide contemporary built form and deliver a wide range of outcomes through new development and urban renewal. The engagement feedback highlights the importance of promoting high quality, sustainable development that respects the exiting character of the town centre and

surrounds. Participants stressed the need for new development making a positive contribution to the public realm.

- **Part 2: Public Realm** will take the form of a Place Plan. This section provides a filter for the place-based initiatives within Vincent's suite of informing strategies and plans, and directly informs the Community Benefit Framework (CBF). The Place Plan will have a five-year lifespan. At the conclusion of the Place Plan, the City will undertake a Major Review and draft a new Place Plan for a further five-year period. The feedback highlights many areas where improvement is required for place-based initiatives to address including public realm improvements, creating small-scale urban public spaces and addressing traffic related issues including congestion, pedestrian safety and the dominance of private motor vehicles over other alternative forms of transportation.

Vincent will develop the draft Planning Framework and Place Plan for Council to endorse for formal advertising.

Formal advertising will include publishing the draft report on the Imagine Vincent website along with a 'did we get it right' survey for the public to provide feedback.

Vincent will make changes as required and Council will consider the final Planning Framework and Place Plan at an Ordinary Council Meeting.

5.0 Appendices

Appendix A – Visioning Workshop Table Activity Photos

Activity 1 - Where is the Heart?

Activity 3.1 - Opportunities and Constraints: Transport

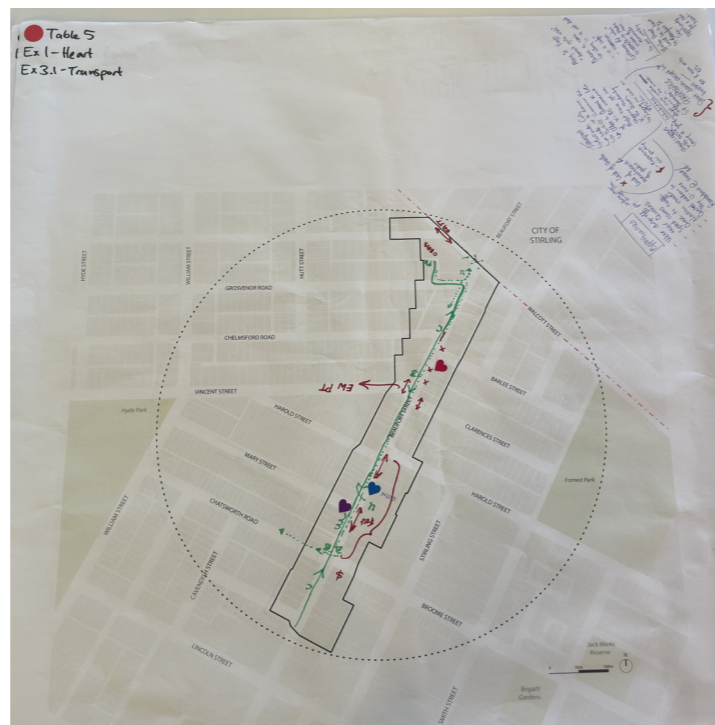
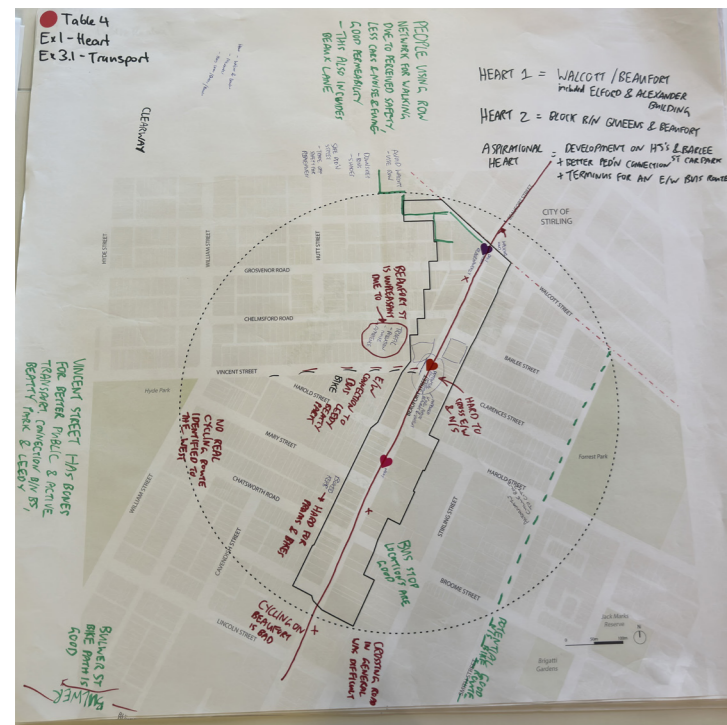
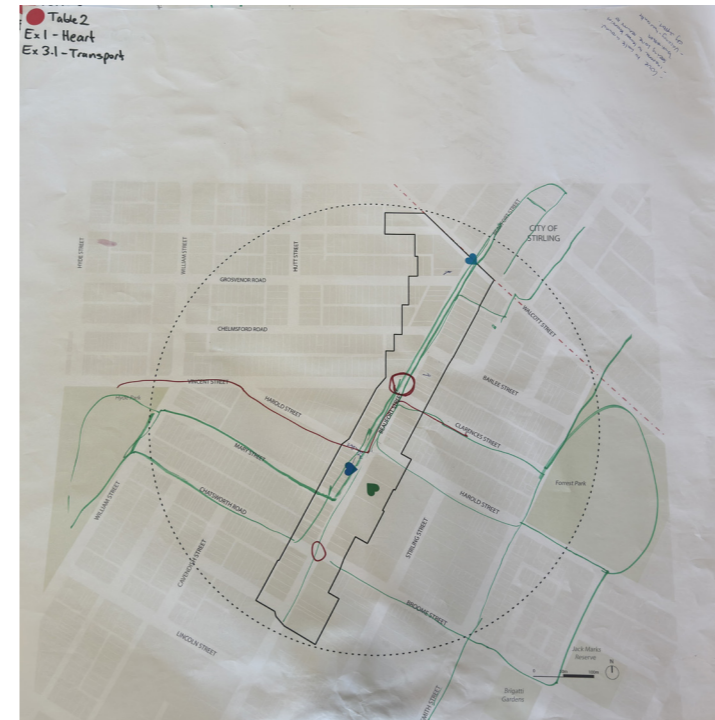


