



Great Eastern Highway

Urban Corridor Strategy



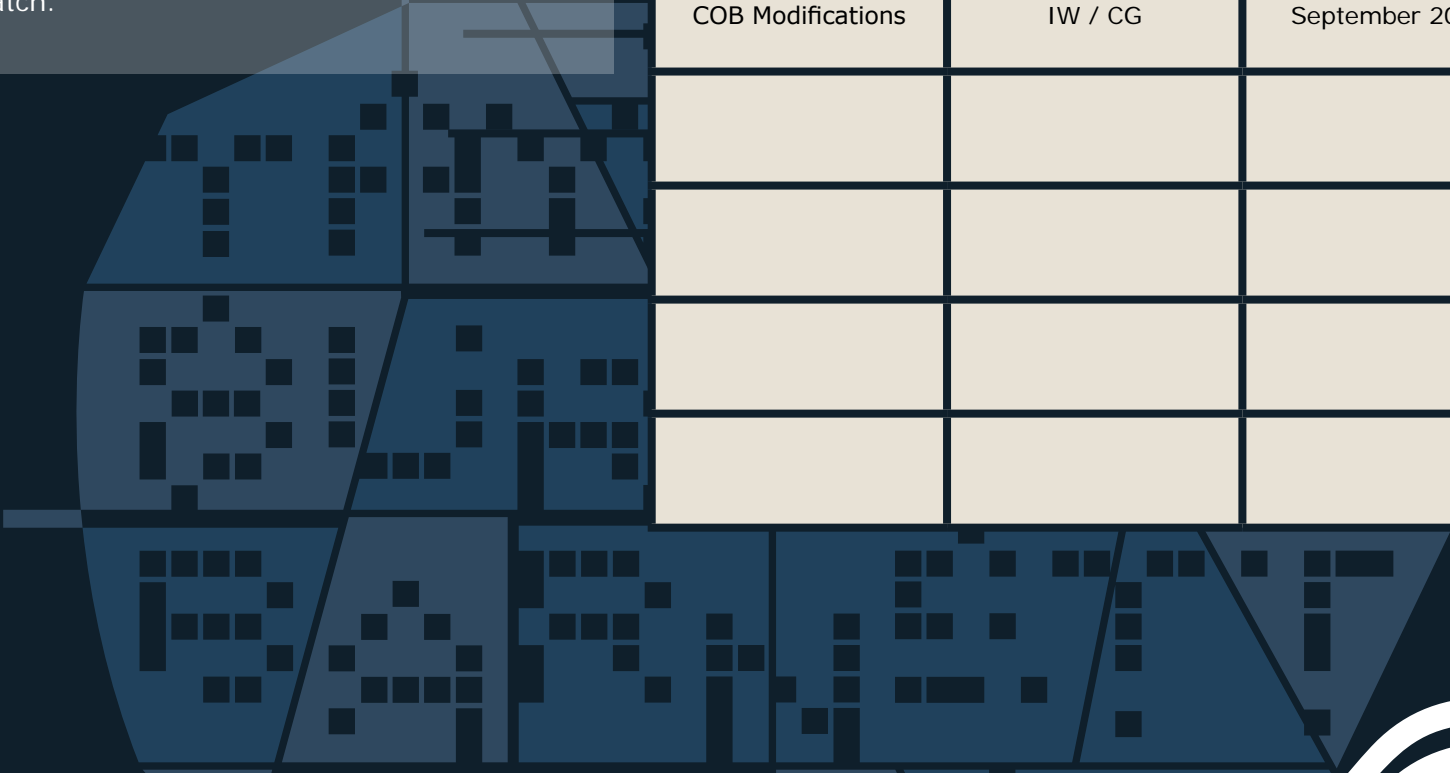
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Document History and Status



This report was originally produced by Taylor Burrell Barnett (TBB) on behalf of the City of Belmont (COB). This has since been amended by the City of Belmont. Massing model imagery inserted in the document was Prepared by Hatch.



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Executive Summary

Building upon the WA Planning Commission's Network City and Directions 2031 and Beyond (2010), together with Perth and Peel@3.5 million and State Planning Policy 4.2 (SPP 4.2), the Great Eastern Highway (Corridor) is recognised as a Strategically Important Activity Corridor where the synergies of the movement economy, high frequency public transport, employment land, Swan River amenity and proximity to the Perth Central Business District (CBD) align to form a strong and successful Urban Corridor framework.

The Corridor is uniquely positioned to take advantage of these existing synergies and facilitate a transformation into a successful Urban Corridor. The Corridor comprises a diverse collection of neighbourhoods along its length, in which people are increasingly drawn to live, work and be close to all of the opportunities that come from living in such close proximity to the Perth CBD.

This Strategy sets the framework for gradual transformation – a blending of what is great about the area now with new jobs, homes and people. This location could offer a diversity of homes and new economic opportunities within a growing, changing City.

The Corridor is positioned between two rail precincts at Burswood and Redcliffe that are connected by a high frequency public transport route. This offers outstanding possibility as a foundation for change. We need to leverage the unprecedented investment in rail infrastructure while creating environments and living spaces that encourage people to walk or cycle, so that fewer people need to use their cars. This requires the true integration of planning for transport and land uses that will see greater concentrations of housing around transport hubs and within the Urban Corridor.

The transformation of the Corridor will also spur on investment, enhancing its emerging economic assets and providing greater access to a variety of jobs.

The diagram to the right depicts the Urban Corridor Strategy framework.

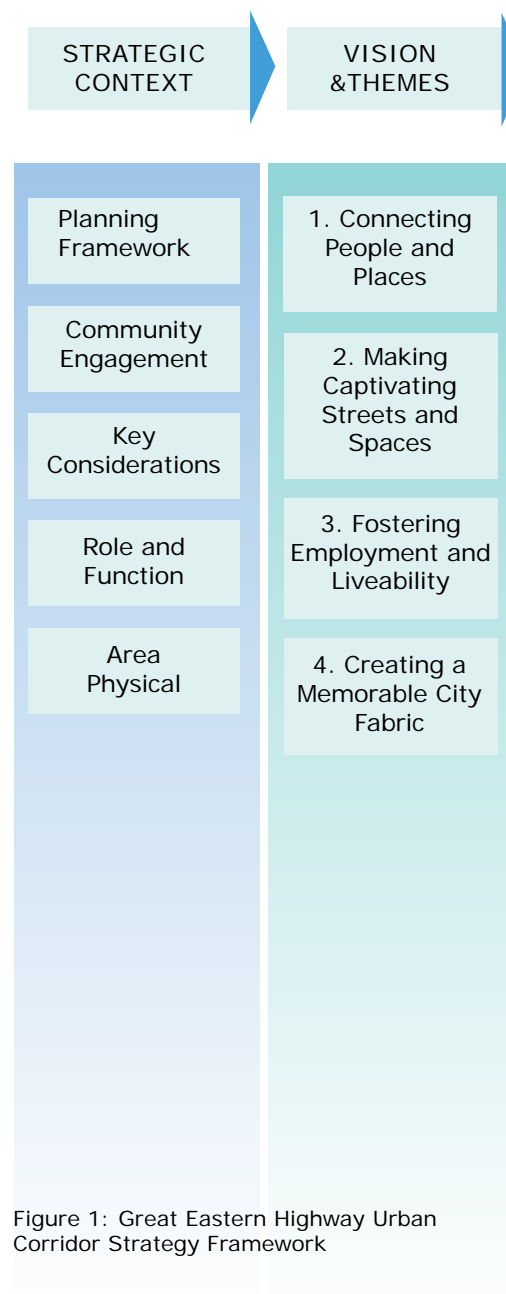
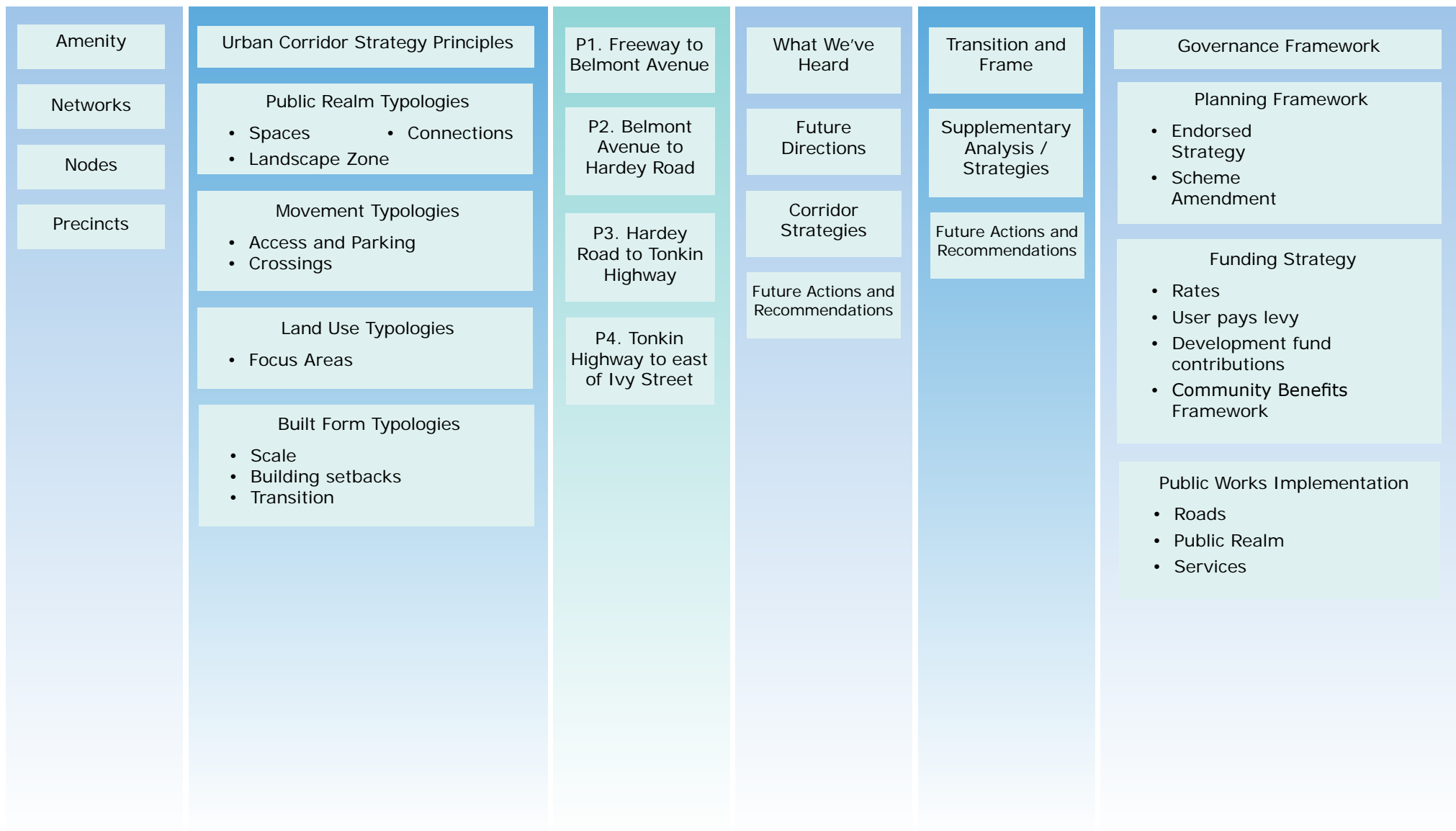


Figure 1: Great Eastern Highway Urban Corridor Strategy Framework





Vision

The philosophy behind the Corridor's future urban structure, public domain, land use configuration and built form qualities is based on four urban design themes which reflect the communities vision for the area.



Figure 2: Vision Elements

Urban Corridor Concept Plan

The Urban Corridor Concept Plan identifies the key aspects that enable the Vision for the Corridor to be achieved and transform the Corridor into one of Perth's great urban boulevards, creating a linear urban experience of beautiful and captivating spaces and places.

The Urban Corridor Concept Plan seeks to improve the landscape amenity and provide improved connections to re-establish its relationship with the Swan River. The pedestrian and cycling environment will be enhanced through the provision of safe, accessible and convenient paths, supplemented by a diverse range of landscaped areas throughout the Corridor.

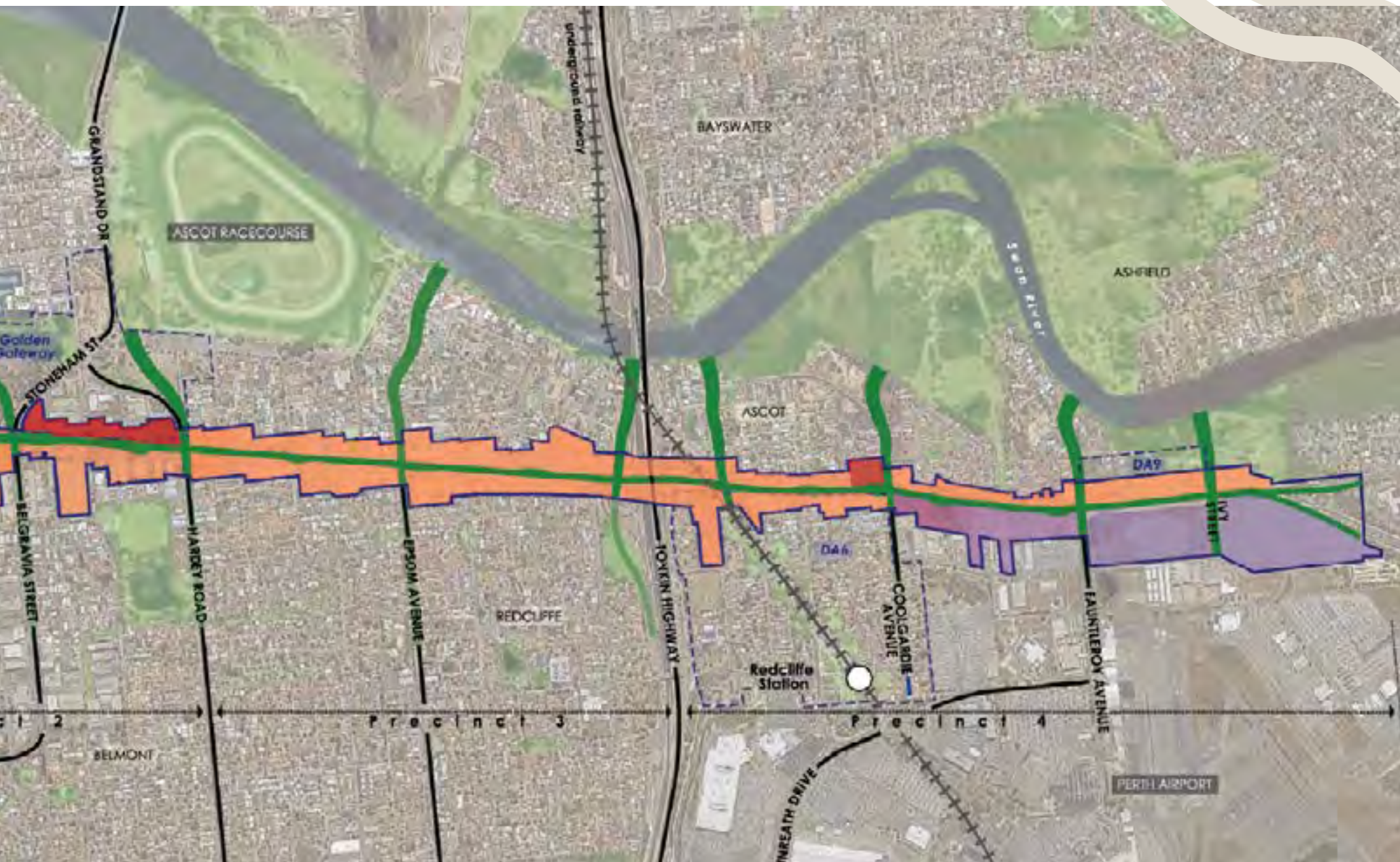
The Urban Corridor Concept Plan introduces two main land use focus areas, being Activity Nodes, Activity Corridors with an additional Mixed Employment area to the east, to provide guidance on the appropriate land use mixes along to establish a rhythm of development along the Corridor.

The large volume of traffic the Corridor currently carries will not be impacted however, will become better integrated with improved key connections and crossings. Direct vehicular access to Great Eastern Highway will be reduced over time as sites along the Corridor are redeveloped to ultimately create a place with improved landscaped amenity resulting in a pedestrian and bike rider friendly environment.

The Urban Corridor Concept Plan should be read in conjunction with the implementation framework in particular noting the transition areas identified, which requires further analysis to ensure there is provision for adequate transition between the Highway development and surrounding suburbs



Figure 3: Urban Corridor Concept Map



Introduction

What is the Corridor

Great Eastern Highway is a 590 kilometres long road that links Perth with the City of Kalgoorlie. As a key route for road vehicles accessing the eastern Wheatbelt and the Goldfields, it is the western portion of the main road link between Perth and the eastern states of Australia.

The Corridor commences at The Causeway, and is a six-lane dual carriageway from The Causeway to Tonkin Highway near Perth Airport. It continues as a four-lane single carriageway to Midland. With traffic volumes within the study area averaging approximately 58,000 vehicles per weekday, the Corridor is not only required to meet the resident's needs with places to live, work, shop, play and feel part of the community, but also performs a major traffic function.

The geographic scope of the Corridor study is centred along the Corridor and comprises the lots fronting the Corridor between the Graham Farmer Freeway in Rivervale to east of Ivy Street in Ascot and Redcliffe (refer Study Area Figure below).

Belmont needs to plan for the future and the Corridor has the potential to play a positive role in supporting the City's growth.

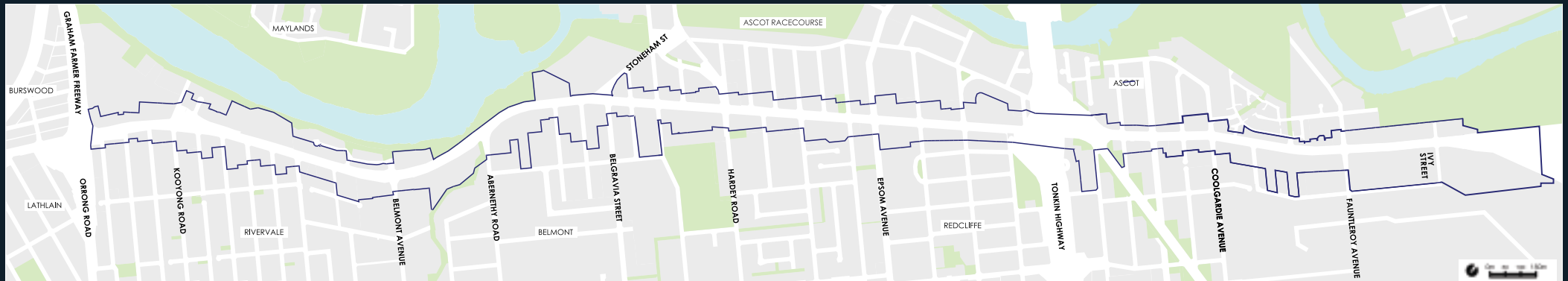


Figure 4: Study Area

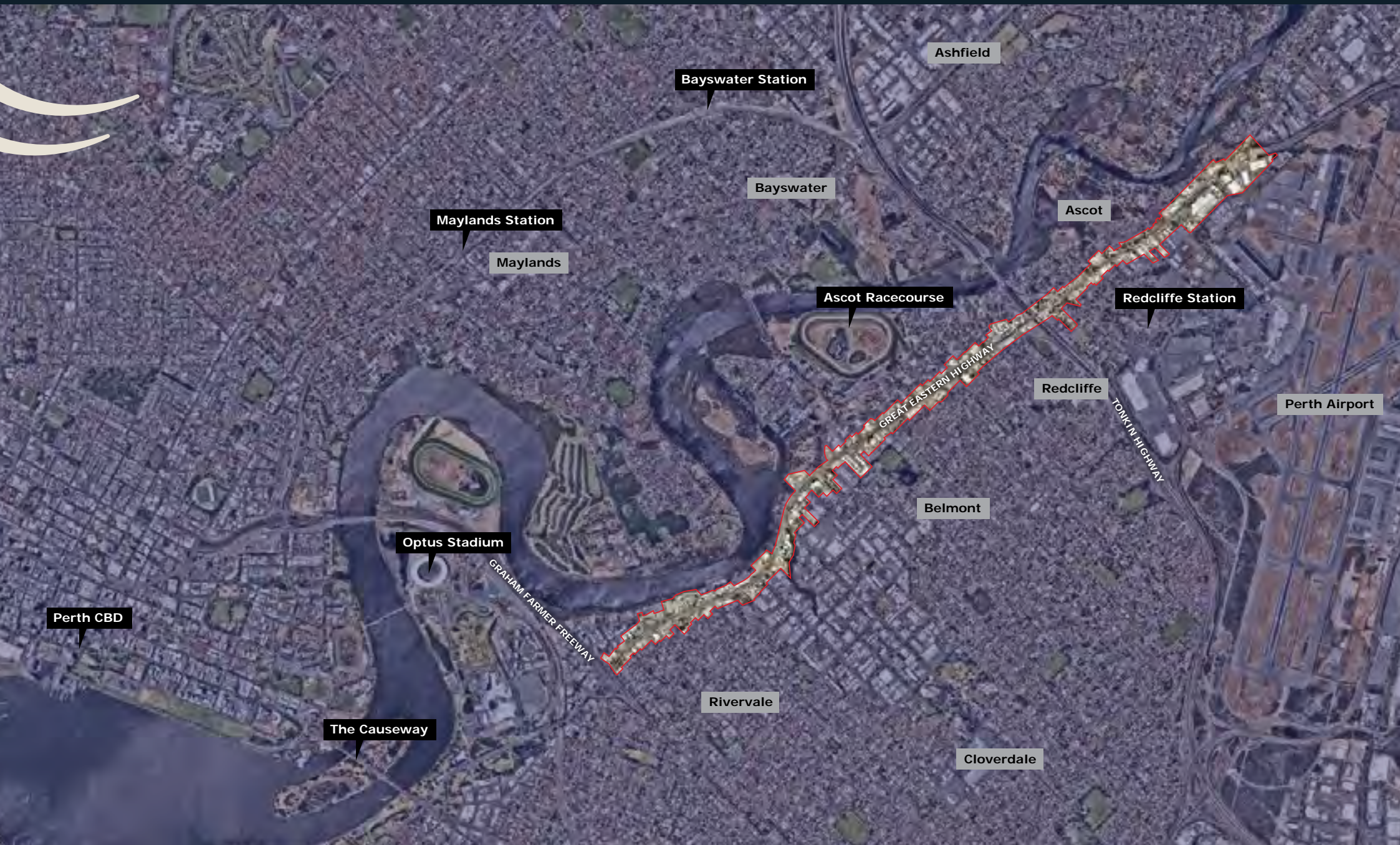


Figure 5: Study Area Context

Why do we need a strategy for the Corridor?

The City needs to plan for the future and the Corridor has the potential to play a positive role in supporting the City's growth.

It is a strategically important transport route for industrial, business and tourism purposes and supports residential along its length.

However, the Corridor suffers from congestion in some areas, with up to 73,000 vehicle trips per day. The Corridor offers little amenity for pedestrians, bike riders and businesses and access to properties is compromised. These issues have significantly eroded the road's role as an Urban Corridor: a place to live and work. Change is needed if the full potential of the Corridor is to be realised.

Fundamental to the ambition of the Strategy is growth that encourages a diversity of small to medium sized businesses and housing diversity. There is also an opportunity to better connect existing public open spaces as well as create more and higher quality public spaces. A better network of public places will support healthier lifestyles as development within the Corridor occurs.

The plan has been developed to establish a Vision to support the City's growth and to make the Corridor a better place to live, work and visit. To realise this potential the plan provides policy guidance and establishes a framework to deliver:

- A productive business environment that supports a range and variety of employment opportunities.
- A managed access Strategy.
- Well serviced and well connected neighbourhoods in which people will want to live.
- High amenity public realm that offers a diverse range of spaces, places and connections for people to use and interact with.
- An implementation Strategy to coordinate and deliver land use change in an orderly and efficient manner.

The opportunity for the Corridor

The Strategy seeks to transform the Corridor by bringing new life into the Corridor and adjacent communities through investment in homes, jobs, transport, open space and public amenity. The Strategy takes advantage of the critical building blocks of sustainable urbanism outlined above, by integrating them with a density of land uses and amenity, to build and enhance the existing neighbourhoods along the Corridor. The report recognises that the Corridor also includes a number of large sites that can facilitate the redevelopment outcomes encouraged through the Strategy.

The Strategy seeks to optimise the strategic location of the City of Belmont and the neighbourhoods along the Corridor to facilitate these urban outcomes.