TABLE 1 SATYA

- walkability - greenery, trees, shade - mix of shops, bars, resto - interesting development
- mix of spaces - more jobs for local workers
- more density - eg. hotel - more people on the ground plane
- less reliance of the visiting economy.

GOOD EXAMPLES

- Redfern - Melbourne, NZ - pedestrian plaza
- Newtown
- Surry Hills
- Bourbon St, New Orleans
- Hill's Kitchen, NY
- Ligon Street

POINTS

- B5's brand is bigger than its performance.

E3 OPPS & CONS TRANSPORT

- crossing points are needed at Harold/Vincent - interesting development

Public realm

- Bradford Pear & Plane trees are good but saplings need protection (constraining)
- visual pollution from signage company (no smoking)
- more bins for litter
- designate spots for smoking

Turny places

- green spots = good

CONSTRAINING

- affluence (cost)
- lack of population
- dual character
- weekend only

STEP-MICHAEL

Appendix A – Visioning Workshop Table Activity Photos

Activity 2.1 - What are the most important factors/elements/themes to you when describing your ideal neighbourhood?

Activity 2.2 - How is the Beaufort Street Town Centre and surrounds currently performing?

Activity 2.3 - What do you see as the key priorities for making the Beaufort Street Town Centre and surrounds a better place over the next 15 years?

Q2-3.

“The Beaufort St brand is stronger than its performance.”

- The fact that its a cleanway makes it a ghost town.
- No train
- Alfresco needs to be used a lot more.
- Lady is doing alfresco better - slower traffic environment - till 11am
- Median trees lifting up the median, creating accessibility issues.
- Not enough pedestrian mid-block crossings.
- Under-used in the midtown. This is a good place for “essential services” eg supermarket.
- There should be residential above supermarket.
- Local catchment is too low.
- Risks, costs of development is very high.
- It does appear to feel safe, eyes on the street.
- Keep lights on at night (shops).
- Utilise Beaufort St as an events space. Doesn't just have to be for young people. eg. outdoor dining, markets.
- More development in the laneways, eg. cafes etc. Not just art.

2.1. **TABLE 2 - JOSLIN**

- Proximity to good restaurant + cafe.
- good public transport.
- Lorey Park - Hyde Park.
- Accessible location, well located for density.
- attractive for diversity in density.
- improved safety - graffiti, laneway quality issues, lighting lacking.
- improved cycling routes / pedestrian. - manage scooters + bikes.
- increased response time to graffiti - if we remove quick can detect.
- community spirit.
- public spaces - increased community events - not limited to just christmas + seasonal events.
- accessibility is important.

2.2.

- lost culture with Asian grocer on Herold closing
- need more diverse/unique to bring culture, community
- don't want to see generic big bar brands.
- Attract independent
- Prohibit consulting rooms on ground floor.
- lacking vibrancy because of no alfresco dining
- have to travel outside suburb for asian grocer. Unique waves.
- could reclaim footpath for alfresco dining
- On street parking barrier.

2.3.

- more density. - bring more people in.
- high vacancy/prime location - to make viable we need to bring people in. how can we support businesses investing in.
- even attention/investment in all 3 centres. eg. Unkangary, Vic Park.
- need to invest in all parts of Beaufort street.
- maintain community by investing in activation and parking.
- CAT bus East/West connecting through area.