Every planning decision made along the Corridor will be influenced by the outcomes of this report. This includes day-to day planning proposals and development applications, and local statutory planning documents such as Local Planning Policies (LPP). The project will be a catalyst to translate a Vision for the Corridor into the future.

How will the strategy get us there?

This document provides a framework to help guide the future of the Corridor. Recognising that the Strategy articulates a long term Vision, this framework:

- Uses plans and images to describe the future vision of the Corridor, providing concepts on matters like public realm and access considerations.
- Establishes a series of implementation strategies to ensure that the Vision evolves.
- Identifies subsequent actions required to implement the Vision.

Strategic Community Plan 2020-2040

The plan works directly toward achieving many of the City's Strategic Community Plan strategies including:

Liveable Belmont:

- Plan and deliver vibrant, attractive, safe and economically sustainable activity centres.
- Ensure activity centres have a thriving economy.
- Attract public and private investment and businesses to our City and support the retention, growth and prosperity of our local businesses.
- Encourage and educate the community to embrace sustainable and healthy lifestyles.

Connected Belmont:

- Make our City more enjoyable, connected and safe for walking and cycling.
- Facilitate a safe, efficient and reliable transport network.
- Promote alternative forms of transport.

Natural Belmont:

- Protect and enhance our natural environment.
- Provide green spaces for recreation, relaxation and enjoyment.
- Encourage sustainable development to guide built form.

Creative Belmont

- Support and collaborate with local schools and businesses.

Responsible Belmont:

- Invest in services and facilities for our growing community.
- Advocate and provide for affordable and diverse housing choices.
- Engage and consult the community in decision-making.
- Engage in strategic planning and implement innovative solutions to manage growth in our City.

Report structure

The Report is divided into 5 parts:

Introduction and background - an overview of the purpose of this study and its application in guiding future planning. Consideration of the key characteristics of the Corridor and how it fits with its context, including other strategic planning and transport initiatives.

Vision and themes - an overarching vision for the transformation of the Corridor. The report illustrates the ultimate vision for the Corridor, including land use and development intensity, green space and connections, Activity Nodes and transport initiatives. Four themes and guiding strategies are identified that will achieve the vision; Connecting People and Place, Making Captivating Streets and Spaces, Fostering Employment and Liveability, Creating a Memorable City Fabric.

Urban design framework - reflecting community aspirations and principles of good urban design to guide the development of the Corridor. It facilitates the development of a more attractive, enriching and vibrant public realm to ultimately support enterprise and improve lifestyle and liveability.

Urban Corridor precincts - identifying each of the four Precincts and providing further direction on their future growth and development in response to the urban design framework.

Strategies and implementation - outlining a framework to guide, coordinate and facilitate the transformation of the Corridor in line with the established vision, themes, principles and strategies.

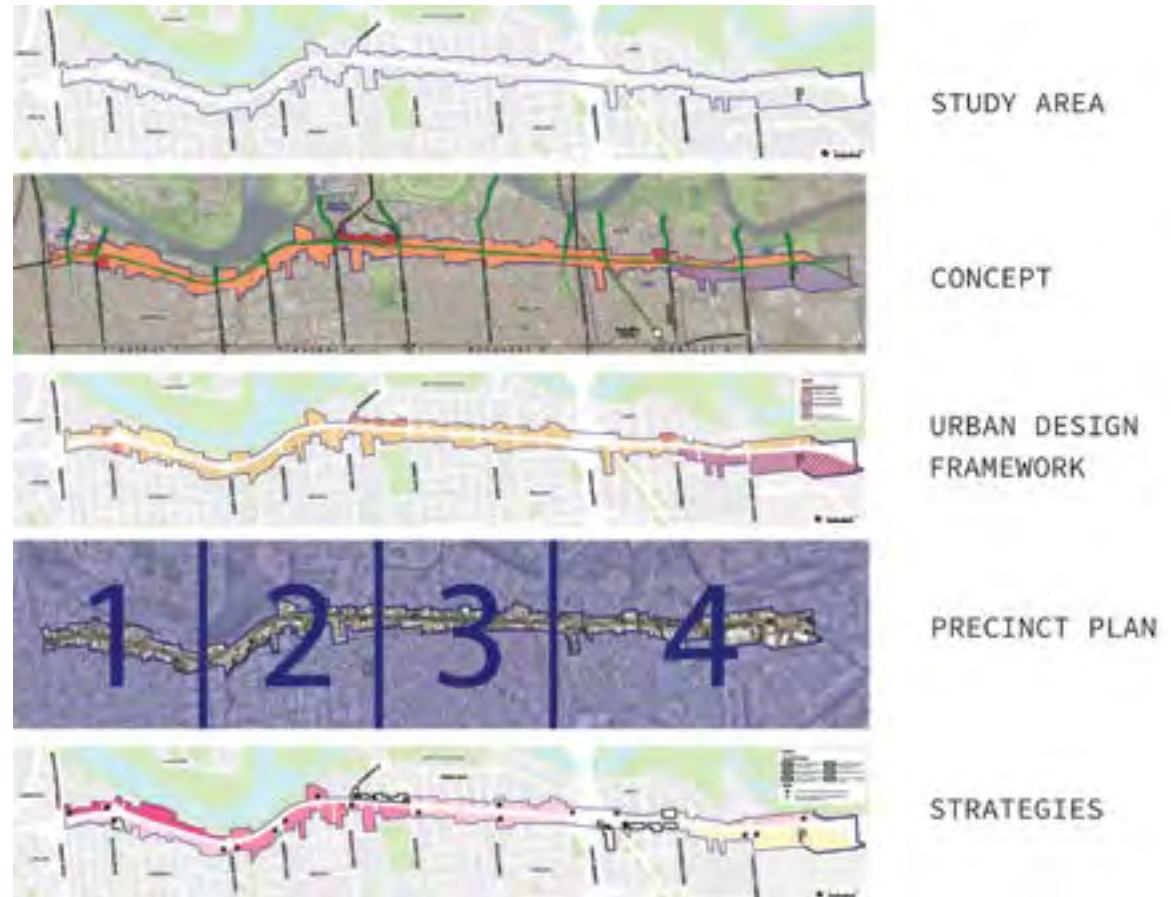


Figure 6: Report Structure

Background

Area physical analysis

The 6.7km Corridor expands from the Graham Farmer Freeway in the Rivervale, running north-west to just east of Ivy Street in South Guildford. The Corridor is an important connector in the movement network. However, whilst providing good connectivity for vehicles, the Corridor is a hostile environment for pedestrians and bike riders.

The majority of land uses along the Corridor includes a variety of commercial, retail and industrial uses. The Corridor also accommodates different forms of residential development in the form of single, grouped and multiple dwellings.

There is potential for significant redevelopment, particularly on large lots with unencumbered freehold titles. Redevelopment should respond to views, the proximity to the Swan River, Perth CBD and the Perth Airport.

Area socio-economic analysis

The area is less affluent and holds fewer formal qualifications compared to the Greater Perth average, with a larger proportion of the young workforce compared to Greater Perth. The area has a growing population of couples without children and lone persons households.

Most of the workforce travel to their occupations by private car with a higher proportion of the workforce travelling by bus, though a smaller proportion travelling by train compared with the Greater Perth average. Employment self-containment is 21.4% in the City of Belmont.

Planning framework

The Strategy for the area has given due regard to the prevailing strategic and statutory planning framework, which includes WAPC's Perth and Peel @ 3.5 million, Directions 2031 and the Central Sub Regional Framework that highlights the potential for redevelopment and growth in accordance with the strategic goal of a consolidated and connected Metropolitan City.

The Strategy will be implemented through the statutory framework, which includes the City of Belmont Local Planning Scheme and the City's Local Planning Policies.

It is likely that the City's new Local Planning Scheme will put in place new zones and provisions to guide and manage future development. This plan seeks to provide guidance for future decision-making on land use, increased density, amenity, affordability, services and infrastructure. Connecting these planning goals both to the community's needs and expectations and to the City's visionary goals can be a challenging task.

Working with the community

To inform our understanding of the issues, two Vision and Design Workshops were held with members of the community to inform and assist in crafting an overall shared Vision and design for the Corridor.

Engaging diverse viewpoints, the planning discussions helped to ensure a process that was inclusive, and that incorporated leading edge thinking on the most challenging issues the City is facing.

The workshops focused on identifying principles and themes to inform an overall vision based on the community members desires for specific development outcomes. The vision and design principles were then used to guide the design scenarios for the Corridor.

The community's vision for the area includes:

- A Corridor which is a gateway to the Perth CBD.
- An improvement to the public realm with better parks and gathering places, more trees and vegetation in the streets, wider, shady footpaths and less impact from car parking and traffic speed.
- Greater connectivity to the river.
- Redevelopment of an appropriate human scale which enables growth of the community.
- Diversity of housing stock to provide an opportunity for older people to retire locally and for young families to settle.
- The opportunity for improved access to community places within the area and growth and diversity in the local centres.

What we have learned about better urbanism

Activity Corridors “are connections between activity centres that provide excellent, high frequency public transport to support the land uses that will occur along the Activity Corridors and at the activity centres. Activity Corridors are not designed to be high-speed through traffic routes.” (network city, 2004, dpi).

Housing Choice and Affordability: Plan for a diversity of housing types to accommodate a wide range of community needs, including affordable housing, family housing, student housing and seniors housing.

Future development in the Corridor should contribute to diversity in the Corridor’s land uses in a way that creates opportunities for people to live and work locally. The Strategy proposes mixed-use Precincts along or adjacent to existing and proposed public transport Corridors, urban services and community facilities. Development decisions should encourage these kinds of uses along the Corridor, calling on the principles of transit-oriented development.

Decision-making should be open to new models to deliver housing diversity, choice and affordability, so that the housing mix in the Corridor meets current and future needs. This may require amendments to

planning mechanisms or development controls.

Diverse and resilient economy: Plan for and position the Corridor to attract new businesses and to support existing business to create a diversity of jobs and promote closer jobs to home.

A variety of industry and service sectors are located along the Corridor. Each section of the Corridor has its own strengths in terms of economic growth and employment. The Strategy presents an opportunity to build on the strengths of Precincts along the Corridor to develop local economies and deliver a diversity of jobs.

The Strategy focuses on recognising the unique potential of each part of the Corridor to contribute to overall economic productivity through the renewal of declining commercial and retail areas, the creation of new centres and hubs of economic activity, and by positioning the Corridor to accommodate new and emerging industries and business models.

The Strategy also seeks to promote ways of developing the economy of the Corridor through strategic planning and policy mechanisms.

Accessible and connected: Reshape and better connect places and associated movement networks to serve residents, employees and visitors to and along the Corridor.

The Corridor is one of Perth’s busiest roads, carrying thousands of vehicles each day. It is part of a wider transport network that includes inter and intrastate connections, as well as a network of arterial and local roads.

Accessible and connected transport is vital for the liveability, economic prosperity, efficiency and success of the Corridor. The WA Government is committed to

the provision of attractive public transport choices to help manage the increasing demand for travel along the Corridor, support areas of urban renewal, facilitate the redevelopment along the Corridor and connect people to their places of choice.

The Strategy promotes improvements to the road network to facilitate land use change and growth.

Planning, development and transport management decisions should also look beyond infrastructure solutions. The means supporting initiatives that manage travel demand by reducing the need for car trips, encouraging more diverse land uses- especially for employment, and co-locating land uses so that people have less need to or less distance to travel.

Vibrant communities and places: Promote quality places and built form outcomes to transform the Corridor over time.

Perth is recognised as one of the best places in Australia to live. A key focus of the Strategy is to improve the amenity of the Corridor by focussing on communities and places in a way that respects, renews and enhances the existing qualities of the Corridor.

The Strategy promotes further layers of planning in the form of Design Guidelines that establish clear principles around open space and community infrastructure to ensure that planning decisions consider how people interact with places along the Corridor. People will want to spend their time in well-designed, attractive and greener streets and public spaces. It is essential that decisions on change of use or new land uses ensure appropriate transitions in scale, and that heritage buildings and conservation areas are effectively reused and integrated.

Much needed community infrastructure, will need to be delivered to support the proposed growth in the Corridor. It is crucial that community places and buildings in particular are planned and designed so they are multi-purpose and also have room to expand as the population ages and different patterns of work and social life emerge.

Green spaces and links: Embellish existing open spaces and provide new spaces to support the amenity and recreational needs of the community and the Corridor.

One of the challenges for the Corridor is to ensure that it continues to be a great place to live and work, and that neighbourhoods along the Corridor are provided with the infrastructure needed to support population growth while maintaining health and wellbeing. Open space and the public realm are essential to the healthy functioning of the built environment.

The public realm strategies developed for the Corridor aim to provide guidance for a connected and continuous open space network.

Given the highly developed nature of the Corridor, the Strategy has considered a diverse range of connections, linkages and spaces through the realisation of the following initiatives:

- Improving linkages within and between the existing open space network.
- Reinforcing connections.
- Ensuring that open space and the public domain enhance the quality of the Corridor.
- Improving the landscape amenity of the Corridor.

Urban Corridor attributes

The ideal Urban Corridor would typically be characterised by the following traits:

High density residential facilities (i.e. apartments), sometimes as a component of mixed use development;

- A variety of non-residential uses, including retail, commercial, food and beverage, health, short-stay accommodation and education facilities, in a high quality street-based built form.
- With major destinations or attractions as anchors at each end.
- Maximum intensity of development along the primary Corridor, with a gradual reduction in intensity behind the Corridor.
- A rail-based form of high frequency public transport along the length of the Corridor.
- Buildings that address the street, with minimal front setbacks and parking excluded from the front setback area.
- Street trees and awnings to provide climatic relief.
- Generous footpaths and cycle paths on both sides of the main Corridor and connecting with the surrounding area to encourage walking.
- Regular, safe and formalised pedestrian crossings.
- Limited vehicle traffic speeds (up to 50km/hr).
- Parallel rear laneways and local streets (but not continuous along the length of the Corridor) that provide for efficient vehicle access. Direct vehicle access is ideally not provided within the Activity Corridor.
- Provide land uses that optimise the investment in transit. New development should significantly assist in optimising a shift in travel choice to walking, cycling and public transport. Land uses that do not support this shift should be avoided.

Supportive land uses are those that:

- Include high employment and residential densities, recognising that the highest densities will be focused towards the Springs, along the foreshore and at Activity Nodes and major transit modes (e.g. Redcliffe Train Station), with strategic opportunities for sustainability (i.e. large sites) and decrease in distance from these areas.
- Ensure adequate and appropriate employment space.
- Encourage travel time outside of peak periods.
- Attract reverse flow travel.
- Encourage travel by walking and cycling.

Non-supportive land uses are those that:

- Are oriented more towards travel by automobile rather than walking, cycling or taking transit.
- Generate high levels of vehicular traffic and require significant parking.
- Provide low-density building forms.
- Create an unpleasant environment for pedestrians.
- Have limited hours of operation.

The Strategy encourages the application of these traits and characteristics as redevelopment occurs.

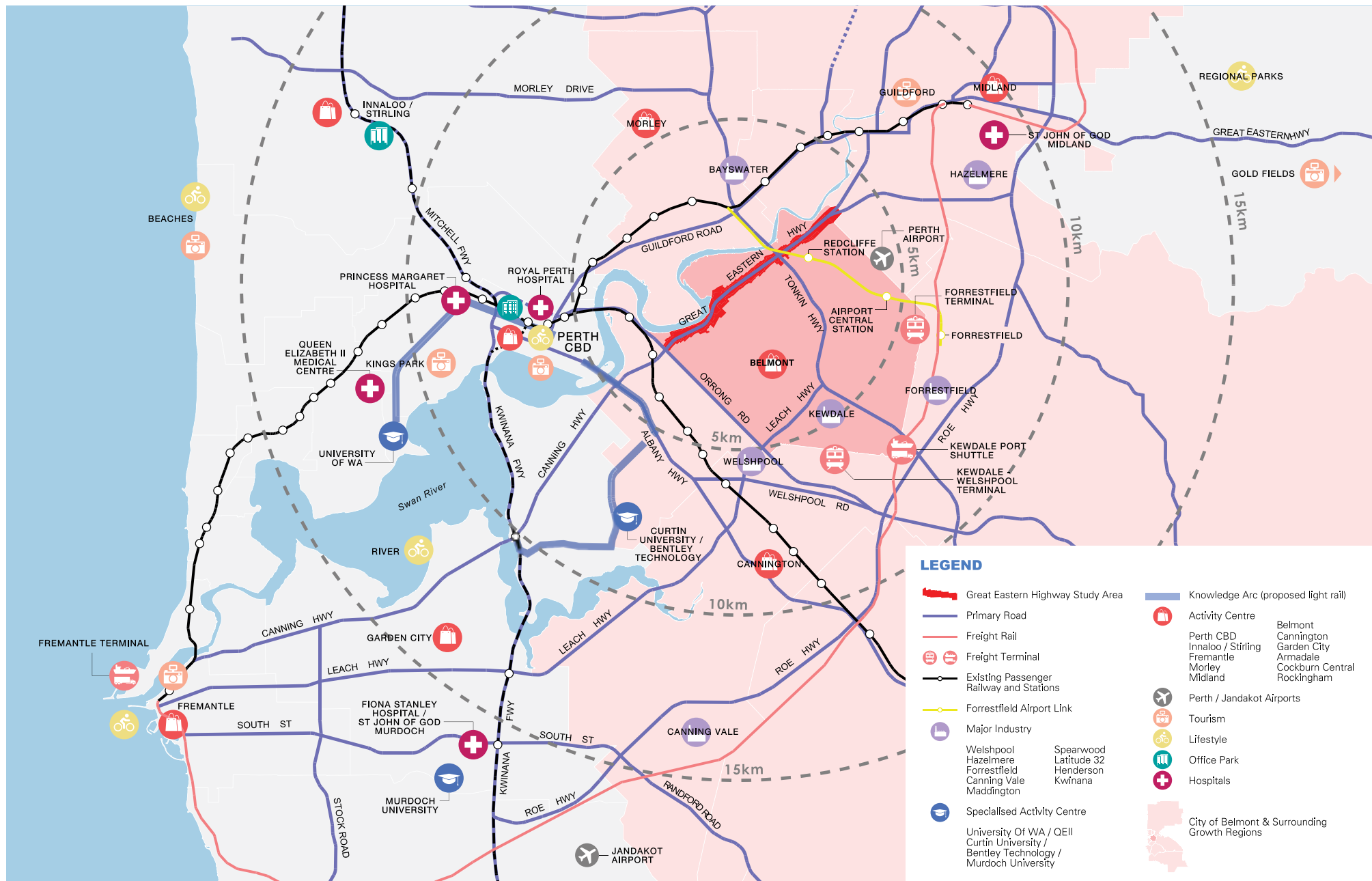


Figure 7: Metropolitan Key Drivers

Role and Function

Metropolitan key drivers

Western Australia's natural resources and exports and Perth's connections to the rest of the world are key drivers of the metropolitan economy.



ECONOMY

WA is Australia's export powerhouse, this economic advantage, coupled with the State's abundant mineral wealth, tourist attractions and high standard of living, positions Perth to further develop relationships with the rest of the world, particularly the increasingly important Indo-Pacific region. In particular;

- Its major export destinations for 2021-22 were China, Japan, Republic of Korea, Singapore and Taiwan.
- Real Gross State Product (GSP) increased by 3.1% in 2021-22.
- WA accounts for a 42.1% share of Australian trade (goods and services).
- Future growth priority sectors identified include energy, tourism, international education, mining, health and primary industries.



EDUCATION

WA's education sector is worth \$2.1 billion per annum. There are around 50,000 international student enrolments each year in WA, with each student adding their spending power to the local economy. International education numbers for new commencements in WA at YTD Nov 2017 were growing, however dropped by 7.4% in 2020 during the pandemic. In reasonable proximity to Belmont are;

- Murdoch University.
- Curtin University Bentley and Curtin University Midland medical school.
- In addition the State Government has future plans to develop a light rail link between the University of WA, Perth CBD and Curtin University, termed "the knowledge arc".



INFRASTRUCTURE

Significant infrastructure projects which drive metropolitan economic growth include;

- The State's largest infrastructure project, Gateway WA, in the heart of Belmont, which improves the road network and freight access on Leach Highway, Tonkin Highway and the surrounding feeder network, catering for increasing passenger and freight movements for the Perth Airport terminal and Kewdale and Forresterfield industrial estates.
- The Kewdale Freight Terminal comprising approximately 17,000 square meters of rail yard and depots with an annual container turnover rate of approximately 330,000 units.
- The State's first Metronet rail project is the \$1.86 billion Forresterfield-Airport Link (FAL), jointly funded by the Australian and Western Australian governments, which delivered rail service to the eastern suburbs of Perth including Belmont – with three stations at Redcliffe, Airport Central and Forresterfield.
- Belmont has been part of the NBN rollout to service the City from 2015-2018.



POPULATION AND EMPLOYMENT

The State Government's planning framework for the future of Perth includes the Perth and Peel@3.5million suite of strategic land use planning documents which aim to accommodate 3.5 million people by 2050 and provides for;

- A forecasted population increase to 58,319 in 2041, reflecting a 39.3% change.
- 215,000 additional dwellings in the Perth Metropolitan Central sub region including 10,410 new dwellings in Belmont and 22,900 additional people.
- 285,800 additional jobs in the Central sub region which may imply 14,700 additional jobs in Belmont, based upon the average of 1.4 jobs per household in 2016. This figure could rise if Belmont is able to capitalise upon its current economic base and locational advantages.



AIRPORT

Perth Airport is one of the main employers and key strategic assets within the Metropolitan area and is located in Belmont;

- The airport is located on a 2,105ha estate that has been developed into a road and rail freight logistics precinct.
- The airport is serviced by 18 major international airlines and 12 regional and domestic carriers. Over the past decade, the airport has experienced growth rates of nine per cent per annum.
- The number of passengers to pass through the airport is expected to surge from 14 million in 2014 to more than 28 million by 2034.
- Perth Airport's redevelopment into one of the best airports in the Asia-Pacific region included the opening of Terminal 2 and the expansion and upgrade of Terminals 1 and 3 in 2015. This has seen all commercial air services, with the exception of Qantas and those in the general aviation area, consolidated into one major precinct.



PERTH CBD

Perth is Australia's closest and most accessible capital city to the world's strongest economic growth regions and has evolved into a major hub for air travel, freight and logistics;

- Perth enjoys the shortest travel times of any Australian state capital city to key markets in Africa, the Middle East, Europe and most Asian markets.
- Perth shares a time zone (of plus or minus two hours) with 60 per cent of the world's population in the emerging economies of Asia. Perth is also the only Australian state capital that is contactable with the United Kingdom and Europe during overlapping business hours.

Local economic influences

Location

The City of Belmont encompasses a total land area of 40 square kilometres in the heart of metropolitan Perth. Belmont is a significant commercial and employment centre serving a catchment across the South Eastern Metropolitan Perth and is regarded as one of the most convenient, affordable and productive Local Government Areas.

Accessible

Belmont is within the Central sub region and direct neighbour to the South East and North East subregions. Belmont derives economic growth from proximity to and connections to Perth CBD, Perth Airport, the strategic industrial hubs of Kewdale and Welshpool and road and rail freight routes including Kewdale Freight Terminal, Tonkin Highway, Corridor and is a short distance to Graham Farmer Freeway, Great Northern Highway and access to the Perth-Darwin Highway and future Perth-Adelaide Highway. Belmont has two crossings over the Swan River at Garratt Bridge and Tonkin Highway.

Attractions

Major international attractions border the western end of Belmont, namely Crown Casino which attracts 10 million visitors each year and employs around 5,000 employees and Optus Stadium which is designed for 60,000 patrons with possible expansion to 70-80,000, attracting major sporting and performance events.

In the heart of Belmont and reflecting the City's long legacy of association with the horse racing industry, Ascot Racecourse is one of Western Australia's primary horse racing venues and its popular Spring Racing Carnival.

Belmont includes significant Swan River foreshore areas and over 100km of shared use paths. In close proximity to the City are the major tourist attractions of the Swan Valley, Guildford historic town and the scenic Darling Scarp.

Demographics

The City had a population of just over 42,000 in 2021 with a lower proportion of older workers and empty nesters but a greater proportion of independent, young working age residents compared to Perth.

Households

In 2021 the City had a lower proportion of households in the high income category and fewer couples and singles with children compared to Perth. Belmont has a lower home ownership rate than Perth and a higher proportion of residents renting accommodation privately or in social housing. Belmont has a lower proportion of separate houses and a higher proportion of medium and high-density dwellings than Perth. The majority of homes had three bedrooms but Belmont also has a higher proportion of 1 and 2 bedroom dwellings than Perth.

Workforce

The City's Gross Regional Product was nearly \$9 billion as of 2021, contributing 3% to the Western Australian economy. The largest industry is Transport, Postal and Warehousing, reflecting the function of major activities of Perth Airport and Kewdale Industrial areas. There were nearly 53,000 jobs in the City in 2021 which equates to 4% of WA jobs.

Unemployment in the City is at 5.6%. The City has a relatively skilled local labour force with over 35.7% of residents having a tertiary qualification. The top three industries of employment for residents were health care/social assistance, retail trade and accommodation/food services. Over 74% of residents work outside the City with the top three locations being Perth CBD, Canning and Victoria Park.

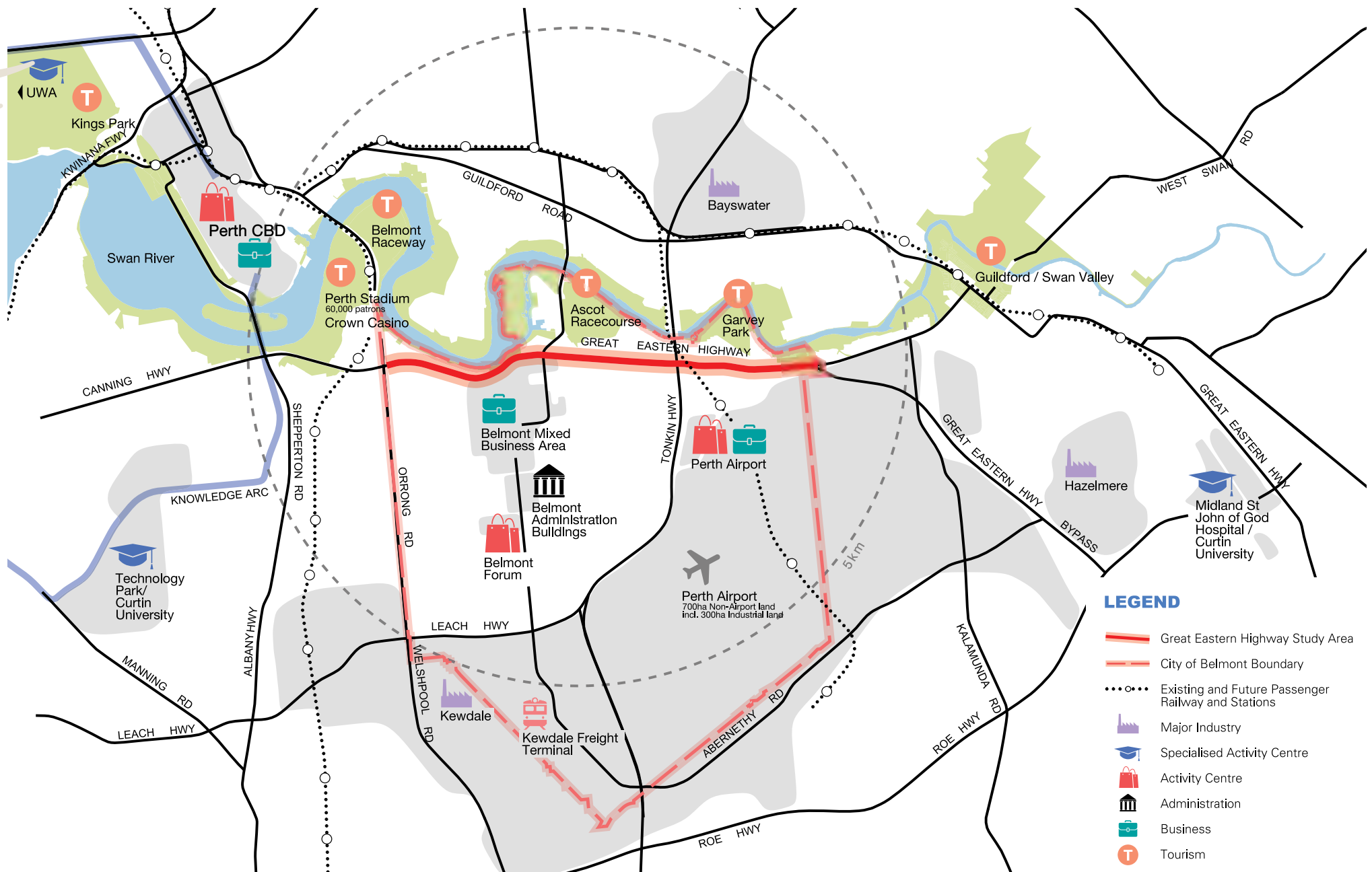


Figure 8: Local Economic Influences - Location

Transport and access

Airport

Perth Airport is the gateway to WA and manages Australia's fourth highest level of passenger traffic. The airport connects over 14 million people per year on 2878 scheduled flights each week to over 50 destinations worldwide.

Road

Belmont is serviced by fast and direct access to Perth CBD and all of Perth's major arterial road and rail networks, as well as a number of strategic highway routes including 16km of primary distributor roads. The Corridor between Orrong Road and Roe Highway is an essential link in the freight road network of WA and Perth metropolitan area. Interestingly, 7.4% of households in Belmont do not own a car which is higher than the Perth average of 4.8%.

Railway

Belmont Park station has been upgraded as the Optus stadium station. The Forresterfield – Airport Link (FAL) is the first section of the State Government's Metronet rail network and stations in Belmont at Perth Airport and Redcliffe opened in late 2020.

Light rail and bus

Perth's proposed infrastructure network includes a light rail system, which includes a proposed route referred to as the 'Knowledge Arc' which will link the University of Western Australia, Perth CBD and Curtin University. Whilst there is no time frame for the project, it is a relevant consideration in planning for urban intensification in western Belmont.

Long term proposals for priority rapid public transport along the Corridor, whether bus or light rail are also a feature of The Plan for Transport in Perth (2031, DoT).

Traffic

The Corridor carries up to 73,000 vehicle trips per day. Much of this traffic is generated by incoming visitors, workers and through traffic. 7.2% of Belmont residents use the bus to travel to work – more than twice the Perth average, with more than 7,700 bus boardings per week along the Corridor.

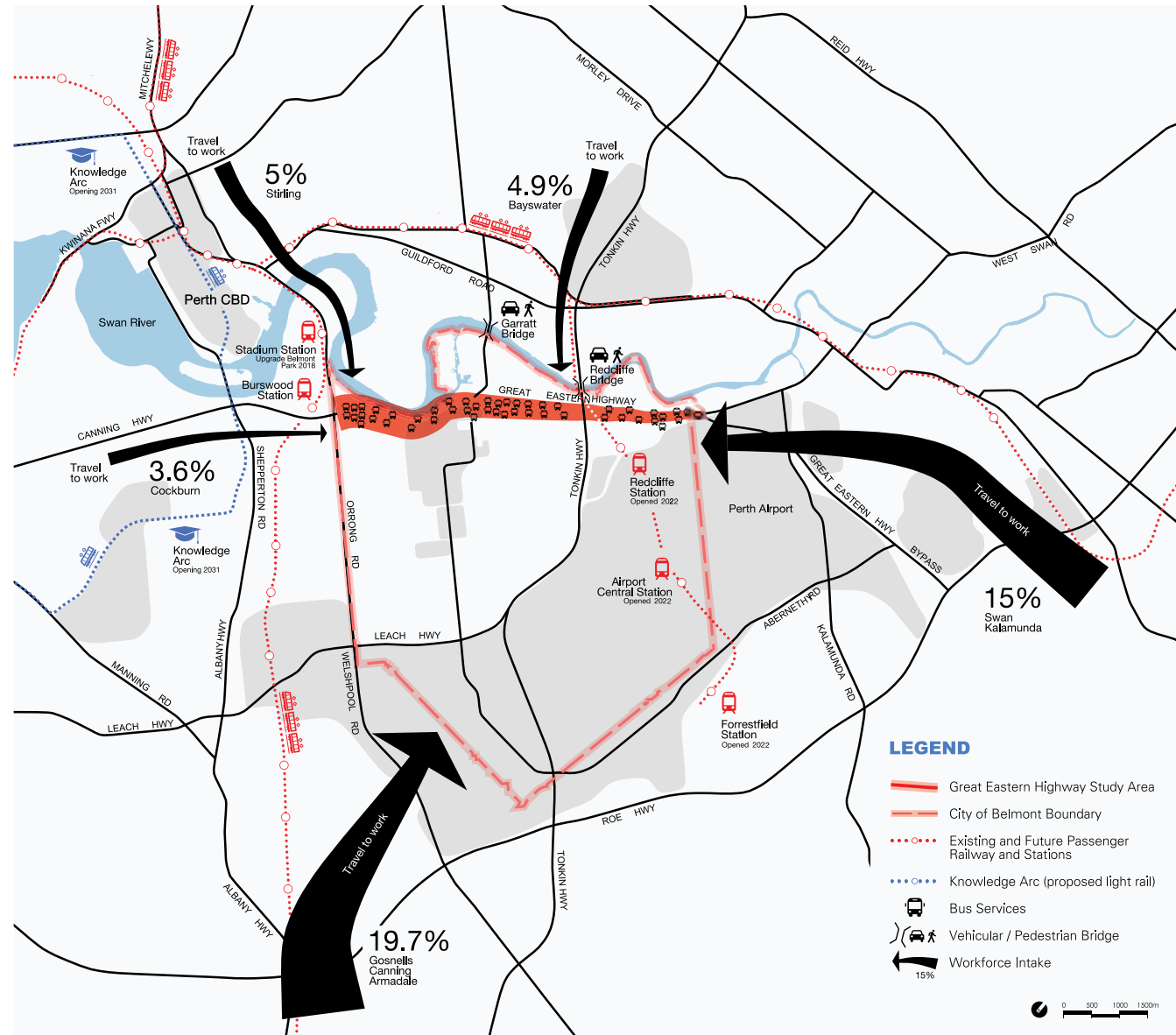


Figure 9: Local Economic Influences - Transport and Access

Planned urbanisation

Retail

Belmont Forum's major \$65 million upgrade was completed in 2018 and improved access, provided additional retail offering, dining precincts and improved parking arrangements.

Additional retail nodes are proposed along the Corridor at Belmont Park, Burswood Station West and East precincts. In addition, the development of a local centre within The Springs is underway and a future local centre has been earmarked for the Golden Gateway precinct. A neighbourhood centre has also been identified within the Development Area 6 precinct.

Office/Commercial

Perth City is only ten minutes by road via the Corridor or the Graham Farmer Freeway.

Belmont has an abundance of accommodation providers ranging from bed and breakfast and budget to more upmarket motels and hotels. Significant office development is proposed at Burswood Station West and East and Belmont Park and smaller centres may emerge at Golden gateway and around the Redcliffe Train Station.

Belmont Business Park area is the focus of commercial land uses development and is aimed at strengthening the economy of Belmont.

Residential

Potential for between 10-15,00 new dwellings has been identified at Belmont Park, Golden Gateway and Redcliffe Train Station precincts. In addition, residential development has continued to occur within Ascot Waters and The Springs.

Perth Airport Specialised Activity Centre

Perth Airport contains 700ha of non-airport land including the potential for 300ha of industrial land according to the state governments Economic and Employment land Strategy. The Discount Factory Outlet (DFO), Costco and Woolworths have now been constructed within the Perth Airport Estate.

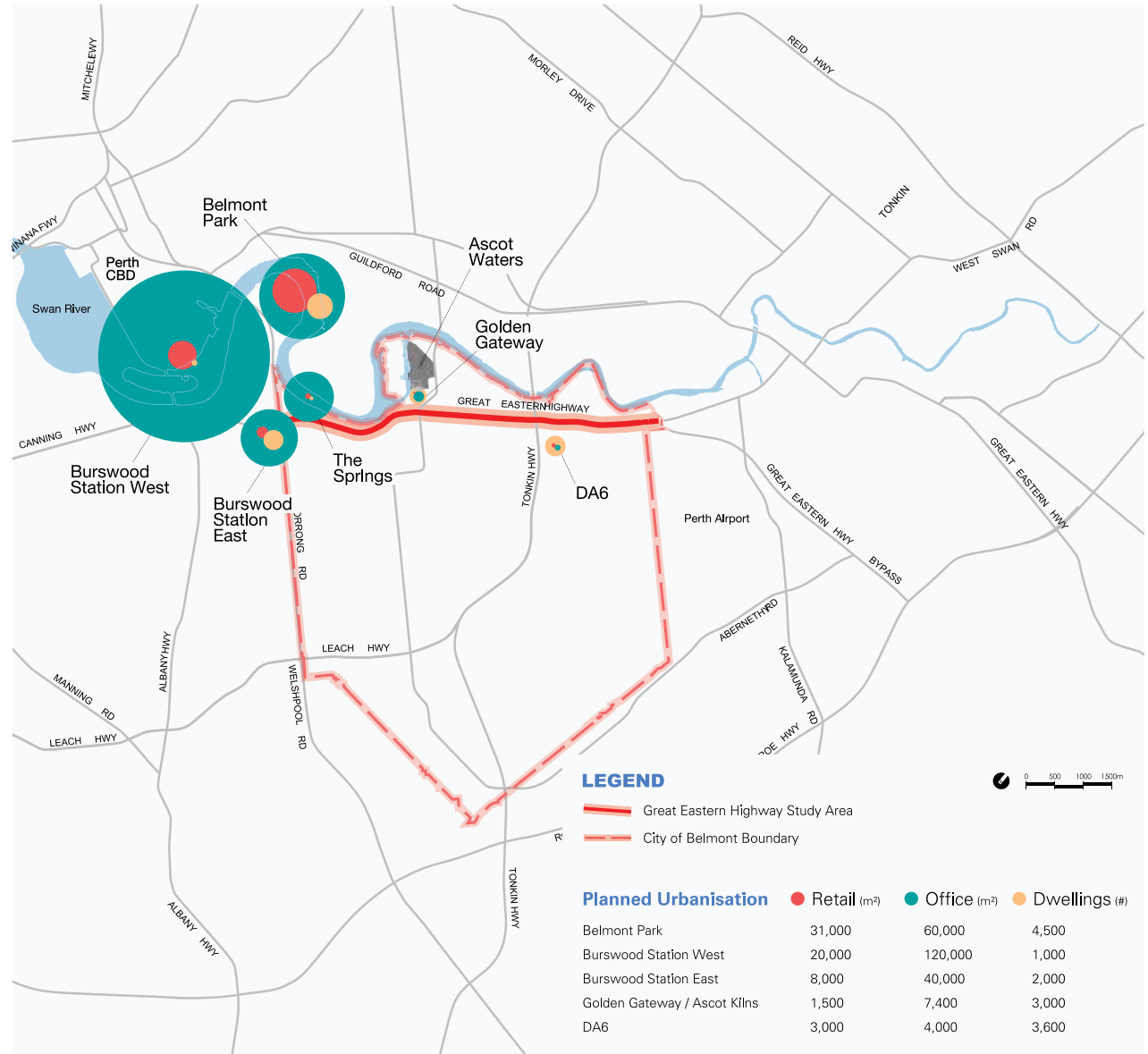


Figure 10: Local Economic Influences - Planned Urbanisation

Key Considerations

The Metropolitan and local economic drivers set a clear direction for the future role and function of the Corridor.

It is clear that a key consideration for future development along the Corridor will be the way in which connections and synergies with adjacent high activity land uses, visitor attractions and area with significant amenity are enhanced and supported. For example, the major tourism and employment destinations of the Crown Casino and Optus Stadium at the western end of the Corridor are likely to support 'spin off' tourism and service sector land uses and associated activities which will emerge over time. Similarly, at the eastern end of the Corridor the Redcliffe Train Station and rail links to the Perth CBD, Bayswater and Forresterfield and the Airport major employment centre, are likely to encourage additional growth as the population seeks accommodation in proximity to public transport links.

Along the Corridor between these two anchoring nodes, mixed land uses and Activity Nodes are likely to be more dispersed and related to the movement economy of the Highway and key intersections with the established Belmont Business Centre and nearby Belmont City Centre.



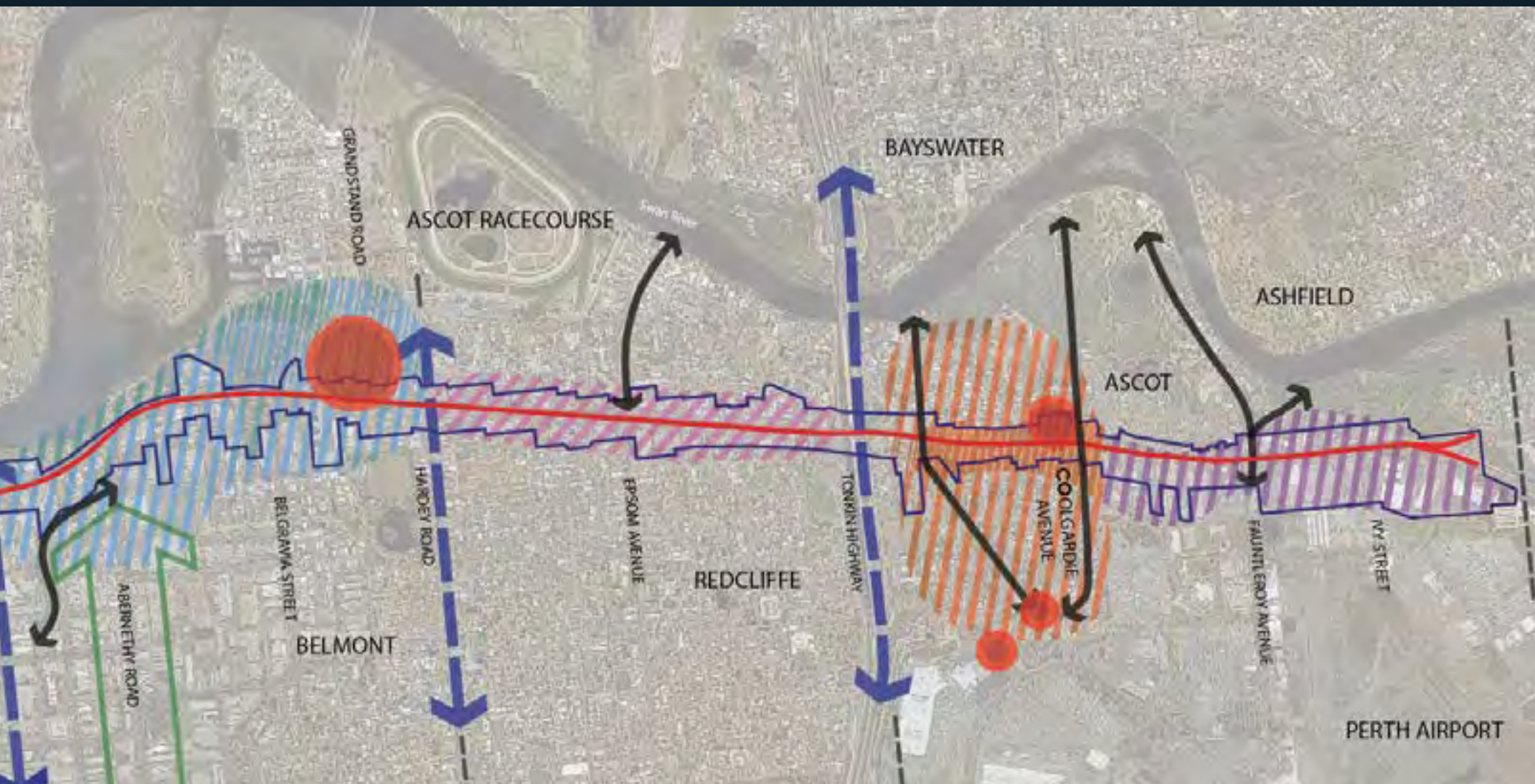
The new community will likely be multi-generational and include older people and seniors down-sizing; young couples and families looking to move close to employment, services and schools; singles entering the workforce and tertiary education wanting to be part of a vibrant community and close to amenities and visitors and tourists choosing gateway location near attractions and public transport options.

Established, existing retail, commercial and service sector land uses are likely to continue for some time and provide much needed local employment and economic activation. As the resident population along and in proximity to the Corridor grows these uses may expand and diversify over the next decade or so.

The Strategy for the Corridor will therefore need to provide for a range of land uses including support for established land uses and emerging new employment and residential typologies. Services, facilities, convenience retail and amenity for leisure and recreation will need to be facilitated to support the growing population and a sense of place.



Figure 11: Key Considerations



Vision and Themes

Themes

The philosophy behind the Corridor's future urban structure, public domain, land use configuration and built form qualities is based on four urban design themes which reflect the communities Vision for the area;

Theme 1 – Connecting people and places

Theme 2 – Making captivating streets and spaces

Theme 3 – Fostering employment and liveability

Theme 4 – Creating a memorable city fabric

These themes serve as the broad influences for the urban design rationale. The urban design themes, and associated guiding strategies, are the link between the Vision and the more detailed design elements and precinct standards and development requirements.

CONNECTING PEOPLE AND PLACES



MAKING CAPTIVATING STREETS AND SPACES



FOSTERING EMPLOYMENT AND LIVEABILITY



CREATING A MEMORABLE CITY FABRIC



Vision

The Vision focuses on the transformation of the Corridor into one of Perth's great urban boulevards and the creation of a new urban destination – a linear urban experience of beautiful and captivating spaces and places. The structuring elements include:

Amenity

The Urban Corridor Strategy delivers a development framework acknowledging the alignment of Corridor and the Swan River that provides for movement along the Corridor and connections through the Corridor into the adjacent neighbourhoods.

Networks

Harnessing the opportunities presented through greater connectivity is a key objective of the Vision Plan. The definition of a strategically considered network of public spaces and streets establishes a framework for the delivery of:

- An integrated public realm that can be utilised to support safe and comfortable spaces as well as providing general amenity.
- A network that offers easy and accessible connections within and through the Corridor.

Nodes

The Urban Corridor Strategy establishes the opportunity to celebrate and physically express key locations for creation of integrated mixed-use centres, intensification of land uses and wider housing choice. They provide deliberate opportunities to create a sense of place and identity for the neighbourhoods surrounding the nodes.

Precincts

The Corridor consists of four distinct precincts. Defining these precincts and using these geographically defined locations helps provide greater legibility and definition of character and define the opportunity for distinctive approaches towards built form, public realm, land use and movement.



AMENITY

NETWORKS

NODES

PRECINCTS

VISION

Figure 12: Structuring Elements

Vision Plan

The ambition behind the study area's Urban Corridor Vision is for the Corridor to become a vibrant and attractive gateway to the Perth CBD and Belmont from the Perth Airport.

The Corridor will be a modern, vibrant, mixed use movement thoroughfare, shared by buses, pedestrians, bike riders and vehicles, with high quality built form capitalising on attractive views and terminating key vistas. The Corridor will accommodate local businesses that serve local residents and capitalise on passing trade. It will be characterised by a green public realm that encourages pedestrian and cycling movement and provides places to socialise and congregate.

The vision focuses on the transformation of the Corridor into one of Perth's great streets and the creation of a new urban destination – a linear urban experience of beautiful and captivating spaces and places.

Refer to previous page for the structuring elements of the Vision Plan.



Figure 13: Vision Plan



Themes

Theme 1: Connecting people and places

The transformation of the Corridor from being an arrangement of low-intensity, single-use areas to being a vibrant mix of diverse uses and places that relate to its urban location and high amenity context requires the provision of new physical, visual and land use connections.

The existing street blocks along the Corridor are long and streets do not always make connections to desirable amenities such as the Swan River. The provision of possible new pedestrian/cycling connections in the area will strengthen the public realm, significantly improve pedestrian and cycling movement, and enable the Swan River to be experienced more widely by local workers and future residents. Improving pedestrian connections with the residential areas to the north and east, will also enable the creation of functional and appealing mixed-use and mixed-business nodes with strong ties to public transit.

Connecting the urban fabric has also been considered in terms of urban form and view-scapes. The low-rise, low-intensity and poorly-connected nature of the Corridor has defined people's appreciation of the place. The emphasis on long-distance views from the Highway to the Swan River and along the main connections to the Belmont Centre and business district will help to create a more positive perception of the Corridor as a place of interest and amenity.

The Corridor is the preeminent street in the City of Belmont – it has the potential to be Belmont's St George's Terrace/Adelaide Terrace. The success of the Corridor's transformation is significantly reliant on improving Corridor's function, character and appeal. The street is envisaged to accommodate significant volumes of traffic but also has potential as a section of a Priority Rapid Public Transport Route between Perth Airport and Fremantle via Canning Bridge under the State Government's Perth and Peel @3.5 Million Transport network, which emphasises the importance of ensuring the surrounding urban fabric connects and relates well to the Corridor.