- Look into child health clinic. Cleanse street.
- Public toilets missing from area - opportunities
- Low/high no issue.
- Vincent difficult.
- Brisbane/Gawler lights
- no left out now will divert to many
- increase intervention to reduce safety problem don't exist

2.1.1

- Safety - well lit areas, ramps, CCTV, open shopfronts (blinds/roller shutters) → CROSSINGS
- Pedestrian activated crossing → break up traffic, road markings - see crossing on map - safety from cars
- ↳ Safety of runoff streets
- Quiet hours at night (business closure)
- Interface between resi / non resi → transition between commercial/residential
- Clean areas.

2.2.2

- Busy → Empty → Busy - cycle
- Local services are missing → Modes, split of Vincent st.
- ↳ Prefer independent small shops to franchises (diversity of businesses)
- Prem movement
- Scooters in the way.
- Parking → for visitors visiting very hard - event parking

2.3.3

- ↳ Lack of public space, parks, BBQ fenced park → Community event space.
- ↳ Alfresco dining → careful with alcohol/pollution. nil setback? use of ppl, street setback.

TABLE 3 - ELLIS

1) **TABLE 4 - EAMONN**

*** WALKING / CYCLING PROXIMITY TO AMENITIES & FACILITIES**

*** SLOW TRAFFIC & LESS TRAFFIC**

STREETS FOR PEOPLE

- * NOT A PARKING LOT
- * TREES EVERYWHERE
- * CLEAN & COMMUNITY
- * SAFE - RANGER & POLICE PATROL,
- * BETTER E/W CONNECTION / CONNECTIVITY
- * IMPROVED TRANSITION B/N RESIDENTIAL & COMMERCIAL
- * COMMUNICATION & PLANNING B/N TENANTS & RESIDENTS
- * MORE EVENTS & ACTIVATION

WALKABILITY - PRETTY GOOD NETWORK

↳ ISSUES - ~~NO~~ SIGNS & NARROW FOOTPATHS ON BEAUFORT STREET

CYCLING - VERY POOR - NO E/W CONNECTION - NO OBVIOUS N/S CANN

HEAT ON EASTERN SIDE IN SUMMER

WIDE MEDIAN, SINGLE LANE TRAFFIC - GOOD FOR TREE'S

LITTER FROM SHOPS ONTO SIDE STREETS

PLAQUE BOXES - BARRIER FOR PED SAFETY

SILVER BULLET'S

- LESS CARS
- MORE SHADE

IMPROVE REAR STREET FORM OF NEW BUILDINGS - HOW DO THEY INTERACT WITH EXISTING

Michelle D'Almeida, Phil Payne, Amanda Payne, Pam Heston

Table 5 - James

11.5k parking @ 2020, Planning - Place 210

Ideal Neighbourhood

- Free PT
- Iconic places to visit
- Preserves slow traffic speeds
- High foot traffic
- Artwork & Artists
- Well maintained
- Well lit
- Safe - Policed - Cameras
- Bins + A monthly containers for change.
- Linework & Canopy Cover.
- Venues + Local shops + Late night + Day + Active 7 Days
- Alfresco dining to activate the space
- Has a common space to meet + congregate

Beaufort St CURRENT

- Traffic is not slow & is thoroughfare.
- Not enough easy access. Not exist.
- Long term vacancy
- Empty shops
- Lack of diversity in shops/uses
- High turnover of shops
- Maintenance of assets - signs, graffiti - strikes
- Footpaths are unclean
- Rubbish from tenancies eg Messina
- Does have good access to services & shops
- Trees in middle of road damage. Lack of tree in middle.
- Public Urination
- Lanes are badly lit

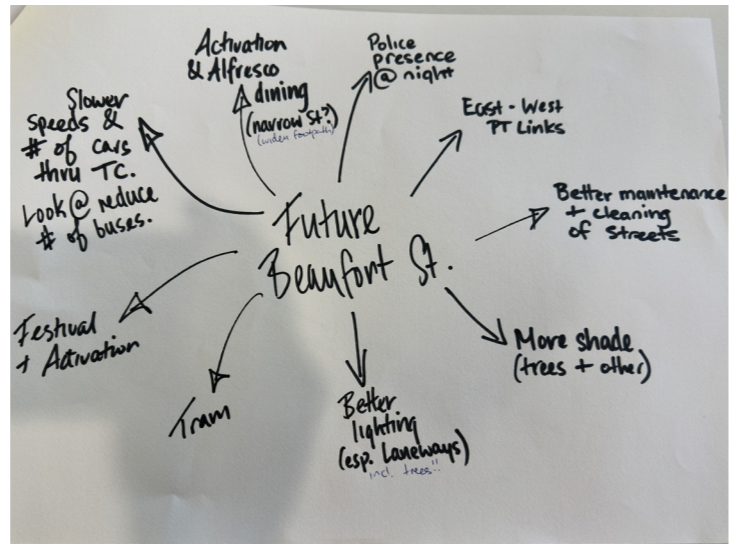
Carol For + Forward

Appendix A – Visioning Workshop Table Activity Photos

Activity 2.1 - What are the most important factors/elements/themes to you when describing your ideal neighbourhood?