The ability to foster the growth of the Corridor as a unified and revitalised urban environment will be greatly enhanced by additional residential life along the Corridor and adjacent areas. The Corridor will connect the residential neighbourhoods to the west, east and south. The well-considered planning and design of residential-friendly buildings, streets and places along the Corridor will ensure that the area does not remain an inert place. The transformation of the Perth CBD and West Perth as a place for residents and workers is a clear example for the type of place that the Corridor is envisaged to work towards.

Guiding strategies

- Identify potential for new connections through the urban structure to provide greater pedestrian and bike rider amenity and safety.
- Optimise the integration of the surrounding urban fabric with Corridor and the Swan River foreshore.
- Identify priorities for the development of physical road, bicycle and pedestrian linkages and infrastructure.
- Commence the creation of a green Corridor that can accommodate more extensive public transport infrastructure.
- Create a pleasant streetscape along the existing street and associated links.
- Guide and manage the relationship between residential and non-residential development.
- Enable direct and safe access to public transport stops.
- Support development of a funding model to provide additional public realm and community facilities in accordance with population growth.
- Create safe crossing points at intersections that do not have traffic signals and in mid-block locations between the signalised intersections.
- Provide infrastructure for pedestrians and bike riders that enables safe and convenient movement.
- Establish a comprehensive and high quality streetscape Strategy that incorporates the design philosophies.
- Support management of car parking through parking policies and design guidelines.

Theme 2: Making captivating streets and spaces

The quality of the public domain often distinguishes the best cities. The public domain – streets and public spaces – provides: the setting for the variety of buildings; places for celebration, democratic expression, exercise and relaxation, gathering and respite; places of beauty for visitors and locals; space for environmental cleansing.

The Corridor's existing public domain is largely characterised as a wide, barren utilitarian traffic artery – oriented almost solely to car movement, access and exposure – and a tenuous relationship with the adjoining development and community. To help deliver the revitalisation needed for the Corridor, the Highway, adjoining streets and spaces need to give workers and residents a pleasurable experience.

The world's better cities have a recognisable hierarchy of appealing public spaces. The Urban Corridor Strategy seeks to create additional types of spaces and amenity along the Highway, within the constraints of the already-developed urban fabric. The provision of numerous small spaces created at the corners of key streets when redevelopment occurs will help to deliver significant amenity and opportunities for outdoor life throughout the Corridor. It is important to provide more of the smaller urban open spaces throughout the mixed use areas that are easy to walk to and use by local workers and residents.

The provision of local parks and Urban Gardens close to the predominantly residential areas will help in some small way to fill a void in the recreation and outdoor life opportunities of the Corridor's southern area.

Important goals of the Urban Corridor Strategy are to enhance the design, quality and usability of the existing open space assets which line the Corridor and provide improved access to spaces nearby. To optimise the use of larger assets such as Garvey Park, Hardey Park, Grove Farm Reserve, the Swan River and other planned green links near the Redcliffe Train Station, the Urban Corridor Strategy proposes to strengthen connections between the Highway and the parkland by providing greater public amenity and enhancing the streetscape along connecting streets.

Poor pedestrian amenity and passive surveillance along the Highway and at Activity Nodes, requires significant public domain improvement. Creating appealing settings for transit use – at bus stops and any future Priority Rapid Public Transport stops – is a vital consideration for the transformation of the Corridor. The potential to reduce car use for short trips within the Corridor and from adjacent precincts depends on it.

Additionally, the Urban Corridor Strategy aims to provide a much improved pedestrian and cycle network connecting public spaces and the places where people work, live and play. An important role of the plan is not only to provide these new urban open spaces but to use the redevelopment to help stitch them into the life of the City of Belmont as part of a comprehensive public realm network. Provision of these various urban open space opportunities contributes substantially to the vibrancy and liveability of the Corridor and the Activity Nodes along it.

Guiding strategies

- Ensure the environmental impacts of future development are effectively and appropriately managed.
- Create links to adjacent public open space for more intense public enjoyment and enhanced community amenity.
- Create a well-landscaped streetscape along the Corridor.
- Create highly-accessible, frequently-spaced urban spaces along the Corridor for workers, residents and visitors.
- Enhance public realm amenity of the Corridor to support the introduction of new, or enhancement of existing, residential development.
- Improve pedestrian amenity and provide high quality public domain around transit stops.
- Coordinate the development of new public spaces, small parks and linkages with new adjacent private development to ensure the best possible interface.
- Ensure new development is oriented to pedestrian areas through appropriate site planning, active interaction between ground floor uses and the public realm, well-detailed street frontages, and integration with adjacent transit nodes and stops.
- In the placement and design of buildings, consider their impact on solar access, shade and wind in public spaces.

Theme 3: Fostering employment and liveability

The role of the Corridor as one of Perth's primary transport Corridors is to be respected, however the quantity and diversity of commercial, retail and light industrial uses in the precinct is also of strategic importance and is to be enhanced. The balance is required between serving the demands and requirements of traffic and the vision for the Corridor as part of the City of Belmont's economic profile and the desire to create a cosmopolitan atmosphere and place where people wish to live, work and relax.

The Strategy for the Corridor aims to ensure that employment growth can occur whilst enabling additional residential development. The Urban Corridor Strategy is designed to accommodate the growth of employment and a range of appropriate forms and locations of residential and mixed use development in the precinct.

The establishment of residential use will be supported through the new public domain amenity, which will have an emphasis on extensive planting of trees and soft landscaping in the streetscape. Residential development may be set back from Corridor to ensure that the amenity of residents is optimised and adequate Landscape Zones can be introduced.

The revitalisation of the Corridor must create a place with good liveability qualities, in terms of the physical environment, the services and facilities, and places for outdoor activities.

The Urban Corridor Strategy supports significant mixed use development and shop retail uses within existing and future identified activity centre.

The light industrial development that exists to the eastern end of the Corridor, on the southern side from Coolgardie Avenue onwards is proposed to be retained. An opportunity is provided for appropriate commercial uses to be sensitively mixed in with the light industrial development. The transition to the abutting residential development will need to be carefully considered.

The existing office and commercial uses will continue to be permissible under the Urban Corridor Strategy and additional opportunities for similar uses are identified, to support the opportunity for employment within proximity to the main residential suburbs of the City of Belmont. The ability to incorporate a mix of retail, office and residential with leisure and entertainment uses in a highly landscaped setting will help to transform the Corridor.

Guiding strategies

- The overarching objective for land use is to pursue a policy of mixed-use development that would achieve a sustainable environment integrating living, working and leisure.
- Create a place that offers new and exciting activity and living opportunities, while also providing an appropriate level of compatibility and support for existing and future businesses in the Corridor and City of Belmont.
- Create a land use framework that recognises its role in supporting the City's economic growth and contributes to the evolution and ongoing improvement of the area.
- Introduce residential densities to the Corridor to activate the area, provide choice and diversity in the City's residential stock and enable appropriate population growth whilst having regard for the amenity of existing residents.
- Facilitate mixed-use residential development that responds to proximity to the Swan River and associated parks, Belmont centre and nearby employment destinations and within walkable catchments of public transport stops.
- Create a safe, appealing environment around transit stops throughout the Corridor through street activation and natural surveillance and safe crossing points.
- Promote local convenience retail intensification within existing and future identified activity centres.

Theme 4: Creating a memorable city fabric

Making the Corridor a memorable urban place is a fundamental goal of the Urban Corridor Strategy. A major part of this involves enriching the urban fabric through the composition of building heights and scale, architectural expression, use of materials and innovative design responses, activating the interface between buildings and the public realm and providing for strategically located landmark buildings. The Urban Corridor Strategy seeks to introduce some cohesion to the urban fabric, which helps to improve the status, identity and appeal of the area.

The creation of pedestrian-focused Activity Nodes throughout the Corridor is an important objective for the Urban Corridor Strategy. Activation of these nodes will lead to the requirement for buildings close to the street edge. Opportunities for landmark, mixed use buildings and appropriate scale, height and built form will be encouraged in nodes and centres, optimising views of the Perth CBD and Swan River, with active uses within the ground floor and podium and upper floors set away from the street edge.

Connecting the envisaged urban scale of the Corridor with the natural amenity of the Swan River and associated parks with green pedestrian and cycle links and some new connections to reinforce the

existing street network and increase permeability, is an important objective of the Urban Corridor Strategy. The Urban Corridor Strategy is designed to improve the general urban fabric of the location and for the Highway Corridor to have high quality landscaping through creating a Landscape zone along the length and on both sides of the carriageway at the interface with development. The secondary streets which connect with the Highway may provide for interesting 'green street' connections. With lower traffic volumes – resulting in quieter, more intimate streets – and a lower building scale, these side streets will become attractive for people seeking a casual, yet lively, street scene; well-suited for mixed use residential development.

The Corridor Strategy provides an opportunity for taller commercial and mixed-use development at key nodes which will have good access from the main connecting side streets. Some buildings may be able to exploit valuable views south-west across the Swan River toward Optus Stadium and the Perth CBD. These buildings would mark the northern frame of Precinct 1, and in other activity nodes along the Corridor, to create a memorable gateway and nodal expression.

Guiding strategies

- Develop the Corridor with an arrangement of higher density development towards the western end and within activity nodes, and lower intensity towards the eastern end and where abutting residential areas.
- Additional building height may be supported through bonuses for the provision of residential use, public spaces and new connections.
- Create low-rise building edges to all of the streets to generate an appropriate scale for pedestrian appeal, and to integrate sensibly with adjacent residential areas.
- Facilitate the creation of strategically located Office Garden developments, which have generous building setbacks and high quality landscaping around the buildings.
- Create a sense of arrival into the Corridor through the coordinated design of buildings, landscape and streets. Once people have arrived, the experience of moving through the area must be pleasant and captivating for all street users.
- Design ground floors to relate well to the public domain, and facilitate ground floor uses that help to create activity in streets and spaces.
- Insist on the best possible architectural design.
- Design buildings with a distinct form, and ensure that the new built form contributes to the vision of the Corridor.
- Design off-street car-parking to have little or no impact on the visual amenity of the public realm.
- Prepare detailed design guidelines that reflect and direct the intentions of the final vision in regard to urban design, architecture, environmentally sustainable design, parking Strategy, land-use overlays, and the context within the Corridor and its adjacent transition zone.
- Enhance the urban fabric with elements such as feature structures, public art, built form, lighting and landscaping.

Networks

The Corridor will be serviced by an extensive movement network, comprising a Priority Rapid Public Transport service and associated bus stops, a series of on-street and off-street cycle paths facilitating continuous cycle access for the length of the Corridor, and pedestrian paths providing a continuous enjoyable, safe and convenient pedestrian network for the length of the Corridor. Where required, the existing network will be supplemented and associated infrastructure upgraded to provide a complete, robust movement network.

The surrounding network of pedestrian and cycle paths facilitate access into and out of the Corridor to surrounding residential areas as well as key areas of amenity including the range of open space surrounding the Corridor, the Swan River, the Belmont town centre, schools and Redcliffe Train Station. The existing pedestrian and cycle path also provides access parallel to the Corridor along the Swan River foreshore offering an alternative recreational route for pedestrians and bike riders.

The movement network will be supported by a multitude of pedestrian and cycle crossings including at-grade, underpasses and overpasses which will provide convenient and safe crossing opportunities for pedestrians and bike riders to cross the Corridor at key locations including Activity Nodes, adjacent to bus stops and adjacent to areas of open space.

The provision of a robust movement network will encourage and increase walking and cycling, which is a core requirement for the development of a successful Corridor with active edges and nodes. The existing and ultimate movement network has influenced the core elements of the Urban Corridor Strategy including the location and type of land uses, elements within the public realm, built form and additional movement requirements, resulting in a Urban Corridor Strategy which will be accessible for pedestrians and bike riders to enjoy.

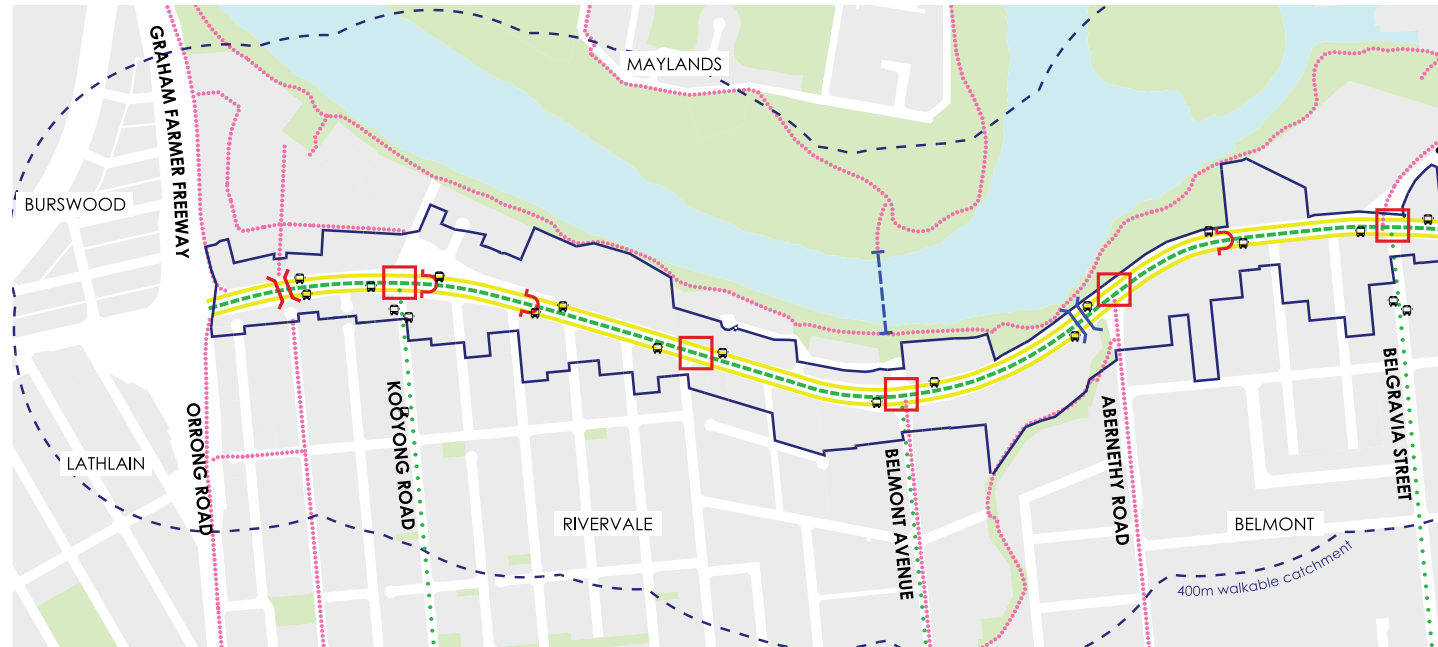


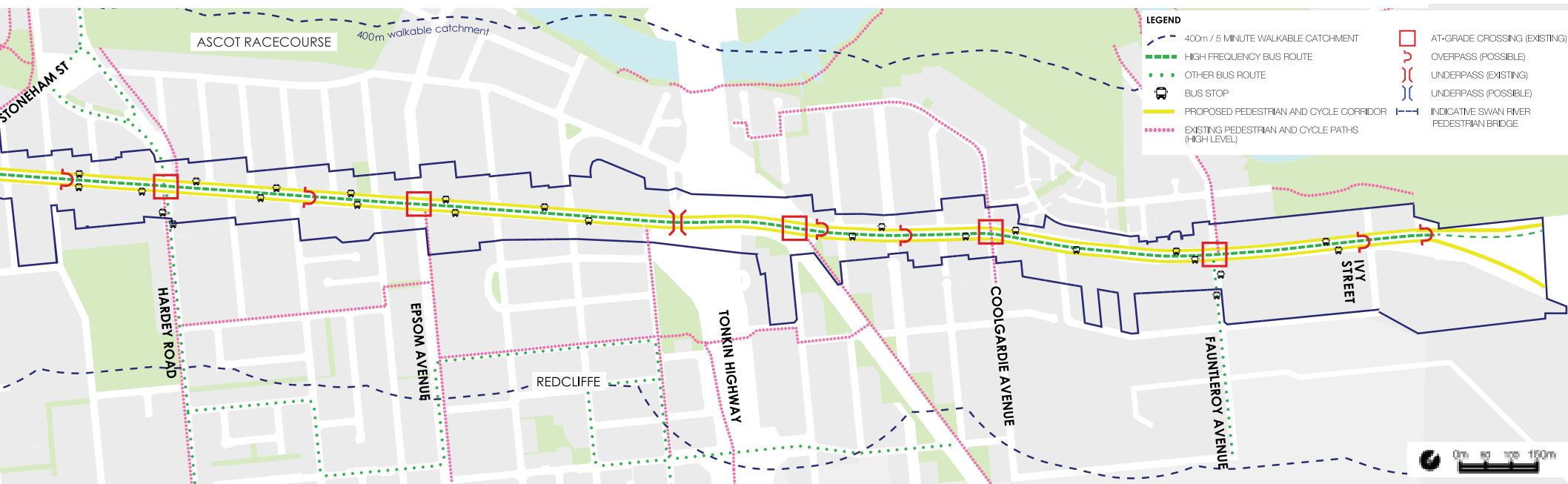
Figure 14: Networks Plan

Pedestrian paths

Existing high level pedestrian and cycle paths are depicted on the Networks Plan above. A network of pedestrian paths are proposed within the Landscape Zone. The paths along the Corridor will complement the surrounding pedestrian and cycle path network.



Figure 15: Integrating land use, transit and place making



Cycle paths

A network of cycle paths are proposed comprising on-street and off-street paths. The cycle paths along the Corridor will complement the surrounding cycle and path network.



Figure 16: Creating a safe and accessible network of cycle paths

Indicative Swan River pedestrian bridge

A potential future Swan River pedestrian bridge has been identified in the Figure 14 Network Plan, in line with Belmont Avenue. This would connect the City of Belmont with Maylands peninsula.

Future implementation of this bridge would be subject to approval from the relevant State Government agencies as well as a comprehensive project management process, planning approvals, environmental clearances, public consultation and budget considerations.

Urban Corridor Concept Plan

The Urban Corridor Concept Plan involves the reintroduction and emphasis of landscaping, improved connections to, from, across and along the Corridor, defines access and parking, complimented by land use focus areas of Activity Nodes, Activity Corridors and Mixed Employment, with appropriate and complementing built form development outcomes.

These key attributes will refresh and revive the Corridor which until now has mainly been utilised for moving large amounts of traffic to and from the east and west. The Corridor will be a place where public life, employment, public spaces, shops, housing, cafes, services, and transportation options come together to create a Corridor with an improved landscaped amenity, connections and crossing opportunities and reestablish its relationship to the stunning Swan River.

The Urban Corridor Concept Plan seeks to improve the landscape amenity along the entire length of the Corridor providing a comfortable, safe and shaded environment for pedestrian and bike riders alike to share and utilise. Additional supplementary areas of specific and diverse landscape areas will be provided at appropriate locations along the Corridor for the public to enjoy in a passive and active manner.

The Corridor has long been a mix of land uses along the entire length of the Corridor with no emphasis on any particular use. The introduction of focus areas will give guidance to the appropriate land use mix within these areas and help to establish a rhythm of development along the Corridor in conjunction with specific public realm, movement and built form typologies.

The Urban Corridor Concept Plan design is a community-led outcome that reflects a strong desire for an improved landscape and pedestrian environment, whilst respecting the importance of the Corridor as a key movement arterial which is supported by a distinct rhythm of land use focus areas and improved built form outcome re-establishes its relationship to the Swan River.

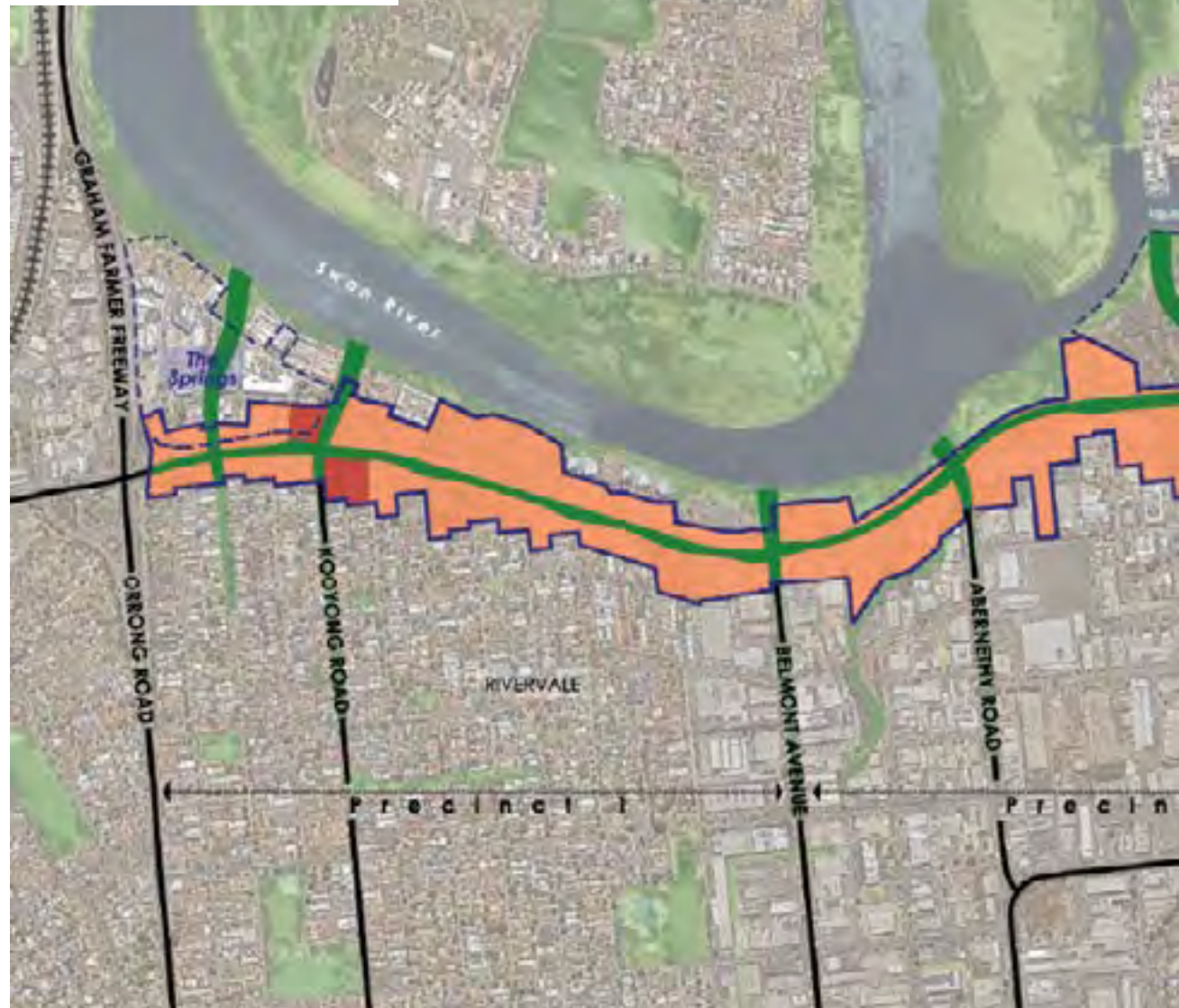
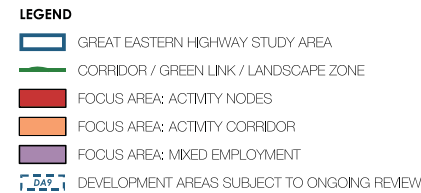


Figure 17: Urban Corridor Concept Plan



Urban Design Framework

The Urban Design Framework provides guidance for new development along the Corridor, under four categories; Public Realm; Movement; Land Use; and Built Form. These categories reflect the main investigation and discussion which emerged during the study analysis and community and stakeholder engagement. Through a focus on these categories, the Urban Design Framework will ensure that new development reflects the Vision of the Corridor.

Urban Corridor strategy principles

A component of the Urban Design Framework is the key principles which guide the Urban Corridor Strategy and the approach to future redevelopment. These principles facilitate the overall patterns of development, the character of the area, and the special opportunities of the location. Specific principles associated with these categories also serve as the design rationale for the Urban Corridor Strategy.