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What is dependent on the person who

F2: Vision

2.1 - shade of trees
 - Police presence → walkway route
 - Good mix of social spaces → certain businesses dominating over others
 - Public transport route east + West
 - catbus extension

2.2 - Vicar street intersection (road network improvement) - patchy trees all the street
 - good bones - flexibility is needed as it can improve community + mobility
 - Diversity - streetscape palette

2.3 - Tree canopy - space in the public realm - public art
 - all leads to community

TABLE 6 - MICHAEL

→ 2.1

More open space
 Walkability
 Activities - M cup day ex. Pedestrians dominated, stalls, bar hopping. Bring back BS Festival. Promote business.
 Community feel - welcoming.
 One off/annual events - activate the area.
 Art ride - art festivals
 No more blank walls
 Small alley ways - esp. dense w. shops + opps to go there.
 Connection to the street through frontages/opening/alfresco/pockets.

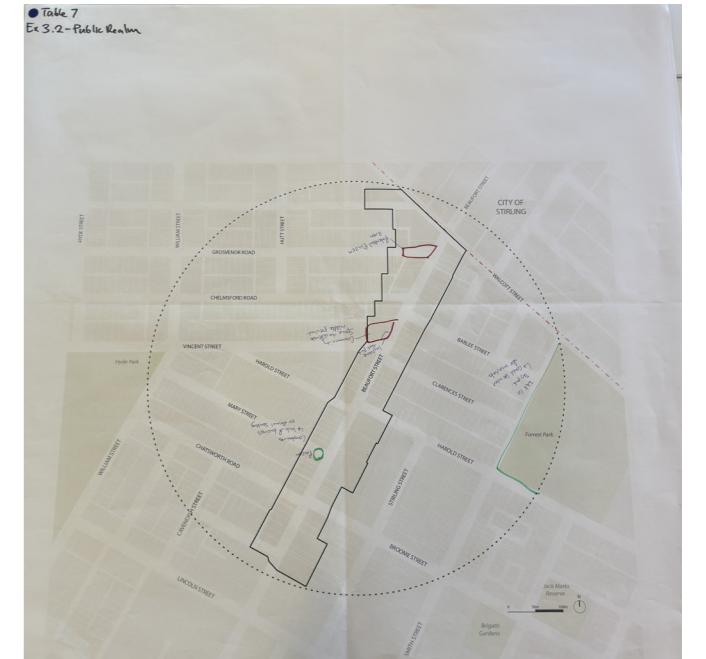
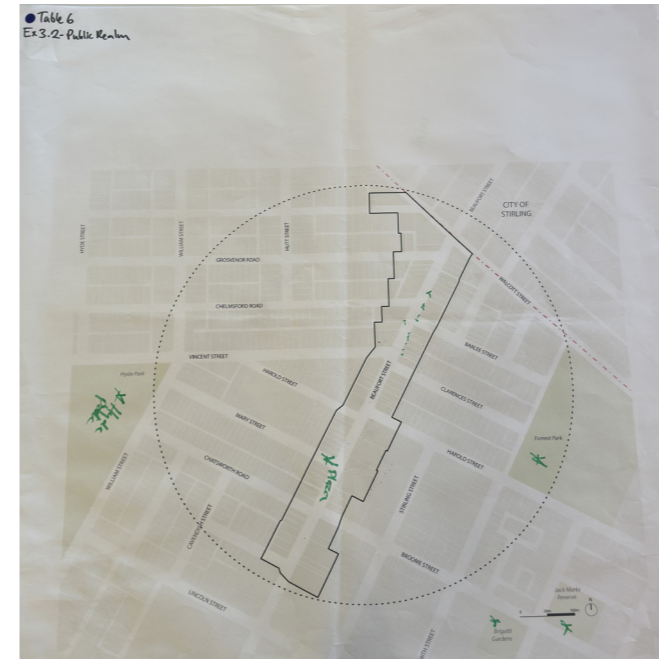
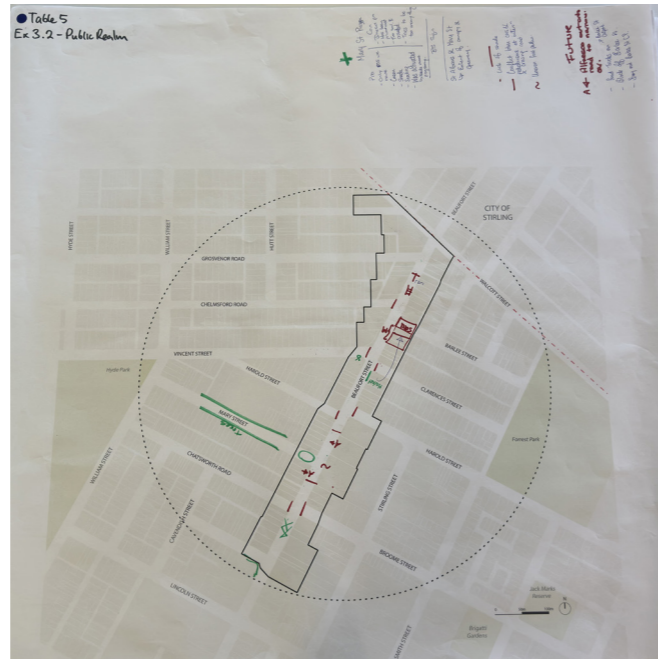
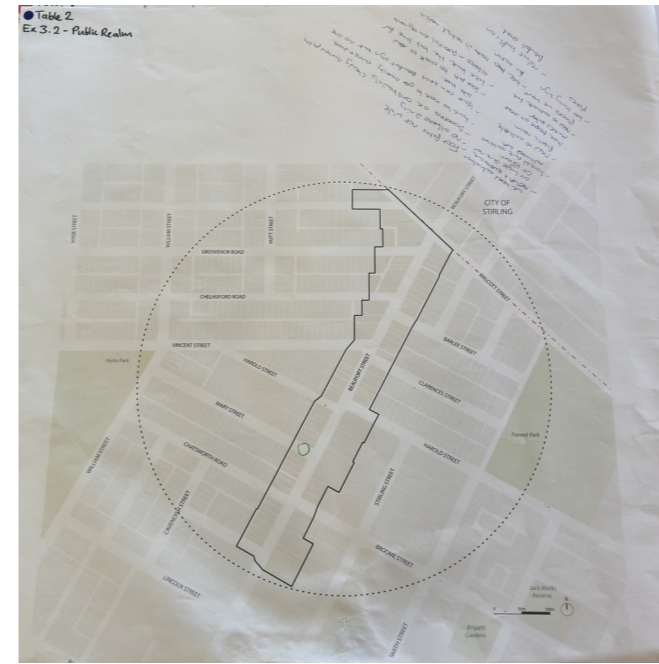
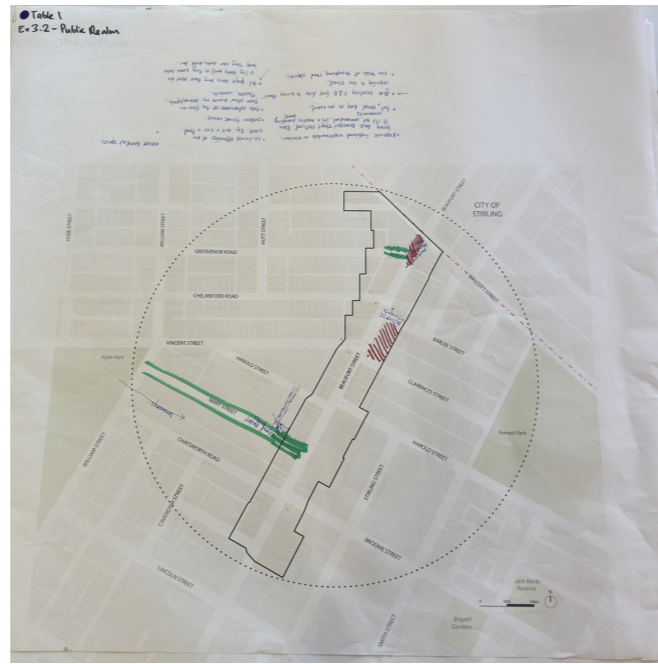
Alfresco - pizza feel
 Shelter - awnings
 Business diversity - risk of becoming all hairdressers / nail salons
 Trees on benches good.
 Street ups good for diversity.
 Heritage + history - incorporate it into business - reflection of history.
 Hide in the wall / cute bars / restaurants - Mystery.
 Capitalise + preserve heritage.
 Celebrate history.

Landmarks
 Late night food offerings.
 Density of late night venues.
 Cafe alfresco
 Collective - support pop up shops at pavement circular building
 Lo free - write.
 Lo artists
 Change higher rates for volume

More events: Bring back BS Festival
 More density + diversity of businesses -
 Alley ways are a great way to
 or venues.
 Walkability.

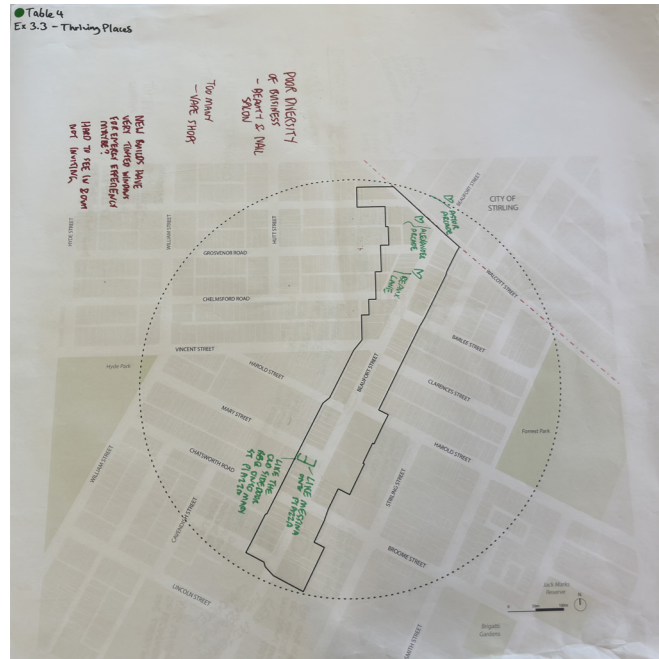
Appendix A – Visioning Workshop Table Activity Photos

Activity 3.2 - Opportunities and Constraints: Public Realm



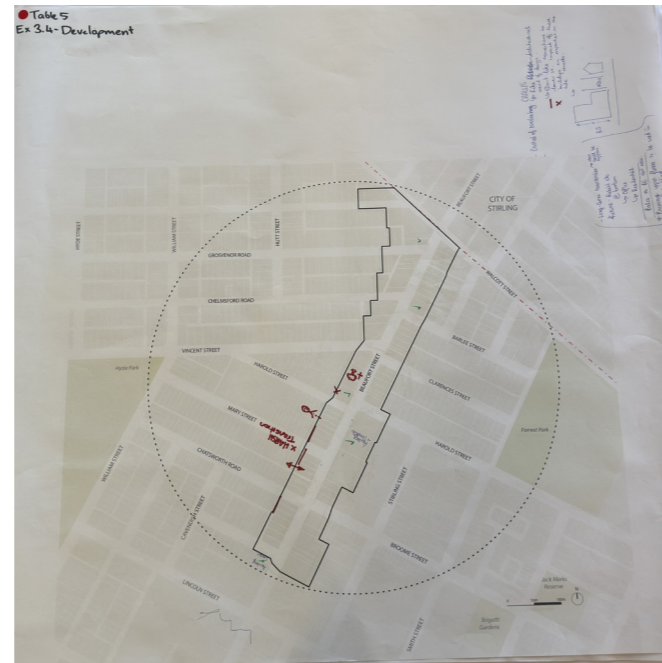
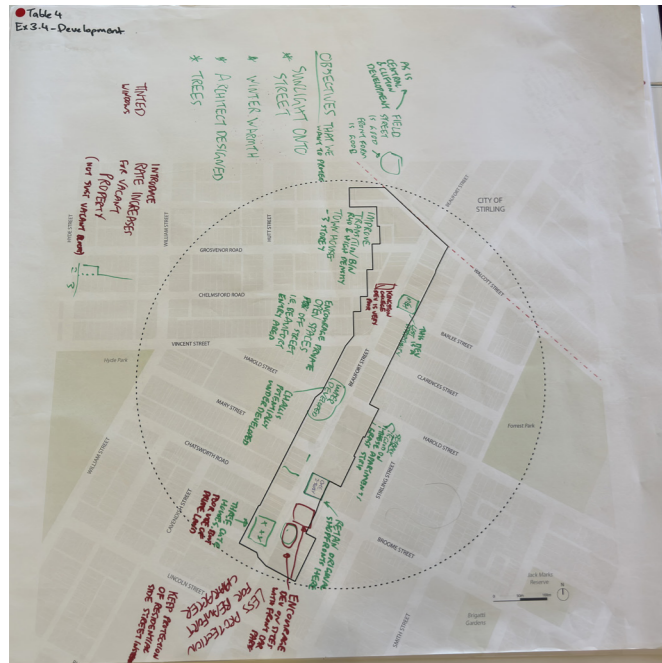
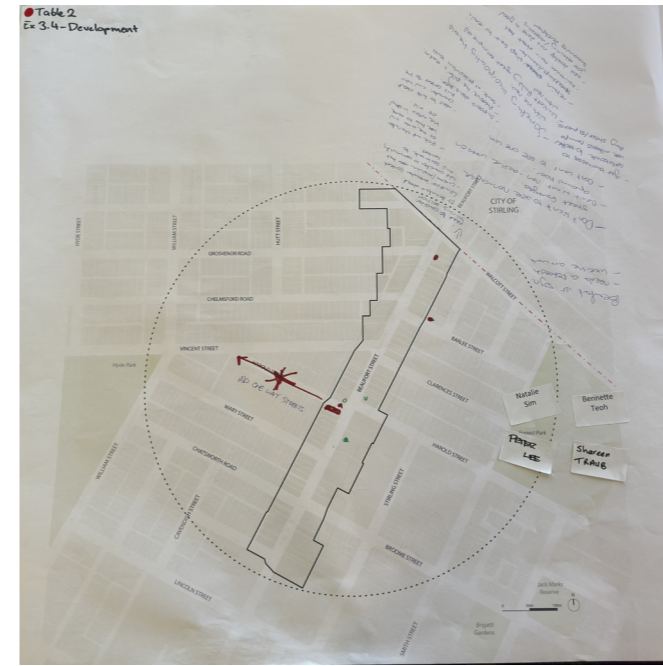
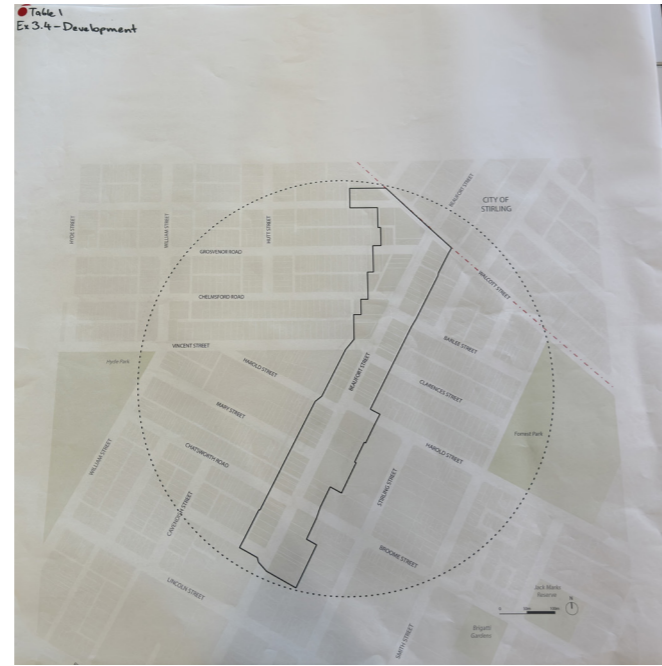
Appendix A – Visioning Workshop Table Activity Photos