Typologies

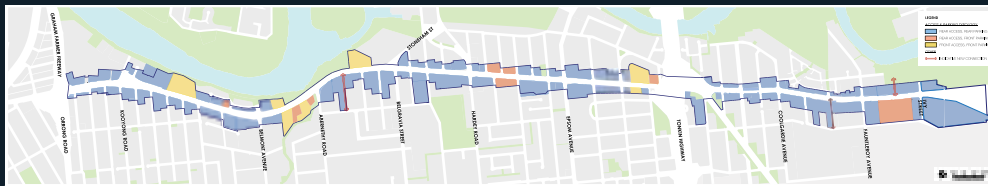
The Urban Design Framework includes a range of Typologies within each category which will be used as a reference to guide the realisation of Great Eastern Highway Corridor Vision. The Typologies represent the general development in relation to Public Realm, Movement, Land Use and Built Form. Each Typology includes a plan to demonstrate the suitability of the location of the Typologies within each precinct of the Corridor.





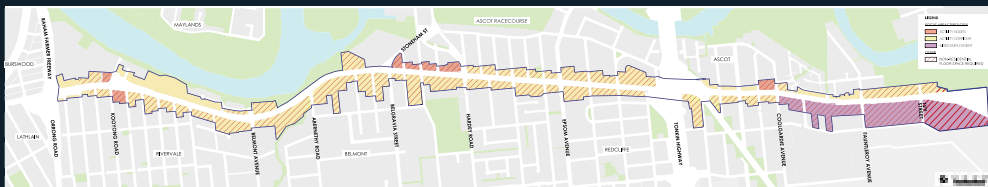
PUBLIC REALM

- Spaces.
- Landscape Zone.
- Connection.



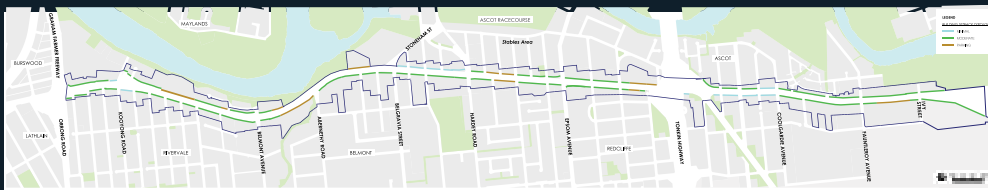
MOVEMENT

- Access and Parking.
- Crossings.



LAND USE

- Focus Areas.



BUILT FORM

- Scale.
- Building Setback.
- Transition.
- Active Ground Floor

Figure 18: Urban Design Framework Typologies

Public Realm

Principles

A major component for the regeneration of the Corridor is to improve the public domain to create a great place to live, work and recreate. The public realm will be designed to establish a high quality and well detailed urban environment in recognition of the high density development, sophisticated character and function as an Urban Corridor.

The specific Public Realm principles include:

- Improve built form outcomes along the Corridor to create a pleasant experience at street level.
- Improve public amenity and streetscape along the Corridor.
- Integrate public transport into future development framework.
- Ensure appropriate extent and scale for transitioning of land use and development intensity from the Corridor to surrounding residential uses.
- Enhance and create a sense of place/ community.
- Provide a diversity of green spaces with a focus on pedestrians, providing comfort to walk and cycle and a variety of places to stay, meet, people watch and socialise.
- Promote local mixed use nodes supporting an intensity of land uses.
- Foster land use intensity and redevelopment that can take advantage of proximity to key public open space areas and linkages including the Swan River.



Figure 19: Integrated development and transit with high quality landscaped pedestrian zone

Typologies

Introduction

The fundamental aspects of the public realm for the Corridor are quality of spaces and connections, and how the elements within the Landscape Zone such as footpaths, landscaping and cycle paths interrelate. The design of these elements is fundamental in promoting social interaction and physical activity and developing a high quality urban environment. The public realm elements included in the Urban Design Framework are Spaces, Landscape Zone and Connections.

Spaces

Active and engaging public spaces are important for promoting an active and engaged community. Well designed and inviting public spaces provide opportunities for socialising areas of respite and areas for active and passive recreation.

A series of public spaces are envisioned for the Corridor that accommodate a range of leisure and recreational needs and that are highly accessible to the local community.

The hierarchy of spaces will include larger spaces for active recreation as well as smaller spaces that are linked by a robust streetscape offering a range of experiences.

The Spaces Typologies included are:

- Urban Plaza.
- Pocket Park.
- Urban Garden.
- Large Green Space.

Landscape Zone

The Landscape Zone includes the elements of the public realm including footpaths, cycle paths, pedestrian realm, vegetation and landscaping. A Landscape Zone area should also be provided within the front of private lots. Depending on the location in the Corridor, the elements of the Landscape Zone will vary in terms of size and location.

The Landscape Zone should:

- Frame the street: Plant trees which have mature heights above 10m. Space trees at close intervals parallel to the street. Trees should be iconic Australian trees to welcome tourists travelling to and from the airport.
- Provide a homogenous planting treatment to the highway edge to be appreciated at 60km/h. The interior edge of the planting strip should be well-designed to appeal to pedestrians.
- Plant the edge with planting that gets taller towards the centre.
- Consider passive surveillance.

The Landscape Zone Typologies included are:

- North - Orrong Road to east of Ivy Street.
- South - Orrong Road to east of Ivy Street.

Connections

A goal of the Strategy is to support ease of access, and an enjoyable experience, to and through Corridor for pedestrians and bike riders with a network of high-quality connections. Within the study area, these connections essentially occur through the side streets, with important routes aligned with existing and proposed crossing points along the Corridor.

There are a range of connections that have been identified as requiring enhancing in order to improve the public realm of the Corridor. The priorities of the connections are to:

- Prioritise pedestrian access by ensuring footpath material is located over driveways.
- Create footpaths which are wide enough for people and bike riders.
- Retain and protect mature trees.
- Plant more trees and prioritise shade to pedestrian areas over medians.

Typologies have been included are:

- Urban Connection.
- Green Connection.
- Local Connection.

Spaces

Urban Plaza

Urban Plazas are intended to complement and integrate with the urban character of the adjacent built form. Urban Plazas should form focal points in the public realm, and should have a high degree of local identity.

Generally, Urban Plazas should be a passive environment and include hard landscaping with an appropriate amount of soft landscaping providing shade opportunities. Street furniture and public art should be integrated and encourage community activity.

As redevelopment occurs, the creation of Urban Plazas are encouraged to utilise adjacent land uses such as retail to create vibrant, activated spaces at appropriate locations along the Corridor. Urban Plazas may also provide the potential to function outside general business hours and be utilised for other activities such as small-scale cultural/community events and markets.



Figure 20: Public Realm Typologies



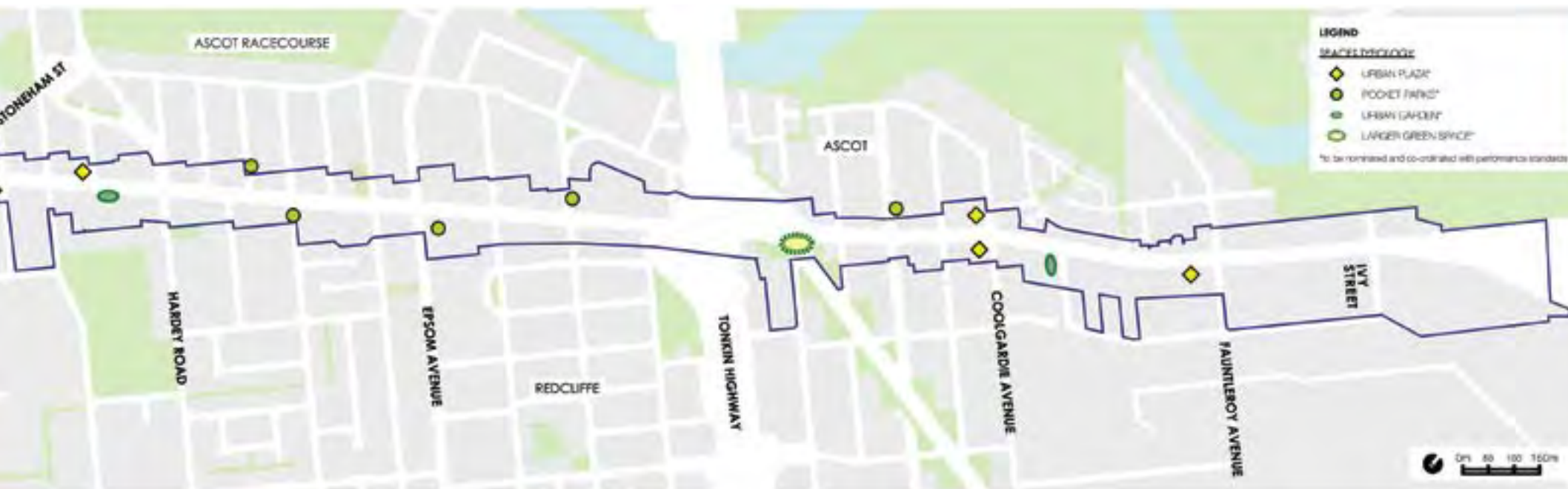
Figure 21: Buildings designed to encourage ground floor activation



Figure 22: Urban Plazas with hard and soft landscaping elements



Figure 23: Urban Plazas providing comfortable and varied seating opportunities



Urban garden

Urban Gardens include areas of various sizes and shapes although, primarily of a linear nature and located predominantly along the existing Corridor frontage.

It is envisaged Urban Gardens will be utilised for passive recreation uses, having designated small breakout spaces supplying unique, intimate environments that are multi-functional for use by individuals, groups and families alike.

The treatment of Urban Gardens will include a mixture turf, paving and swales, in addition to maximising tree retention/new tree planting in these areas.



Figure 24: Creating appealing landscape adjacent to the Corridor



Figure 25: Existing example of an Urban Garden along the Corridor

Pocket Park

Pocket Parks are primarily intended to be located within the side streets which intersect with the Corridor. Pocket Parks should complement the general land use components of the particular side street they are located on. Treatment of Pocket Parks should consist of soft landscaping and infrastructure, creating small green areas and recreation opportunities within the locality. Pocket Parks could include small active recreation components such as singular piece and/or small-scale children's play equipment.

Pocket Parks should:

- Provide amenity which is not available in the local area. Some types of amenity which Pocket Parks can provide include community gardens, basketball, tennis, playgrounds, dog exercise and teenage play.
- Pocket Parks rely on internal activities rather than activation from building interfaces. Provide a minimum of 5 things for people to do in the park.
- Encourage change interactions and community cohesion.
- Plant at least one street tree which ties the park in with the rest of the street. The species should be the same as the dominant tree on the road.
- Keep the park open to the street. Do not provide buffers or barriers to the street. The park should feel welcoming to the public.



Figure 27: Pocket Parks incorporating play areas for children



Figure 26: Public Realm Typologies



Figure 28: Planting, seating and feature landscaping



Figure 29: Small active spaces



Larger Green Space

A key consideration within the Larger Green Spaces is the retention of existing mature trees where possible, the provision for pedestrian and cycle movement and the integration of any living stream and drainage system.

The Larger Green Spaces will be areas that primarily consists of a natural environment, and provide for informal passive recreation.



Figure 30: Creating larger green spaces utilising existing mature trees



Figure 31: Mix of soft and hard landscaping in open spaces

Landscape Zone



Figure 32: Injecting landscape amenity, to support movement



Figure 33: Landscape Zone Typologies

Figure 34: North - Orrong Road to east of Ivy Street



This Typology is located on the northern side of the Corridor, for the entire length of the study area and is proposed to include:

- A Principle Shared Path for walking and cycling
- A landscape buffer between the path and traffic traversing Great Eastern Highway.
- A generous landscaping strip within private lot boundaries of:
 - » 4m within activity nodes
 - » 6m within activity corridors
- Public Transport infrastructure as required.

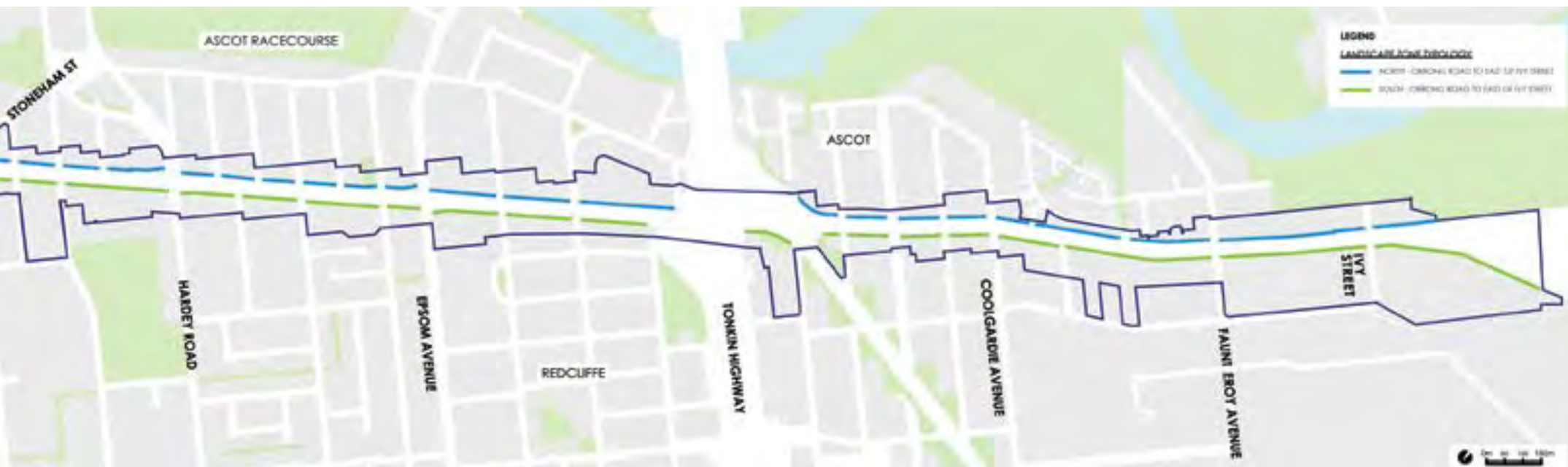


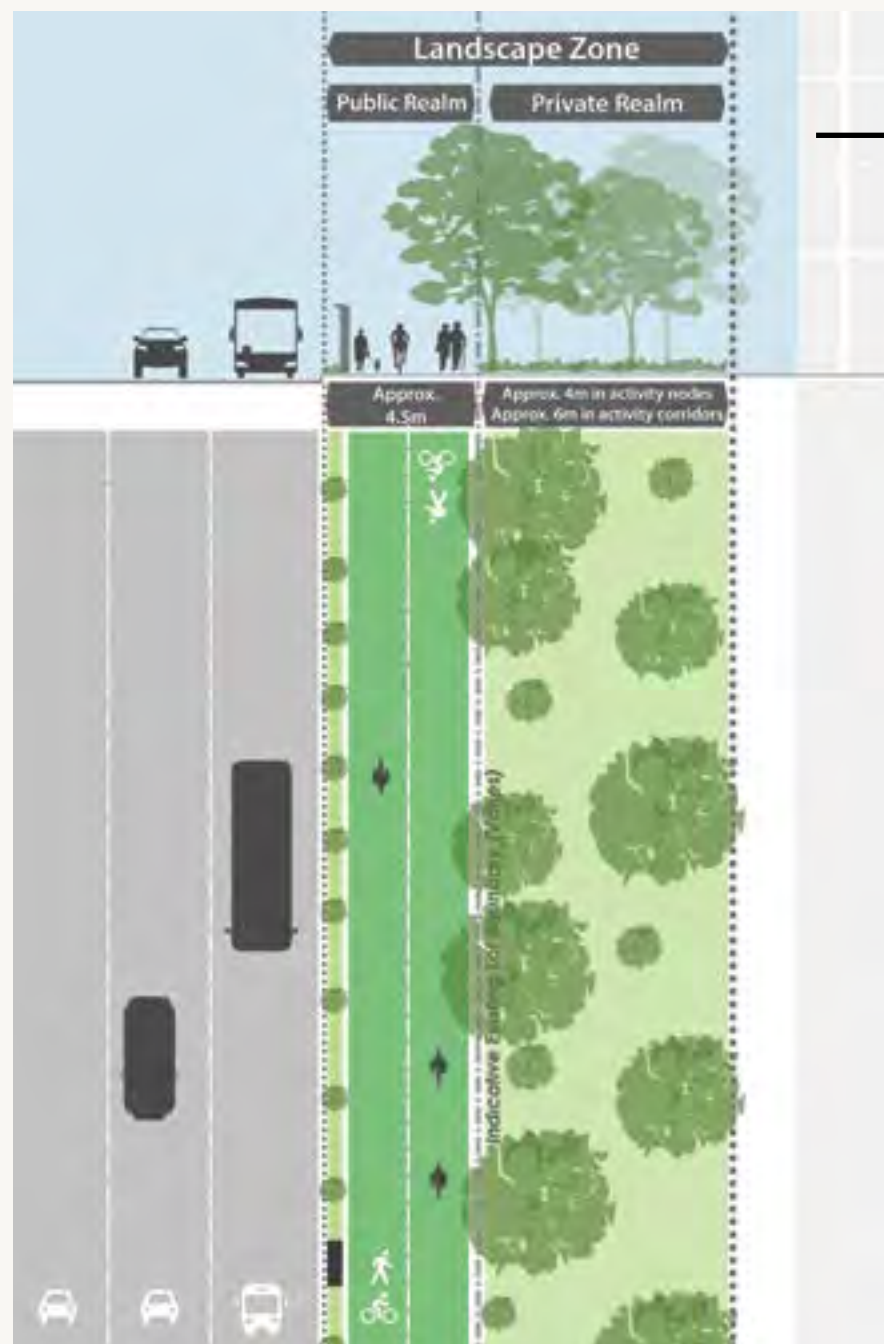
Figure 35: South - Orrong Road to east of Ivy Street



This Typology is located on the southern side of the Corridor, for the entire length of the study area and is proposed to include:

- A pedestrian path
- A landscape buffer adjacent to the existing on-street cycle lane.
- A landscape buffer between the pedestrian path and private lot boundaries.
- A generous landscaping strip within private lot boundaries of:
 - » 4m within activity nodes
 - » 6m within activity corridors
- Public Transport infrastructure as required.
- Existing on-road cycling to be retained, and extended where appropriate.

Figure 36: North - Orrong Road to East of Ivy Street



Activated frontage and use as per figure 80.

Building setback as per figure 71.

This Typology is designed to span approximately 8.5m-10.5m in width, starting from the edge of the current on-street cycle lane (proposed to be removed) and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public realm

Within the public realm, the existing on-street cycle lane is proposed to be removed to make room for a new off-street principle shared path. This is proposed at a width of 4m (2m in each direction).

Between Great Eastern Highway and the principle shared path, a 0.5m wide landscape buffer is proposed. This area provides for a level of separation between the path and passing vehicles travelling along the Highway. It is envisioned that this area will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private realm

Within the private realm, between 4m-6m wide of consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.

Figure 37: South - Orrong Road to East of Ivy Street

This Typology is designed to span approximately 7m-9m in width, starting from the kerb of the Great Eastern Highway road reserve and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public realm

The public realm is proposed to be 3m in width and comprise of:

- A 2m wide pedestrian path (1m in each direction)
- 0.5m of landscaping either side of the pedestrian path

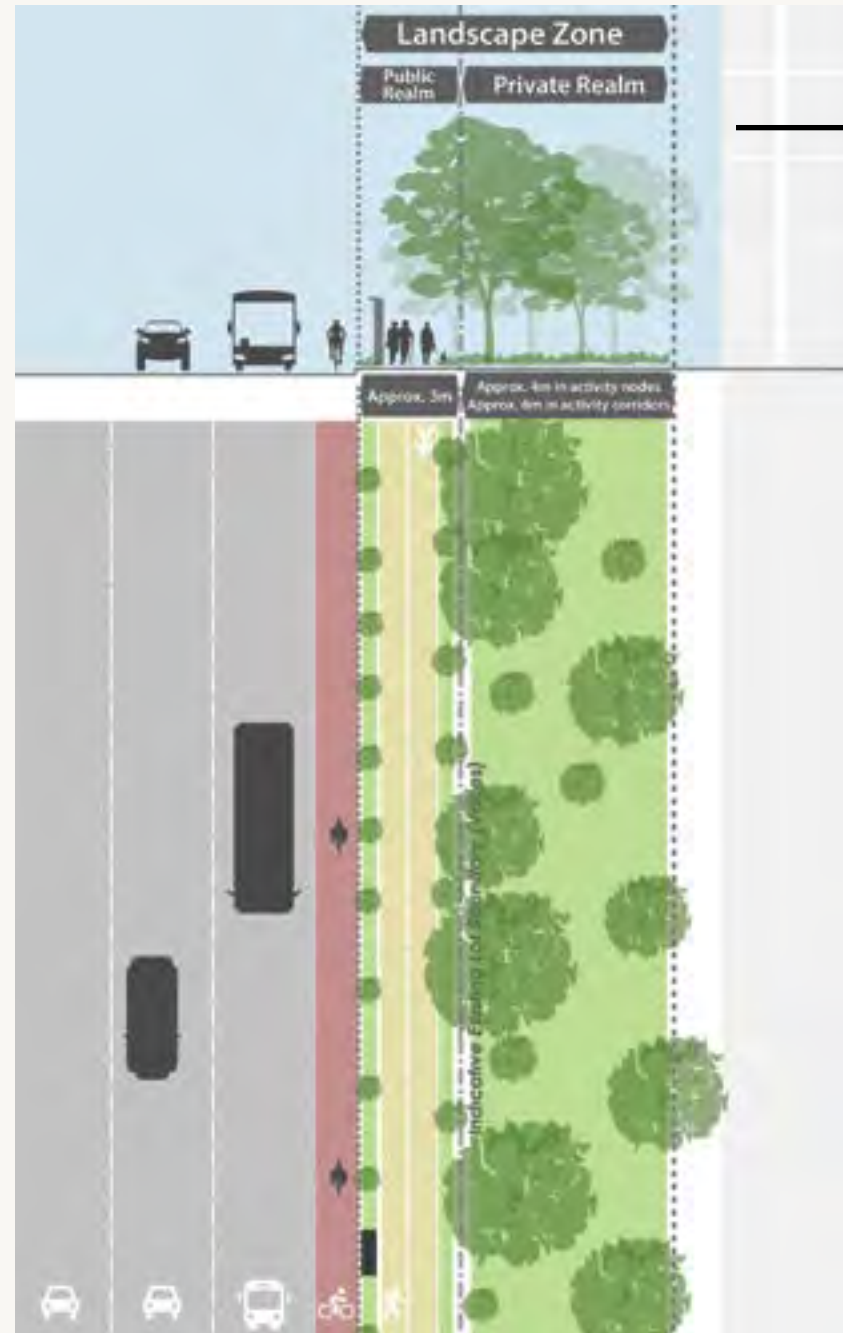
The landscaping areas provide opportunities to achieve additional greenery and planting adjacent to the cycle lane and pedestrian path. It is envisioned that these areas will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private realm

Within the private realm, a 4m-6m wide consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.



Activated frontage and use as per figure 80.

Building setback as per figure 71.

Connections

Urban Connection

The Urban Connections are located along main streets, and are aligned with pedestrian crossing points at intersections with traffic signals.

The intention for Urban Connections is for the verges to be landscaped with:

- A formalised planting of trees that are spaced close enough to provide near-continuous canopy cover, including the potential for double rows of street trees.
- A wide shared path, or paths, potentially located between a double row of street trees.
- High-quality streetscape landscaping.