Activity 3.3 - Opportunities and Constraints: Thriving Places



Appendix A – Visioning Workshop Table Activity Photos

Activity 3.4 - Opportunities and Constraints: Development



3.4

Adaptives on all building
 Plan for future development
 - ie use the (unit) room
 - plan for the future (not today)
 - story of water
 - sustainability
 - solar panels for energy
 - accessible for community

What should be retained?
 - heritage development

3.4

- adaptive use of joint facility
- water cycle solutions
- new buildings should be different & unique but future proofing

Ex 3.4 - Development

Character - more controls on street character.
 Visual permeability + addressing the streetscape
 Chalk - style - not much character at ground level
 good glass facade, not good, boring, character
 struggles with personality.

Greening - more conditions that assume having compliance following up on planting conditions.
 For character, we want get character like the greens so offset with greening.

Set backs - consistency is a problem
 incentives for height - willing to accept with good trade offs.
 warm colours: + cool facades.
 2 bays per apartment.
 Apartment car parks with sufficient visitors parking.
 No reliance on off site parking.
 Particles: Emphasis on site street away from BS. More

Appendix B – Design Phase: Pedestrian and Lighting Audit and Character Walkshop Results

Group 1				
LOCATION 1: BEAUFORT ST BETWEEN BARLEE & VINCENT ST				
	N/A			
Street Lighting			X	
Ambient Lighting				X
Pedestrian Clearway		X		
Footpath Quality			X	
Crossings				X
Shelter				X
Greenery				X
Street Furniture				X
Amenity				X
Overall Safety & Comfort				X
Insert Your Own:				

Comments:
Not legible
Better segregation, perhaps planter boxes between footpath & road

Group 1				
LOCATION 2: BEAUX LANE				
	N/A			
Street Lighting		X		
Ambient Lighting		X		
Pedestrian Clearway		X		
Footpath Quality		X		
Crossings	X			
Shelter		X		
Greenery		X		
Street Furniture	X			
Amenity		X		
Overall Safety & Comfort		X		
Insert Your Own:				

Comments:
Fantastic environment
Particularly like the "connection" to the rear

Group 1				
LOCATION 3: RAGLAN RD CARPARK				
	N/A			
Street Lighting				X
Ambient Lighting				X
Pedestrian Clearway				X
Footpath Quality				X
Crossings				X
Shelter				X
Greenery			X	
Street Furniture	X			
Amenity				X
Overall Safety & Comfort				X
Insert Your Own:				

Comments:
Better than location 1 but not great
Not good for pedestrian movement

Group 1				
LOCATION 4: ALEXANDER BUILDINGS ARCADE				
	N/A			
Street Lighting		X		
Ambient Lighting		X		
Pedestrian Clearway		X		
Footpath Quality		X		
Crossings	X			
Shelter		X		
Greenery		X		
Street Furniture		X		
Amenity		X		
Overall Safety & Comfort		X		
Insert Your Own:				

Comments:
Fantastic
Like the connection between Beaufort St & the rear

Group 1				
LOCATION 5: GROSVENOR RD				
	N/A			
Street Lighting		X		
Ambient Lighting		X		
Pedestrian Clearway			X	
Footpath Quality		X		
Crossings		X		
Shelter			X	
Greenery		X		
Street Furniture		X		
Amenity		X		
Overall Safety & Comfort		X		
Insert Your Own:				

Comments:
Like integration alfresco dining & footpath

Group 1				
LOCATION 6: LOUIS LANE				
	N/A			
Street Lighting		X		
Ambient Lighting		X		
Pedestrian Clearway		X		
Footpath Quality		X		
Crossings	X			
Shelter				X*
Greenery		X		
Street Furniture		X		
Amenity		X		
Overall Safety & Comfort		X		
Insert Your Own:				

Comments:
*Once vines grow will have sun shelter, but not equipped for rain

General Comments
Right of ways identified as an asset in context study. They provide valuable pedestrian/bicycle amenity to the community. Would prefer them to be preserved or enhanced when area developed.

Group 2				
LOCATION 1: BEAUFORT ST BETWEEN VINCENT & HAROLD ST				
	N/A			
Street Lighting		X		
Ambient Lighting			X	
Pedestrian Clearway		X		
Footpath Quality		X		
Crossings				X
Shelter				X
Greenery			X	
Street Furniture			X	
Amenity				X
Overall Safety & Comfort			X	
Insert Your Own:				
Hungry Jacks				X
Scary Dark Spots			X	

Comments:

Group 2				
LOCATION 2: HAROLD ST				
	N/A			
Street Lighting			X	
Ambient Lighting			X	
Pedestrian Clearway			X	
Footpath Quality			X	
Crossings				X
Shelter			X	
Greenery		X		
Street Furniture			X	
Amenity				X
Overall Safety & Comfort				X
Insert Your Own:				
Cloud 9				X
Back of Cloud 9				X

Comments:

Group 2				
LOCATION 3: MARY ST				
	N/A			
Street Lighting		X		
Ambient Lighting		X		
Pedestrian Clearway		X		
Footpath Quality		X		
Crossings		X		
Shelter		X		
Greenery		X		
Street Furniture		X		
Amenity		X		
Overall Safety & Comfort		X		
Insert Your Own:				

Comments:

Group 2				
LOCATION 4: BEAUFORT ST BETWEEN MARY ST & CHATSWORTH RD				
	N/A			
Street Lighting		X		
Ambient Lighting		X		
Pedestrian Clearway		X		
Footpath Quality		X		
Crossings				X
Shelter		X		
Greenery			X	
Street Furniture			X	
Amenity			X	
Overall Safety & Comfort			X	
Insert Your Own:				
Bus port outside Molly's				X
Crossing from Brisbane St to Chatsworth Rd				X
Wilson Parking				X

Comments:
Wilson parking is ugly and unkempt.

Group 2				
LOCATION 5: KAADADJINY LANE				
	N/A			
Street Lighting		X		
Ambient Lighting		X		
Pedestrian Clearway		X		
Footpath Quality		X		
Crossings	X			
Shelter	X			
Greenery			X	
Street Furniture	X			
Amenity		X		
Overall Safety & Comfort		X		
Insert Your Own:				

Comments:
Blue mural is amazing!
Beyond the mural part is dark, graffitied and scary.

Group 2				
LOCATION 6: KAATA LANE BETWEEN CLARENCE & HAROLD ST				
	N/A			
Street Lighting		X		
Ambient Lighting		X		
Pedestrian Clearway		X		
Footpath Quality		X		
Crossings		X		
Shelter	X			
Greenery				X
Street Furniture				X
Amenity			X	
Overall Safety & Comfort			X	
Insert Your Own:				

Comments:

General Comments

Appendix D- Design Workshop Evaluation Form

City of Vincent Community Engagement Evaluation Survey					
Beaufort Street Town Centre Planning Framework					
12-Jun-24					
Workshop Content	Very Relevant	Somewhat Relevant	Neutral	Not Relevant	
	9	1	0	0	
Workshop Presentation	Yes	No	50/50		
	10	0	0		
Engagement and Interaction	Yes	No			
	10	0			
Workshop Format	Excellent	Good	Fair	Poor	
	7	3	0	0	
Overall satisfaction with workshop	Very satisfied	Satisfied	Neutral	Dissatisfied	Very dissatisfied
	7	2	0	0	0
How did you hear about us	Email	CoV Website	Word of Mouth		
	4	4	1		
Comments					
Thank you for engaging and positive experience. Appreciate the context setting within broader state planning framework.					
Good venue, friendly and collaborative site. Constructive rather than complaining.					
Fantastic engagement opportunity with lovely facilitators.					
Satya was an excellent facilitator.					
Pace felt relaxed. Could fit more in.					
Amazing work Cam, Michael and Satya. Great presentation and explanation.					
Probably too much food.					
I feel the staff were fully engaged and genuine to understand, consider and relay our views and experience. Feel glad to contribute.					
Perhaps more notes on the email for the event discussing ideas.					