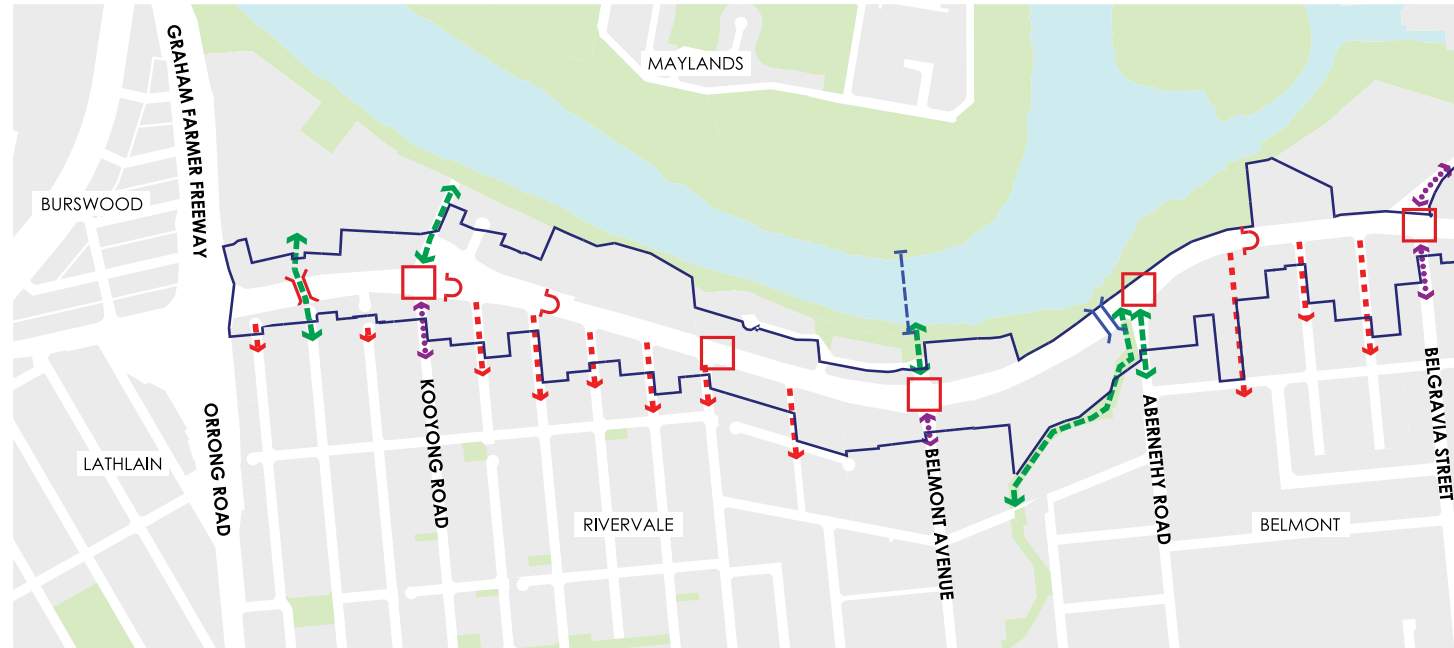


Figure 38: Connections Typologies



Figure 39: Larger trees providing shade over the pedestrian zone

Green Connection

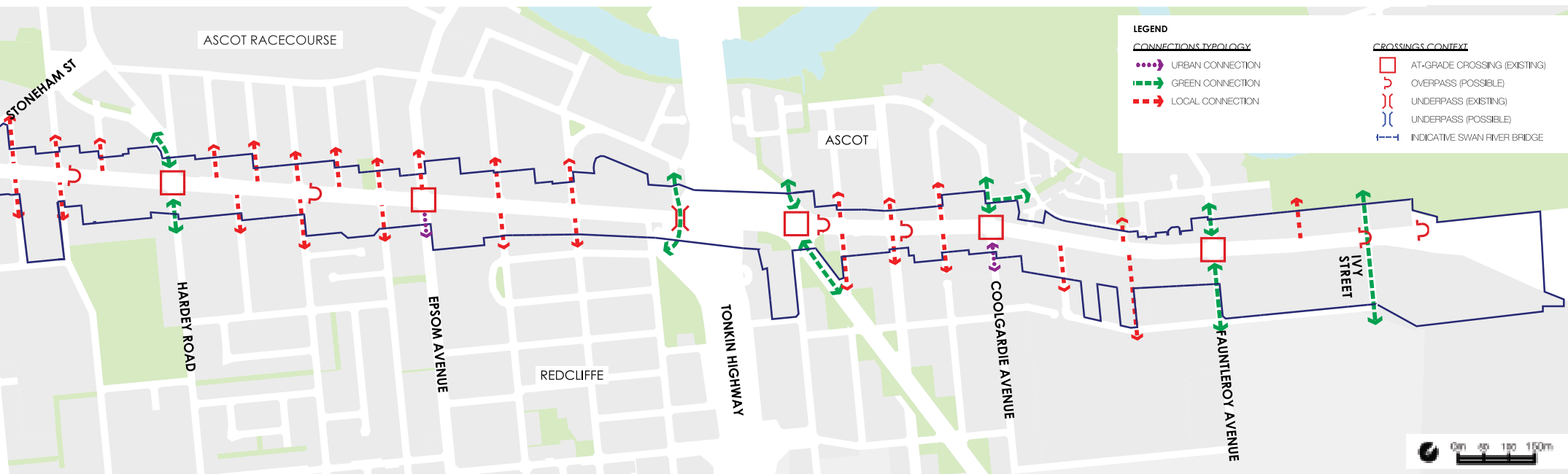
Green Connections will provide links to the various parks and recreation opportunities along the Swan River.

The Green Connections identified align with pedestrian crossing opportunities along the Corridor.

Improvements to the streetscape and pedestrian environment is required along the Green Connections.



Figure 40: Designed to emphasise landscape and pedestrian amenity



Local Connection

Local Connections will provide access to the Corridor via the lower order side streets.

Improvements to the streetscape and pedestrian environment is required on the Local Connections.

There are a number of indicative new connections proposed as local connections. These are located in between private properties, and are intended to be created as pedestrian/cycling access paths.



Figure 41: Street design to encourage safe and pedestrian friendly use

Movement

Principles

The Corridor's transport infrastructure should be respected and strengthened through the provision of land uses and access arrangements that ensure ease of movement to, through and within the Corridor for the various transit mode options.

The movement principles include:

- Support dedicated public transport lanes along the Corridor.
- Ensure safe access and movement through the precinct for bike riders.
- Ensure safe access and movement through the precinct for pedestrians, providing a high-quality pedestrian environment with safe crossing points.
- Effectively manage vehicular traffic flow along the Corridor and side streets, acknowledging the highway is a major artery that acts as a strategic trade route and gateway linking Perth Airport through to the Perth City Centre.
- Promote parking to be at the rear of development. Where parking is required to be at the front of buildings, ensure it has an appropriate interface with the Corridor, and appropriate landscaping is provided.
- Remove crossovers from the Corridor to only provide access to development from secondary streets or laneways, unless Main Roads WA approval is granted.



Figure 42: Dedicated movement and accessways for pedestrian, cycle and vehicular use

Typologies

Introduction

The fundamental movement aspects of the Corridor include consideration of vehicular access arrangements and parking locations to ensure safe pedestrian and cycling movement and landscape amenity is achieved as identified in the public realm Typologies. It is also essential to consider the provision of a network of safe, accessible and convenient pedestrian and cycling crossings to complement the range of land uses, built form and network of connections along the Corridor. The movement Typologies included in the Urban Design Framework are Access and Parking and Crossings.

Access and parking

The location and arrangement of access and parking should ensure efficient vehicular movement, as well as safe and efficient pedestrian and cycling movement. This should also ensure effective landscape amenity and align with the land use, built form and public realm elements of the Corridor.

The requirement to achieve a continuous vehicle access connection between side streets needs to be achieved with consideration to safe pedestrian movement, landscape amenity and buffering, and the transition of building scale (low or moderate). The detailed design requirements for the rear access, movement, landscaping and transition considerations will be addressed in a different planning document.

The Access and Parking Typologies included in the Urban Design Framework are:

- Rear Access, Rear Parking.
- Rear Access, Front Parking.
- Front Access, Front Parking.
- Rear Access, Rear Parking, Variation

Rear access, rear parking, variation

Variations to the rear access, rear parking may be considered for sites which have physical constraints that prevent continuous vehicle access connection from one side street to the other being achieved. In these instances, no vehicle access or parking is permitted along the highway frontage and crossover access must be from side streets.

Rear access, front parking

Rear access, front parking, is allowed for a small number of properties that may be subject to physical constraints that prevent a continuous vehicle access connection from one side street to the other being achieved through the rear of the site. In these instances, vehicle access is still required from the sides streets or rear of the site, however parking would be located to the front of the site.

Front access, front parking

On nominated sites rear access and rear parking has been determined to be unachievable due to topographical and/or other physical constraints and as such front access and front parking is permitted. The access into the site will be left in only and the egress will be left out only.

Until all lots within a street block are developed, it is acknowledged that temporary access onto the highway will need to be maintained.

Indicative new connections

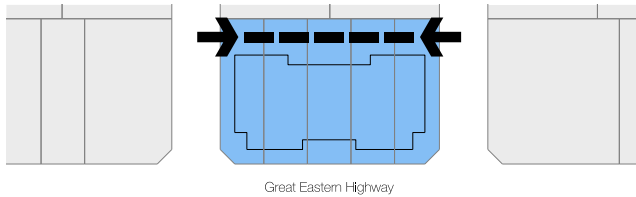
Three indicative new pedestrian and bike rider connections are identified along the Corridor to help improve access in these locations. These connections should address appropriate landscape and public domain requirements.



Figure 43: An example of shared access within private sites

Access and parking

Figure 45: Rear Access, Rear Parking



For the purpose of the Strategy, the key recommendations for rear access, rear parking are:

- Provide a rear access/parking zone along the rear boundary.
- Provide for safe pedestrian movement within the rear access zone, including possible consideration for a footpath.
- Depending on the nature of the land uses either side of the rear access zone and the required transition scale, provide landscaping within and/or along the rear access zone that benefits the amenity of pedestrians and adjoining properties.



Figure 46: Rear Access and Parking which accommodates footprints, landscaping and lighting

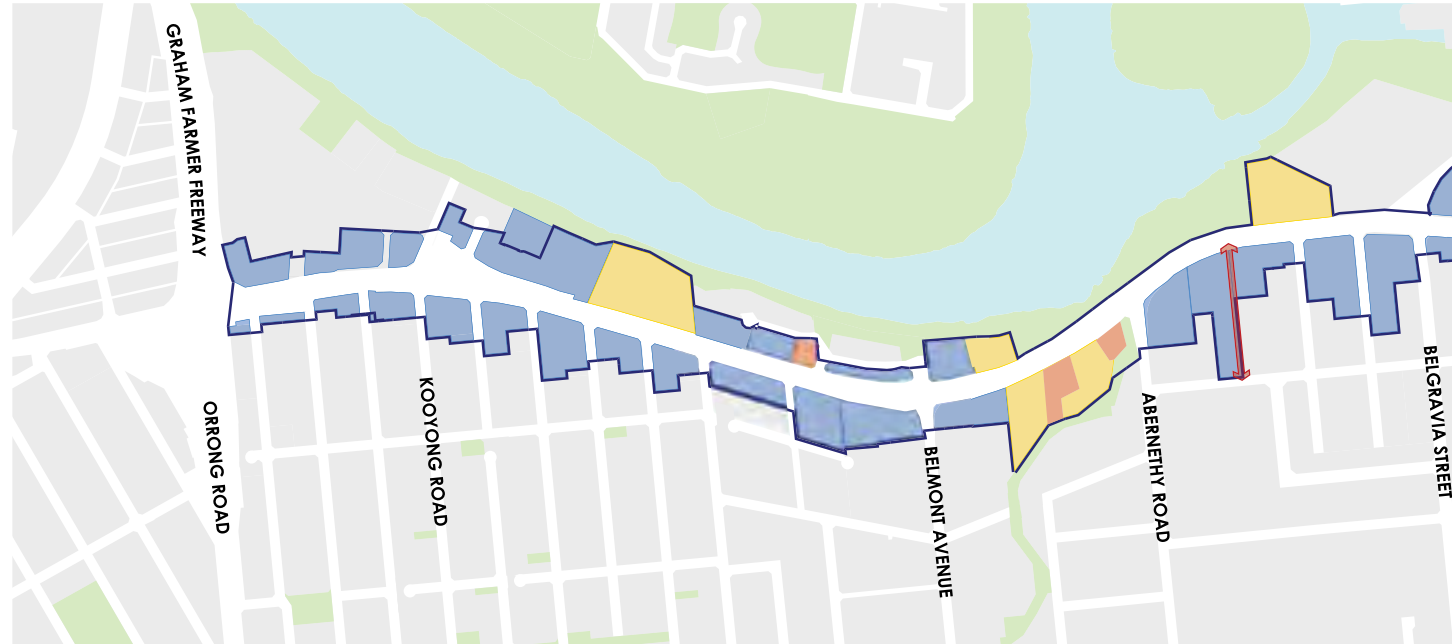


Figure 44: Access and Parking Typologies

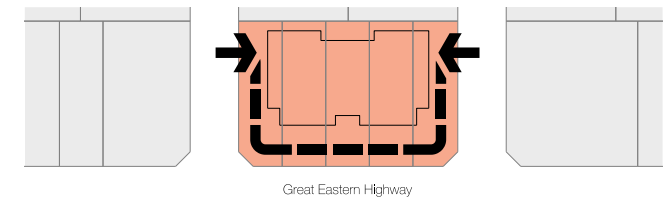
Figure 47: Variation - Rear Access, Rear Parking



Where Rear Access, Rear Parking cannot be achieved, variations will be considered. The key criteria for the variations are:

- No crossover along highway frontage.
- No parking in front of buildings along highway frontage.
- Crossover access from side streets.

Figure 48: Rear Access, Front Parking



The key criteria for rear access, front parking is:

- No crossover access along highway frontage.
- Parking allowed in front of buildings along highway frontage.
- Crossover access from side streets.
- Common accessway (R.O.W or easement) to service multiple properties, where relevant.

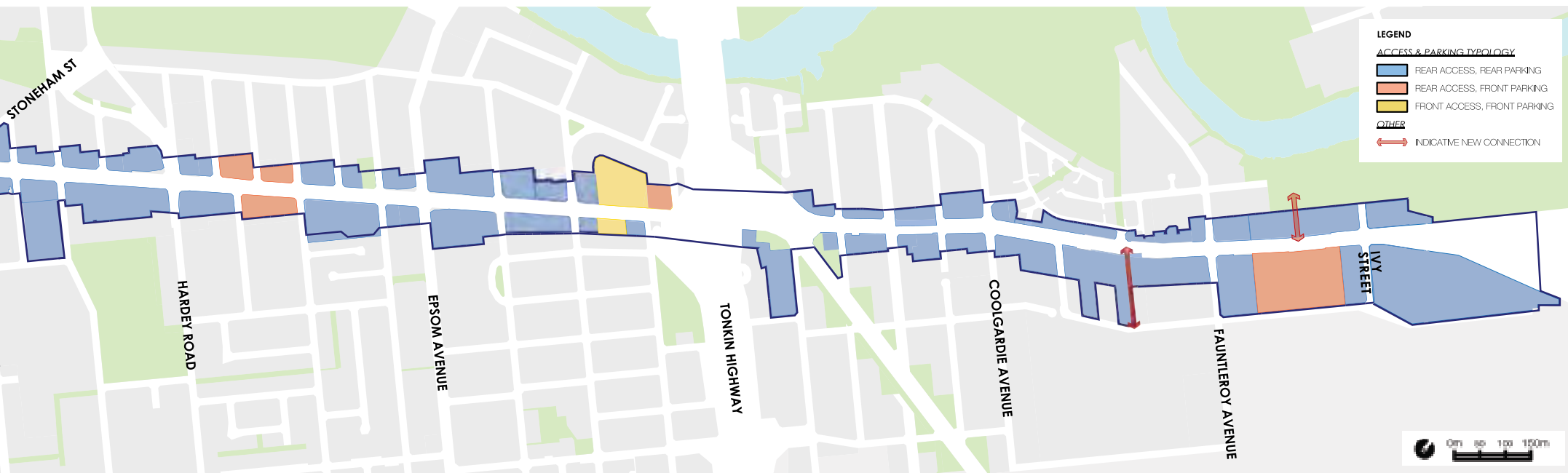
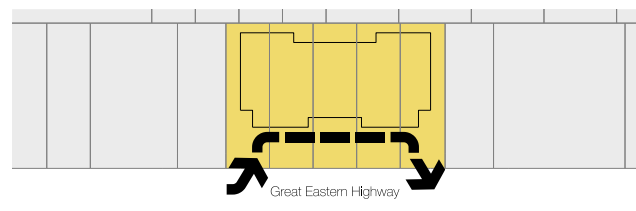


Figure 49: One sided angled parking and one way access

Figure 50: Front Access, Front Parking



The key criteria for front access, front parking is:

- Crossover access allowed along highway frontage – limited to one left-in crossover and one left-out crossover for each group of properties.
- Parking allowed in front of buildings along highway frontage.
- Common accessway (R.O.W or easement) to service multiple properties, where relevant.



Figure 51: An existing example of front access, front parking along the Corridor

Crossings

At-Grade pedestrian crossings (Existing)

At-grade Pedestrian Crossings associated with signalised traffic intersections provide safe and comfortable opportunities for pedestrian crossings, particularly within Activity Nodes.

Signalised intersections should provide pedestrian crossing opportunities across each segment of the intersection to provide convenience to pedestrians. Countdown timers or flashing yellows should be provided at signalised intersections to inform pedestrians of the time left to cross the road, improving the safety of pedestrians. This is subject to approval by Main Roads Western Australia (MRWA).

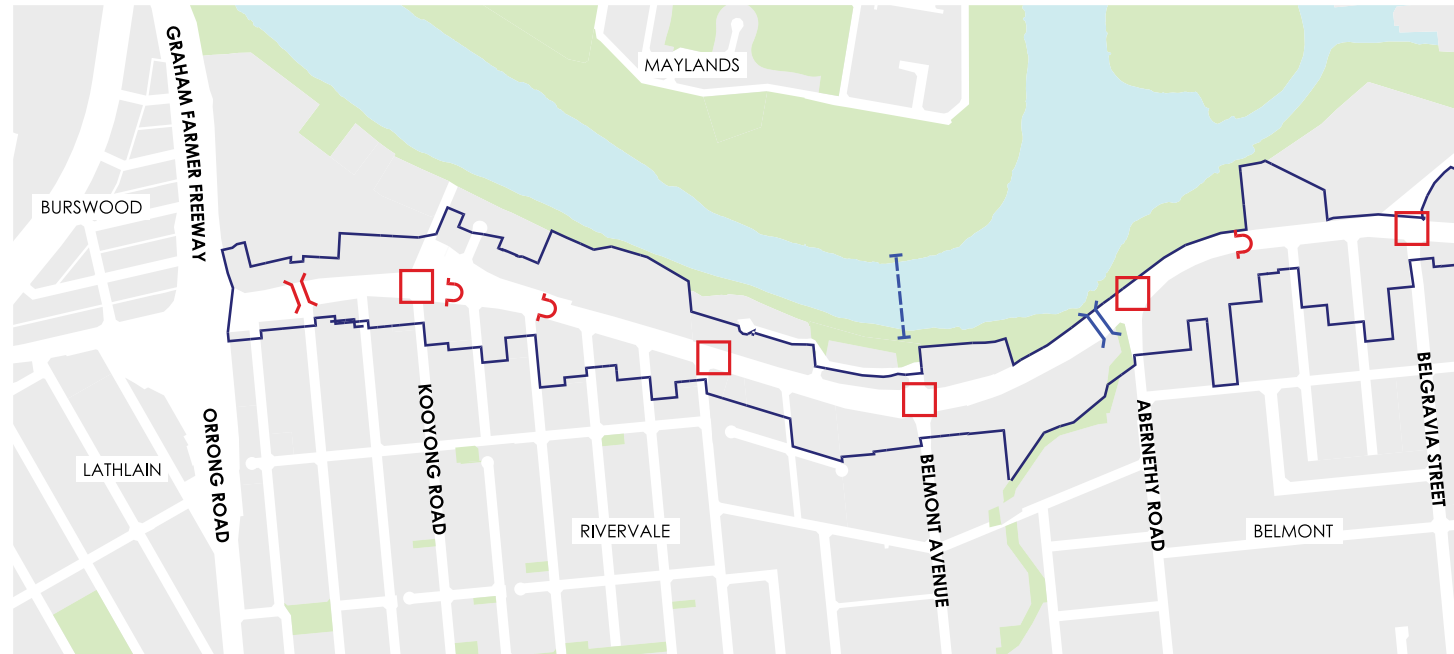


Figure 52: Crossings



Figure 53: Safe and convenient at-grade pedestrian crossings

Overpass (Possible)

Overpasses are proposed along the Corridor to provide safe, convenient crossings opportunities for pedestrians and bike riders at strategic locations adjacent to Activity Nodes, bus stops or other areas of amenity.

Overpasses may either be free standing or connected to adjacent buildings depending on their location.

Overpasses should ensure safety and comfort of pedestrians and bike riders, and consideration should be given to the provision of suitable lighting, the provision of a sheltered walkway, and ensuring accessibility to, from and along overpasses.

The plan shows indicative locations for possible overpasses.



Figure 54: Integrated green overpasses to provide diverse crossings

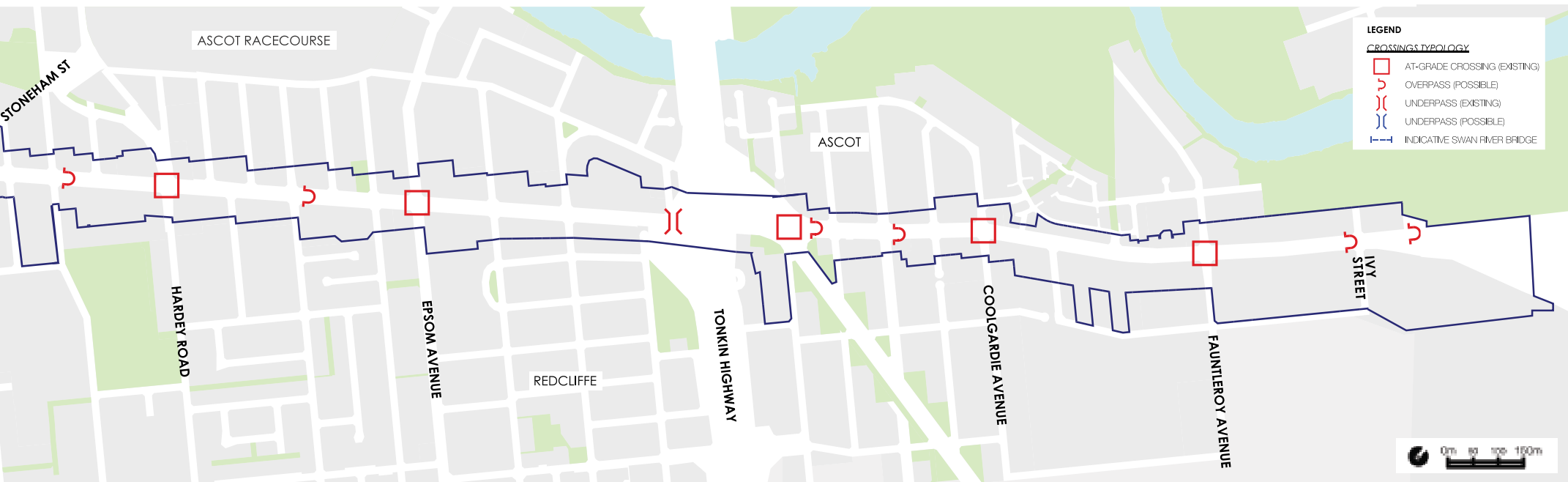


Figure 55: Architecture to consider including overpasses

Underpass (Existing and possible)

Underpasses will provide safe, convenient opportunities for pedestrians and bike riders to cross the Corridor, providing a high level of protection for pedestrians where there are high volumes of vehicular traffic.

Underpasses should be designed to ensure safety and comfort of pedestrians and bike riders, including the provision of bright, attractive and secure lighting, the provision of uninterrupted sight lines to and through the underpass, and be of a sufficient width and height to maintain the feeling openness and safety.

The plan shows indicative locations for possible underpasses.



Figure 56: Safe, convenient and attractive underpass opportunities.

Land Use

Principles

Land use can contribute to economic development. Economic development along the Corridor is essential to provide job opportunities for people living in the area to maintain quality of life, and also to build diversity on the range of sectors and roles within the existing economic spine along the Corridor.

The Land Use principles include:

- Enhance the growth and diversity of land uses at Activity Nodes to improve local convenience, amenity, sense of community and local employment.
- Provide residential densities and permissible land uses that have regard for the amenity of existing residents, in accordance with the City's Local Housing Strategy.
- Facilitate residential development that responds to the amenity of mixed-use nodes and public transport, in accordance with the City's Local Housing Strategy.
- Widen the range of accommodation choice and dwelling diversity in accordance with the City's Local Housing Strategy.



Figure 57: Enhance the growth of mixed use nodes to improve local convenience, amenity, sense of community and local employment



Figure 58: Example of a mix of commercial and retail uses

Typologies

Introduction

The fundamental aspects of land use along the Corridor are identifying Focus Areas and providing guidance to improve the range of land uses on the ground floor.

Preferred land uses are identified within each of the Focus Areas in each of the Corridor Precincts.

Preferred uses are considered to contribute to the vision and character for the particular location. Preferred land uses will contribute to the activation of the public realm and enhance the experience of the street as an Urban Corridor.

There are various land uses which will not contribute to the experience of the Urban Corridor, and are considered to be inconsistent with the intent of particular Focus Areas. On the basis that petrol stations require large development sites with direct access from the Corridor, generate large volumes of traffic, have low employment densities, are not attractive to pedestrians and bike riders, and bear an element of risk such as odour and the storage of combustible materials, they are considered to be incompatible with active uses proposed in various areas of the Corridor such as retail, cafes, and restaurants and therefore should be restricted along the Corridor. In particular, petrol stations will not be permitted within the Activity Nodes and should be limited to existing industrial areas or where there are existing large format showrooms only.

Other land uses discouraged along the Corridor include warehouses, self-storage facilities, motor vehicle repairs and light industrial and industry (with the exception of land south of Great Eastern Highway and east of Coolgardie Avenue). This is due to their lack of activation, inactivity outside core hours, undesirable built form, building outcomes and presentation and their lack of compatibility and integration with other land uses.

Focus areas

The land use Typologies have been identified as the basis that various locations along the Corridor will have a different focus. Mixed Use development will be focused around Activity Nodes, where infrastructure capacity exists, or can be created, and where high levels of transit service exist. In between the Activity Nodes, there will be Activity Corridors and Mixed Employment Focus Areas, depending upon the local conditions in each of the Precincts.

The Focus Area Typologies are:

- Activity Node.
- Activity Corridor.
- Mixed Employment.
- Non-Residential floorspace Required.
- Other.

Non-residential floorspace required

There should be non-residential floorspace incorporated into all new developments. This will facilitate the long-term economic sustainability of the corridor and ensure that a diverse range of land uses are delivered. In addition, making provision for non-residential floorspace in all new developments will provide services and products for the surrounding community as well as supporting a vibrant and active corridor.

If a development is not proposing to provide non-residential floorspace, ground level design should be adaptable to enable land use change over time.



Figure 59: Example of Activity Node Typology incorporating a mix of retail, office and residential uses

Focus areas

Activity Nodes

The Activity Nodes will provide the opportunity for a variety of commercial businesses that are highly compatible with higher density residential development.

Mixed Use Activity Nodes should ensure there is a relationship between the ground floor uses and the building design with the public domain, to ensure space activation and passive recreation.

Active ground floor uses such as retail and hospitality should be integrated with uses such as offices and residential on upper floors.

Preferred land uses

Activity Nodes - Ground Floor: Land uses on the ground floors of buildings within the Activity Nodes will comprise of uses which will contribute to the activation of the public realm and enhance the experience of the street as an Urban Corridor. Land uses will encourage social interaction and pedestrian activity and assist in supporting the economic viability of the locality, such as retail, cafes, restaurants. Buildings should be of a high standard of architectural design and contribute to the activation of the street as per the Built Form Typologies, and access arrangements should be as per the Access and Parking Typologies.

Activity Nodes - Upper Floors: Land uses in the upper floors of Activity Nodes will comprise a variety of uses to support the active ground floor, including residential, commercial and offices.



Figure 60: Focus Areas Typologies



Figure 61: Ground level activation promoting economic development

Activity Corridor

The Activity Corridor - Focus Areas form a transition between the Activity Nodes. It is proposed that active commercial uses populate the ground floor.

Preferred land uses

Activity Corridor – Ground Floor: The ground floors of buildings within the Activity Corridors will include an extensive variety of land uses including commercial, showrooms, and offices. It is important the built form of the ground floor is as per the Built Form Typologies, and access arrangements should be as per the Access and Parking Typologies.

Activity Corridor – Upper Floors: Land uses in the upper floors of Activity Corridors will comprise a variety of uses, including residential, commercial and offices.

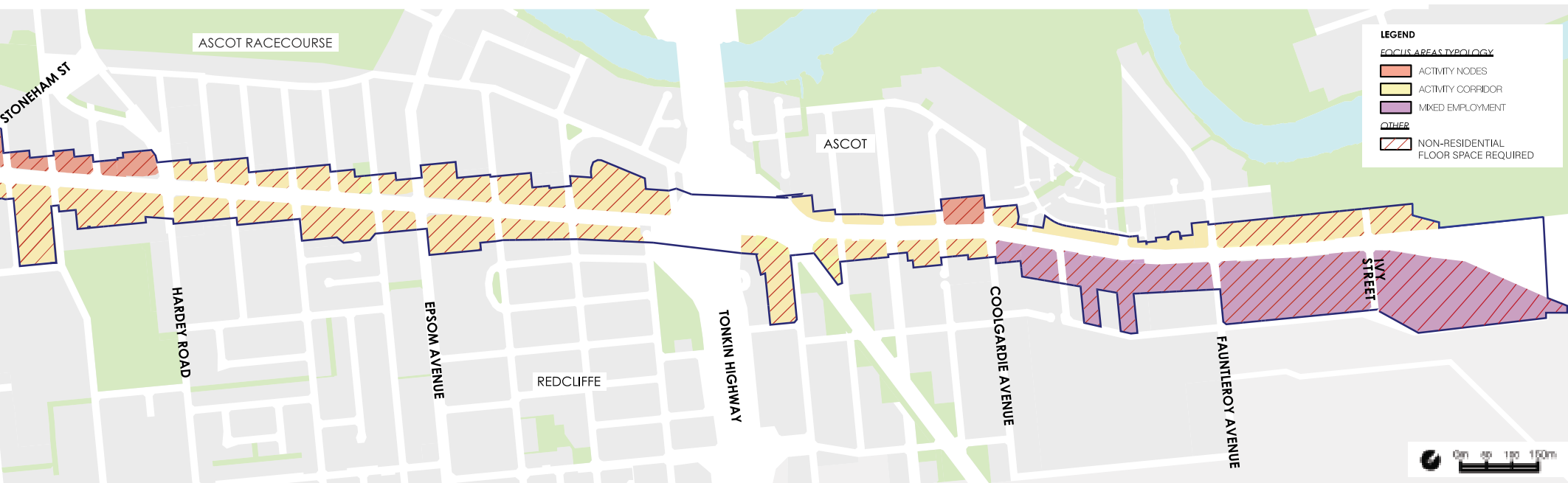


Figure 62: Well-articulated development relating to the street edges

Mixed Employment

The Mixed Employment Focus Areas create the opportunity for a wide variety of commercial and individual service businesses compatible with the surrounding mixed use areas.

Preferred land uses

It is envisaged the areas of existing industry will remain as industry for some time however should the opportunity arise, the transition from industry to the Activity Corridor area will be encouraged.

Preferred land uses will include a variety of commercial and service businesses compatible with the surrounding mixed use area, including offices and small-scale showrooms.



Figure 63: Diversity of building architecture

Built Form

Principles

Achieving the vision for the Corridor requires high quality architectural expression of built form through the use of materials, innovative design responses, active built form interfaces with the public realm and strategically located landmark buildings.

Built form principles include:

- The height and scale of new buildings should have an appropriate relationship with aspirational built fabric.
- Allow appropriate built form height to take advantage of views towards the Swan River.
- Promote landmark buildings in locations identified that provide a high level of architectural treatment, point of difference and aid with wayfinding navigation.
- Consider transition of building height and scale from the Corridor to lower density residential areas, addressing:
 - Building bulk.
 - Dwelling diversity.
 - Residential amenity.
 - Overshadowing streetscape.
 - Streetscape.
 - Privacy.
- Provide architectural qualities that contribute to the attractiveness of the Precinct.
- Minimise the visual impact of surface parking on public domain amenity.
- Built Form to create a well-defined and appealing public domain and positive ground-level experience, particularly for pedestrians and ameliorate the traffic dominated nature of the road.



Figure 64: Examples of landmark buildings of different scales

Typologies

Introduction

the fundamental aspects of built form for the Corridor are scale, frontage and building setback, and transition to surrounding development.

In the case that the Corridor study area is expanded to include a broader area, the transition areas identified should be adapted to reflect the surrounding context of the additional development sites.

Scale

The building heights and building massing and plot ratio proposed along the Corridor should be designed to optimise the experience at street level, whilst creating landmark buildings and appropriate intensity at key mixed use Activity Nodes.

Transition

Within the study area, development along the Corridor must provide a suitable transition scale and development intensity to respect existing residential development surrounding the Corridor. The scale and intensity of development should transition down from the Corridor into surrounding residential areas.

The Transition Typologies are:

- Low.
- Medium.

Building setback

Different locations along the Corridor will have different requirements for building setbacks as well as building frontages. The building setback is the distance a new building should be set back from the Landscape Zone within private property and should consider the nature and character of the location and the uses within the building.

The Building Setback Typologies are:

- Minimal (Activity Node).
- Moderate (Activity Corridor).
- Parking.



Figure 65: Building Setback relationship with Landscape Zone

Active ground floor

Development within the priority active ground floor areas must ensure that both an active land use and built form edge is provided.

Buildings should be designed to embrace the street at the ground floor and contribute to a thriving streetscape as well as contribute to surveillance of the street.

Built form can facilitate an active ground floor through mechanisms such as:

- Large, attractive buildings entrances to which are visible from the street.
- Windows which are orientated towards the street to facilitate passive surveillance and enable a connection between the building and the public realm.
- The provision of architectural quality which is appealing particularly at ground level to create an interesting experience for pedestrians.

The Corridor Active Ground Floor Typologies are:

- Priority.
- Encouraged.
- Other.

Key landmark sites

Opportunities for Key Landmark Sites are proposed and have been defined by their strategic location and relationship to adjoining public streets and open spaces and consequently by their strong visual impact on the surrounding area.

Landmark buildings need to provide a high level of architectural treatment to all frontages that are visible and prominent, and ensure the frontages contribute to the public and pedestrian environment.

Additional height and plot ratio may be permitted for key landmark buildings subject to performance criteria.

Scale

Activity Centres/DA6

Golden Gateway

This precinct is subject to the draft Golden Gateway Structure Plan which provides detailed guidance regarding built form controls which will guide future development of the land.

Development Area 6 precinct

This precinct is subject to an Improvement Plan (Improvement Plan 45 – Redcliffe Station Precinct). An Improvement Scheme containing built form controls will ultimately guide future development of this area.

Eastgate and Ascot Local Centres

The Activity Centre Planning Strategy (ACPS) identifies that it may be appropriate for either an R-AC1 density code or R-AC0 density code to be applied to land within the Eastgate and Ascot Centres. An R-AC1 density coding allows for a maximum building height of 9 storeys, a nil setback from side and rear boundaries and either a nil or 2m setback from the street boundary. The ACPS notes that if an R-AC1 density coding is applied to the centre the rear and side setback provisions should be amended to ensure an appropriate interface to adjacent residential development.

Alternatively, the ACPS notes that it may be appropriate for site specific planning to be undertaken to guide future development of land within these centres, through the application of an R-AC0 density code.

The most appropriate code and built form controls will be further explored through the preparation of a new local planning scheme, taking into account the ACPS and level of development proposed on adjacent land by this Strategy.



Figure 66: Scale Typologies

Industrial Areas

The Redcliffe Industrial Area will have building heights and site cover guided as per provisions within the City's new Local Planning Scheme.

Within Precinct 1, taller buildings will generally make up the northern edge of the corridor. To the south, buildings will be of a lower scale to minimise impacts on adjacent residential properties.

In Precinct 2, development will be of a consistent height and scale, acknowledging that there are no directly adjacent residential properties.

In Precinct 3, development will generally maintain a lower built form scale, responding to the existing adjacent residential development.

Precinct 4 will develop at a lower intensity, transitioning down from precincts 1, 2 and 3.



Figure 67: Low rise integrated development and landscape amenity

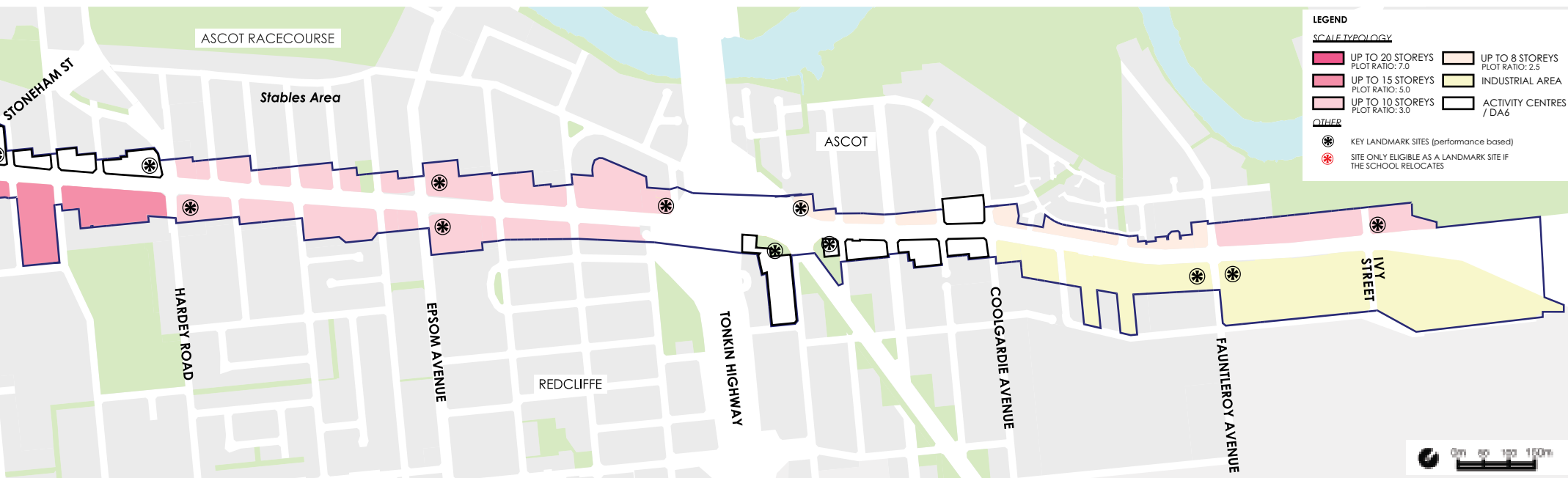


Figure 68: High quality development overlooking urban spaces

Buildings will address the street front and parks to create an appealing urban environment and should be arranged to minimise shadowing on public spaces such as footpaths, parks and public plazas. Lower levels will be encouraged to relate to and activate the street with the levels above required to be setback to minimise the visual impact on the landscape.

New development should be designed to minimise the negative impacts associated with bulk and scale on adjacent existing dwellings. Buildings should respect and complement adjacent land uses, whilst reducing overshadowing impacts.

To achieve higher intensity developments on landmark sites, it must be demonstrated to the City that they have achieved a standard of building excellence as determined by the City, which may include very high quality architectural or sustainable design techniques, the provision of public and private communal facilities on site and/or a substantial contribution to the public realm.



Figure 69: Articulation of larger buildings creates an appealing streetscape



Figure 70: High quality architectural development encouraged

Building setback

Minimal (activity nodes)

Within the Activity Nodes, buildings shall have a minimal setback from the landscaping zone located within private property.

The active land uses located on the ground floor of activity nodes, such as cafes, restaurants and shops, rely on pedestrian traffic and interest. A minimal setback will facilitate this and provide for the active uses to interact and benefit from the adjacent landscape zone, through appropriately designed buildings.

A minimal setback will be approximately 0m-1m from the required landscaping area in private lot boundaries.

Golden Gateway and Development Area 6

A minimal setback typology has been reflected over land within the Golden Gateway and Development Area 6 precincts. However, it is acknowledged that future development within these precincts will be guided by a Structure Plan (Golden Gateway) and Improvement Scheme (DA6 precinct).



Figure 71: Building Setback Typologies



Figure 72: Examples of Minimal Building Setbacks that frame the street and activate the pedestrian environment

Moderate (Activity Corridors)

Within the Activity Corridor areas, a moderate setback should be provided to create a wider public realm for the growth of mature public trees and landscaping.

A moderate setback will be approximately 2m or more from the required landscaping area in private lot boundaries.

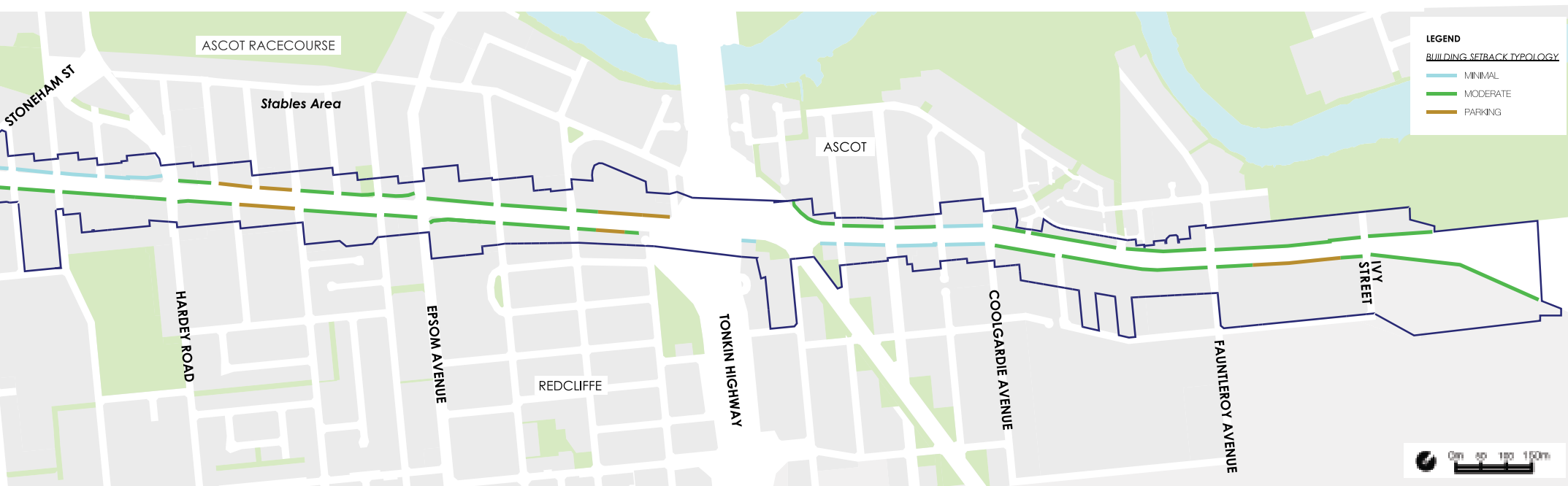


Figure 73: Example of a Moderate Building Setback that incorporates landscaping and public access

Parking

Where the Rear Access, Front Parking or Front Access, Front Parking Typologies are required due to existing site constraints, an increased setback will be considered to accommodate parking at the front of buildings. Landscaping should be provided in the front setback to maximise shade and shelter and soften the appearance of the car parking.



Figure 74: Parking within front setback where necessary

Transition

Low

New buildings should be designed to minimise their impact on existing residents by ensuring appropriate transitions in building height, bulk and scale.

Developments should feature the following transition provisions:

- Increased setbacks and building separation to lower density residential development, to preserve visual privacy and solar access.
- Architectural articulations to reduce visual intrusion, and help mitigate the effects of taller structures on neighbouring properties.
- Landscaping along the rear boundary.
- Side and rear accessways and parking to further lessen the built form impacts on adjacent residential areas.
- Stepping in of buildings from the boundary to achieve greater setback. Potential options of this include:
 - » Podium height being one third of the total building height.
 - » Development above 2 storeys within 18m of the rear boundary contained within a 45-degree envelope.

These provisions are illustrated in Figure 76.

As part of the Local Housing Strategy, Local Planning Strategy and new Local Planning Scheme, the density of land behind the corridor will be reviewed with the aim to achieve a more gradual transition.

Figures 77 and 78 reflect how development could look in the medium to long term.

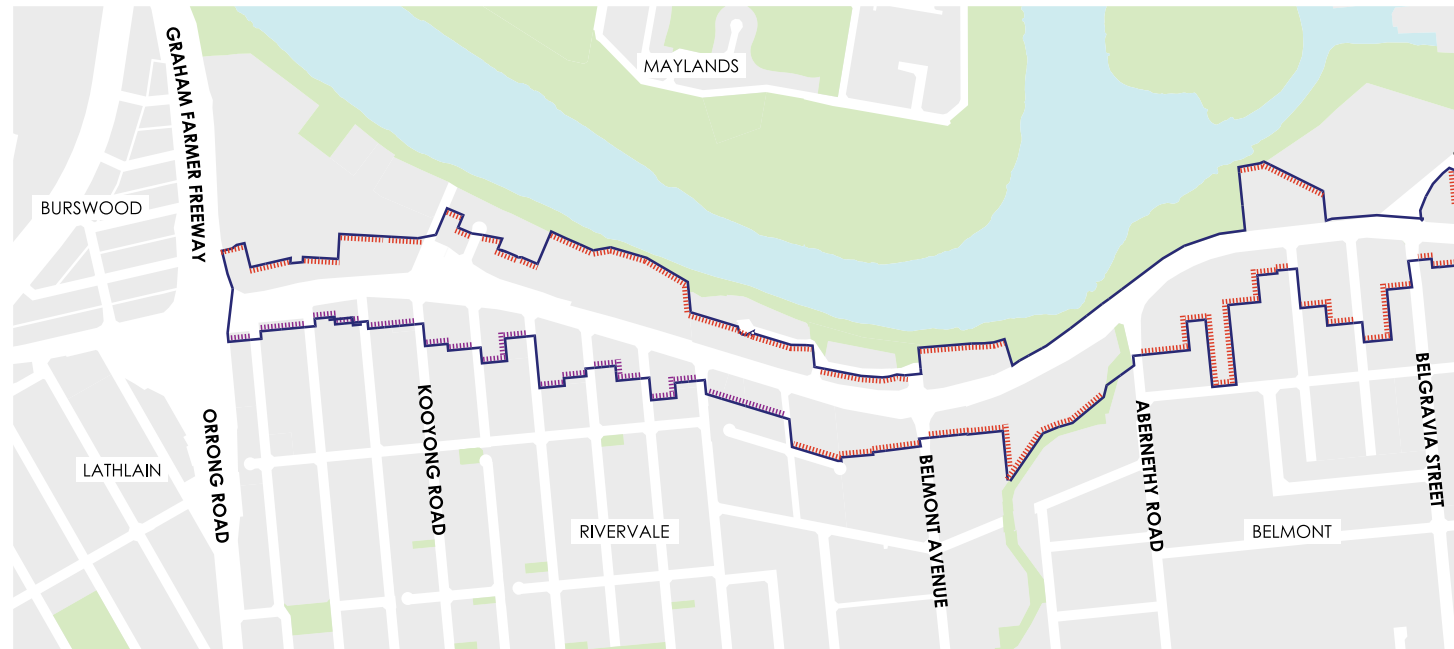


Figure 75: Transition Typologies

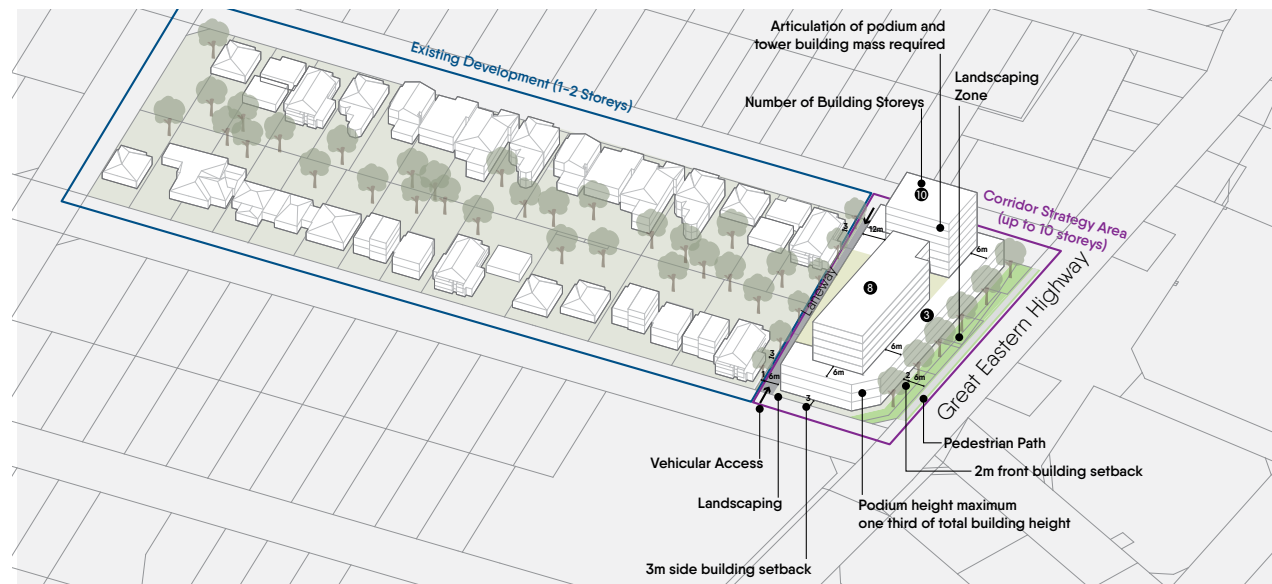
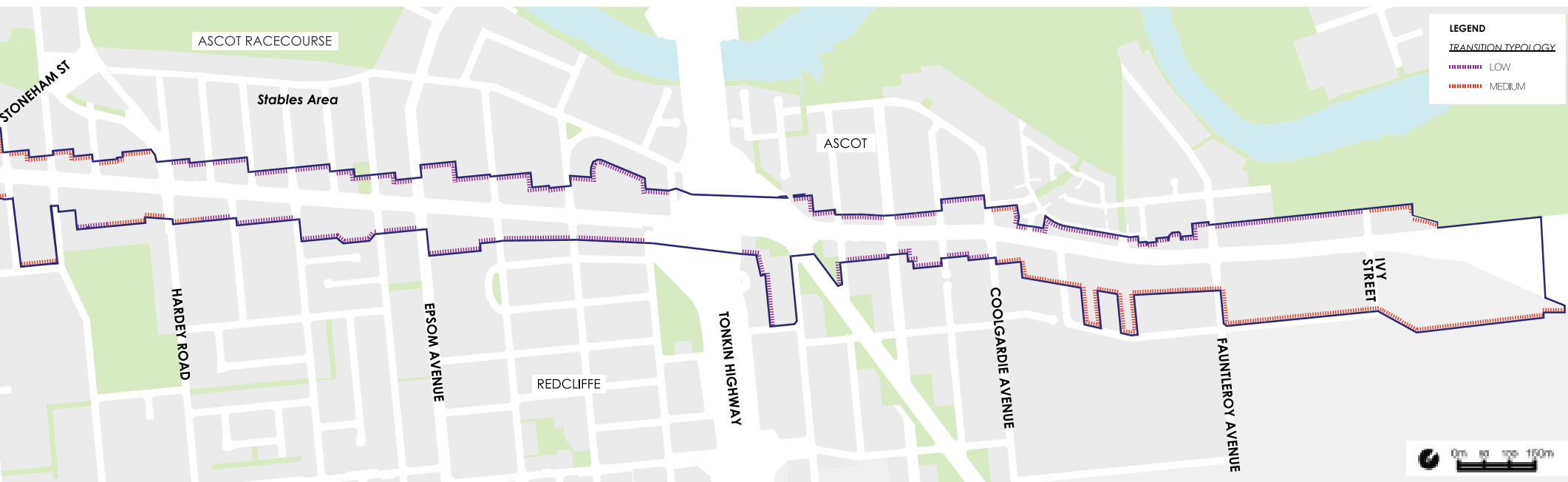


Figure 76: Short term generic concept of transitions back from Great Eastern Highway



Transition

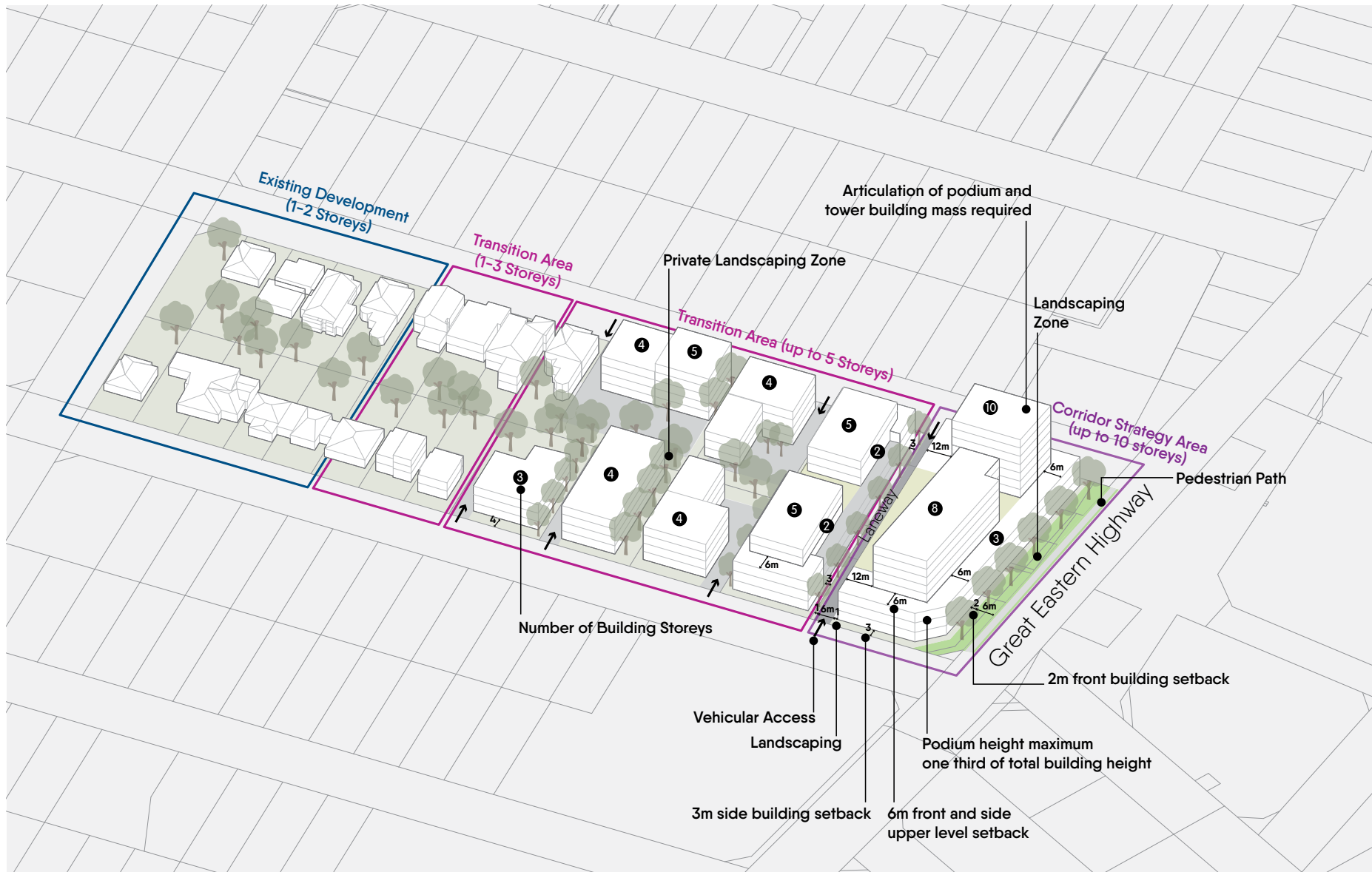


Figure 77: Long term generic concept of transitions back from Great Eastern Highway

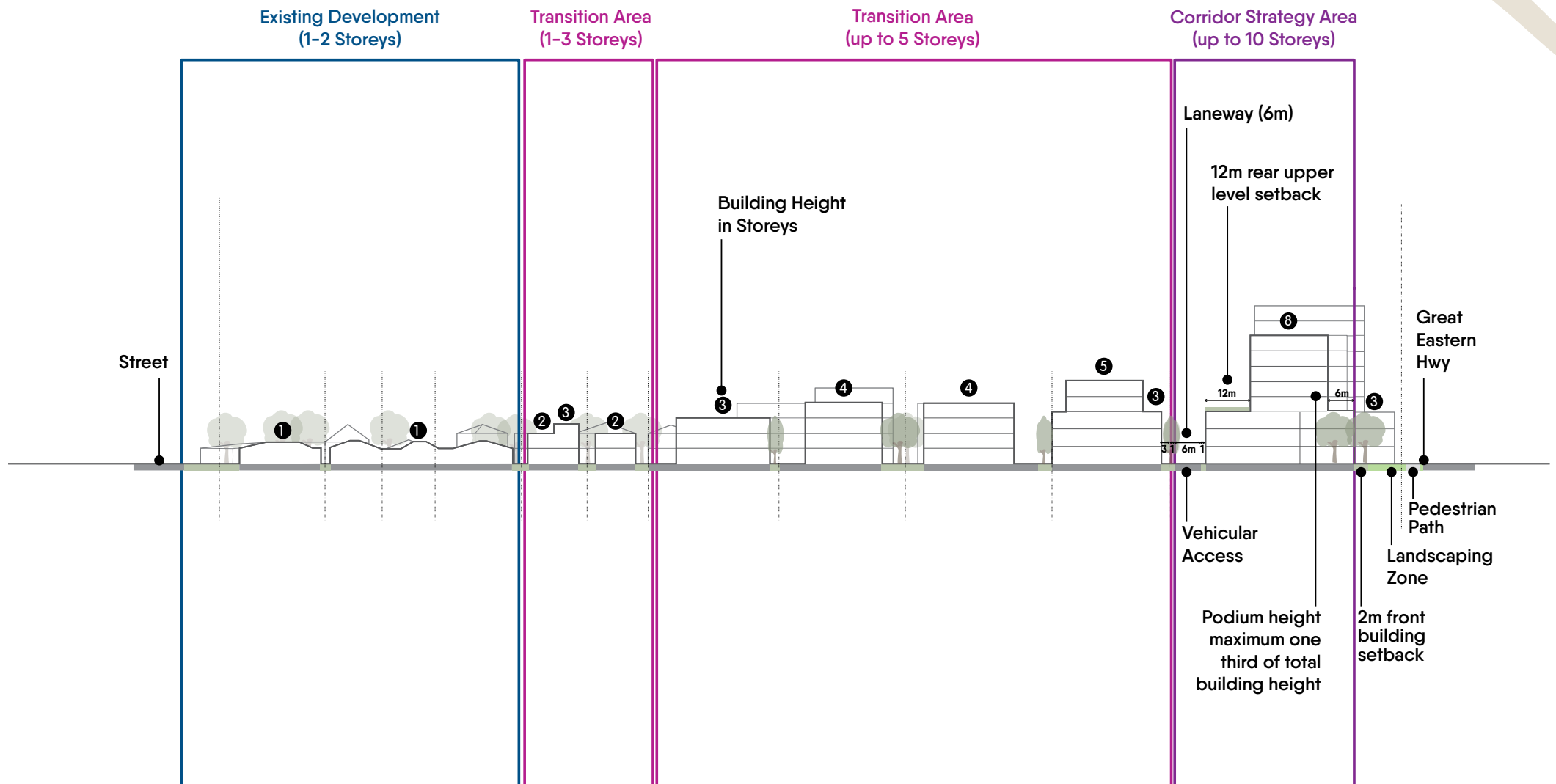


Figure 78: Long term generic concept of transitions back from Great Eastern Highway

Transition



Figure 79: Promote landscape amenity to rear

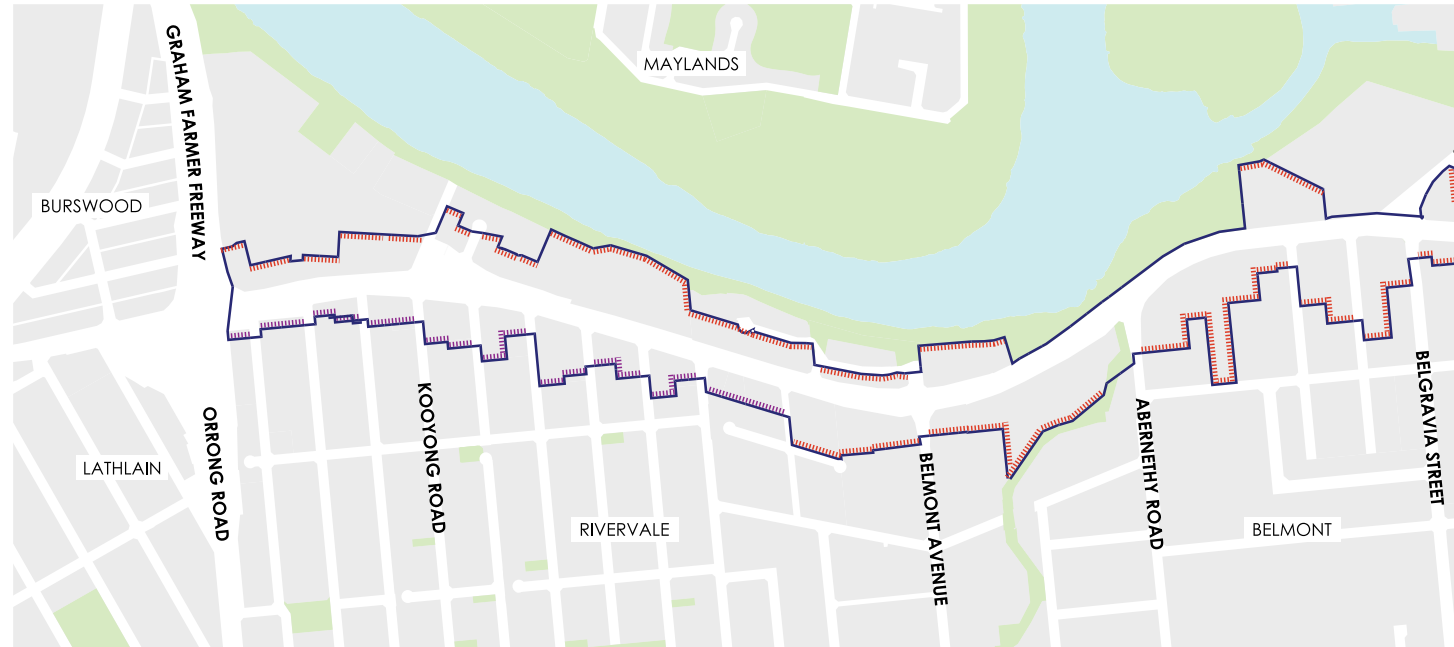


Figure 80: Transition Typologies

Medium

The scale and intensity of buildings may be increased where they are located adjacent to public open space or commercial land uses. The scale of buildings should complement the adjacent land uses in respect of increased building height.

New developments should still be designed to minimise negative impacts associated with building bulk and scale on adjacent uses.

Rear and side setbacks should be determined in the context of adjacent land uses.



Figure 81: An example of a low scale building in the rear transition area



Figure 82: Development designed to minimise impacts on adjacent existing development

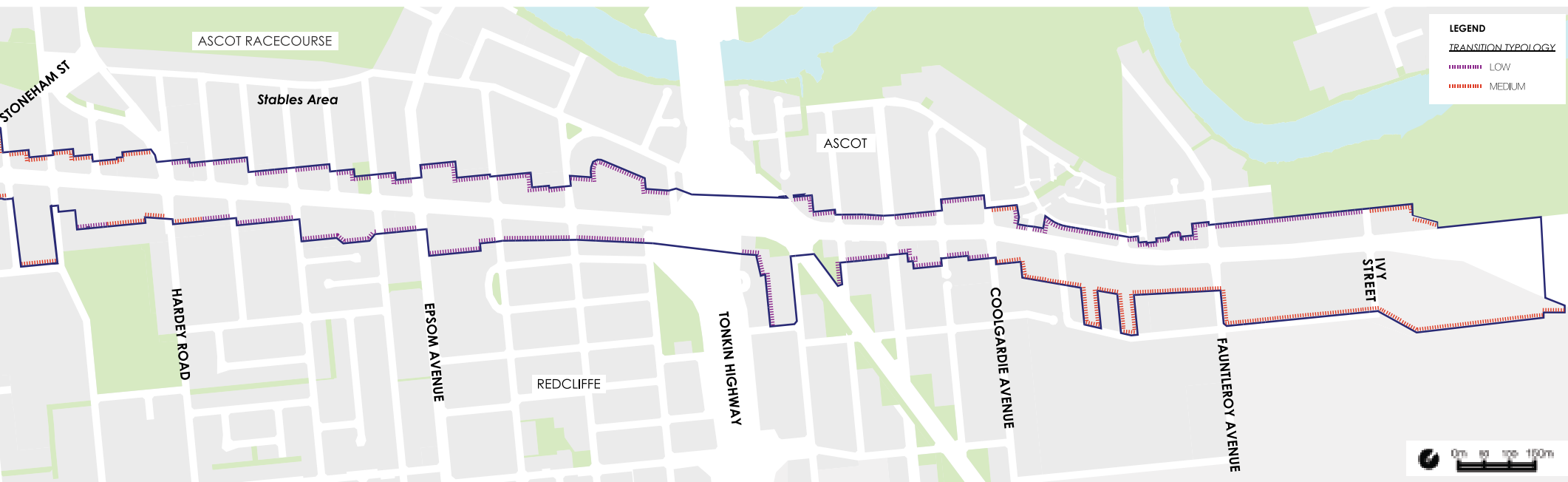


Figure 83: Development designed to minimise impacts on adjacent existing development

Active ground floor

Priority

The Priority Active Ground Floor Typologies have been identified either within Activity Nodes, on sites which have existing development that provides a level of activation on the ground floor, or on sites which are capable of providing a level of ground floor activation.

The southern edge of the Corridor includes a large proportion of priority Active Ground Floor, corresponding with the high proportion of pedestrian movement which will occur in the southern edge due to the adjacent residential development and associated population, as well as the pedestrian footpaths in the South - Orrong Road to east of Ivy Street Landscape Zone Typology.

Development within the Priority Active Ground Floor areas must ensure that an active land use is located on the ground floor, in addition to the built form providing an activated edge.



Figure 84: Active Ground Floor Typologies



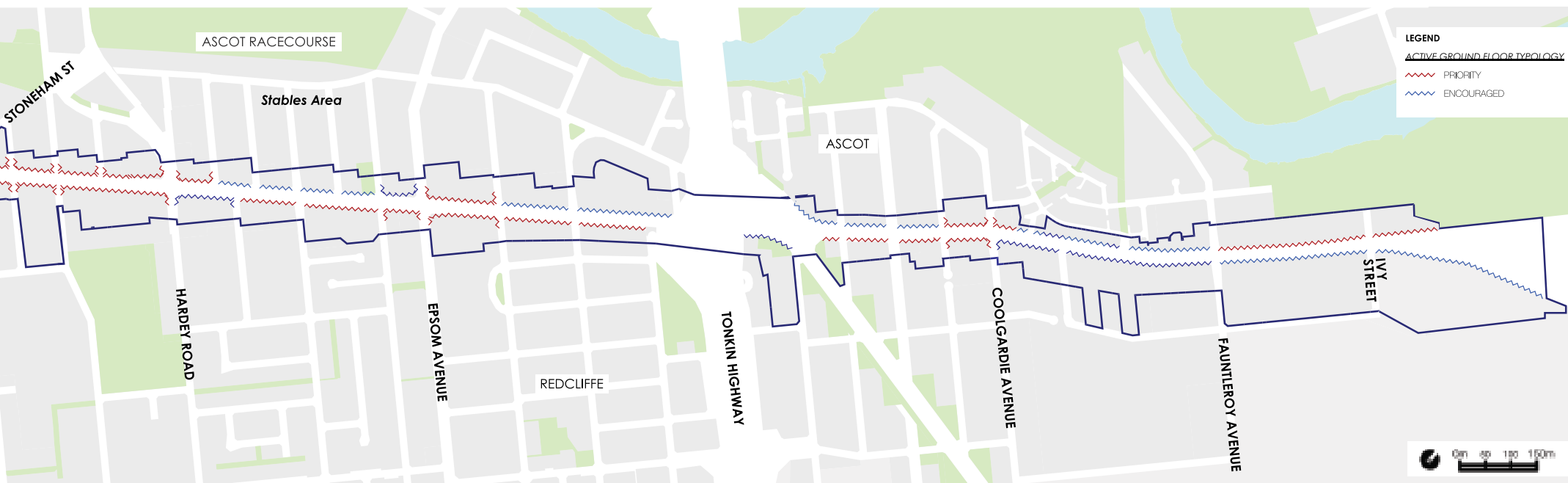
Figure 85: Built form encouraging community interaction



Figure 86: Large windows and clear entrance ways encourage ground floor activation



Figure 87: An example of built form treatment which encourages social interaction on the ground floor



Encouraged

There are currently large stretches of the Corridor where there is no activation of the ground floor. This is the case where there are noise walls, blank walls facing the street edge, or where there is no relationship between existing buildings and the street edge.

If there is the opportunity through redevelopment or refurbishment, the landowners and/or developer of sites within the 'Encouraged' Active Ground Floor areas are encouraged to change the nature of the ground floor (both land use and built form). This is to facilitate improvements in activation at the ground level, contributing to an improved streetscape for pedestrians.



Figure 88: Built form which creates a pedestrian friendly environment



Figure 89: Built form contributing to improvements to the streetscape

Urban Corridor Precincts

The Corridor is both a single linear road used for the movement of people and goods, and a series of distinct but interconnected places that have their own identity and play a particular role in the character of the Urban Corridor. The east and west and north and south sections of the Corridor are distinctly different in many ways including topography, land use, subdivision pattern, built form, economic and demographic characteristics. As a result, the challenges and opportunities presented along the Corridor require varied approaches to redevelopment.

For the purposes of the Study, the Corridor is separated into four precincts as follows:

Precinct 1 Graham Farmer Freeway to Belmont Avenue

Precinct 2 Belmont Avenue to Hardey Road

Precinct 3 Hardey Road to Tonkin Highway

Precinct 4 Tonkin Highway to east of Ivy Street

Each precinct includes four plans which illustrate how the Vision for the Urban Corridor will be delivered:

Public Realm Plan, which demonstrates the detail of where spaces are located and the type of Landscape Zones.

Land Use Plan which outlines the way land uses will be distributed.

Movement Plan which demonstrates the location of the networks and crossings, and specifies the access and parking arrangements.

Built Form Plan which demonstrates the potential scale of buildings, building setbacks and the transition of buildings to surrounding areas.



Figure 90: Urban Corridor Precincts

Precinct 1 Graham Farmer Freeway to Belmont Avenue

The Graham Farmer Freeway to Belmont Avenue Precinct will be a vibrant, thriving precinct, providing a gateway to and from the Perth CBD. The Springs and Eastgate Activity Nodes will form a bustling hub which will provide an extensive variety of retail and dining experiences for residents and visitors. The nodes will be supported by a range of accommodation choices which will thrive from the excellent access to the Swan River, Perth CBD, Optus Stadium, the Crown Casino and the Perth Airport. The Precinct also provides an active entry to the Belmont Business Park.

The Precinct will be enhanced from improved connections along and across the Corridor and to the Swan River, as well as through the improved landscape amenity and provision of a range of open spaces, that the entire community can enjoy. There will also be cafes and restaurants to support the local workforce.

Precinct 2 Belmont Avenue to Hardey Road

The Belmont Avenue to Hardey Road Precinct will form a reinvigorated edge to the Belmont Business Park, featuring the Golden Gateway Activity Node on the northern side of the Corridor. This node will develop as a creative hub, comprising a range of commercial uses, civic spaces, offices, professional and technical services as well as cafes and restaurants to support the local workforce.

The Precinct will feature residential development capitalising on the proximity and beauty of the Swan River which will be supported by improved connections along and across the Corridor and to the Swan River.

An overall improved network of pedestrian paths and cycle paths function throughout the Precinct, to the Swan River and into the Belmont Business Park, and surrounding areas of open space.



Precinct 3 Hardey Road to Tonkin Highway

The Hardey Road to Tonkin Highway precinct will become a vibrant precinct of residential and mixed use development, with strengthened connections to the Swan River. Development will be sensitive to the existing surrounding lower density residential areas.

The Precinct will not consist of any activity nodes, focusing on the characteristics of the activity corridor. An improved pedestrian and cycle network will enhance the amenity of the corridor and improve the accessibility to open space and adjacent precincts.

Precinct 4 Tonkin Highway to east of Ivy Street

The Tonkin Highway to east of Ivy Street Precinct will evolve to form the edge of a pocket of urban life within walking distance to the Swan River, the Redcliffe Train Station and Perth Airport.

The precinct will provide a variety of land uses and contains Ascot activity node which will benefit from its strategic location close to the airport, and surrounding existing industrial areas. This precinct will also accommodate a range of residential accommodation all of which culminating to form a location for all ages, incomes, lifestyles and families, with a mix of spaces for relaxation and enjoyment for the entire community. Improved connections along and across the Corridor will make it easier for the community to access the Redcliffe Train Station and surrounding development, as well as the Swan River.

Precinct 1: Graham Farmer Freeway to Belmont Avenue

With its proximity and excellent access to the Perth CBD, Optus Stadium, Crown Casino and the Swan River as well as good access to the Perth Airport, this will be a vibrant, thriving precinct, with the built environment catering to residents, workers and visitors to the area.

The precinct will offer a diverse range of accommodation to cater for singles, couples and young families likely comprising apartment and maisonette development. This precinct may also accommodate hotels and short stay accommodation for visitors which will be further investigated through the City's Local Housing Strategy or applicable Local Planning Policy.

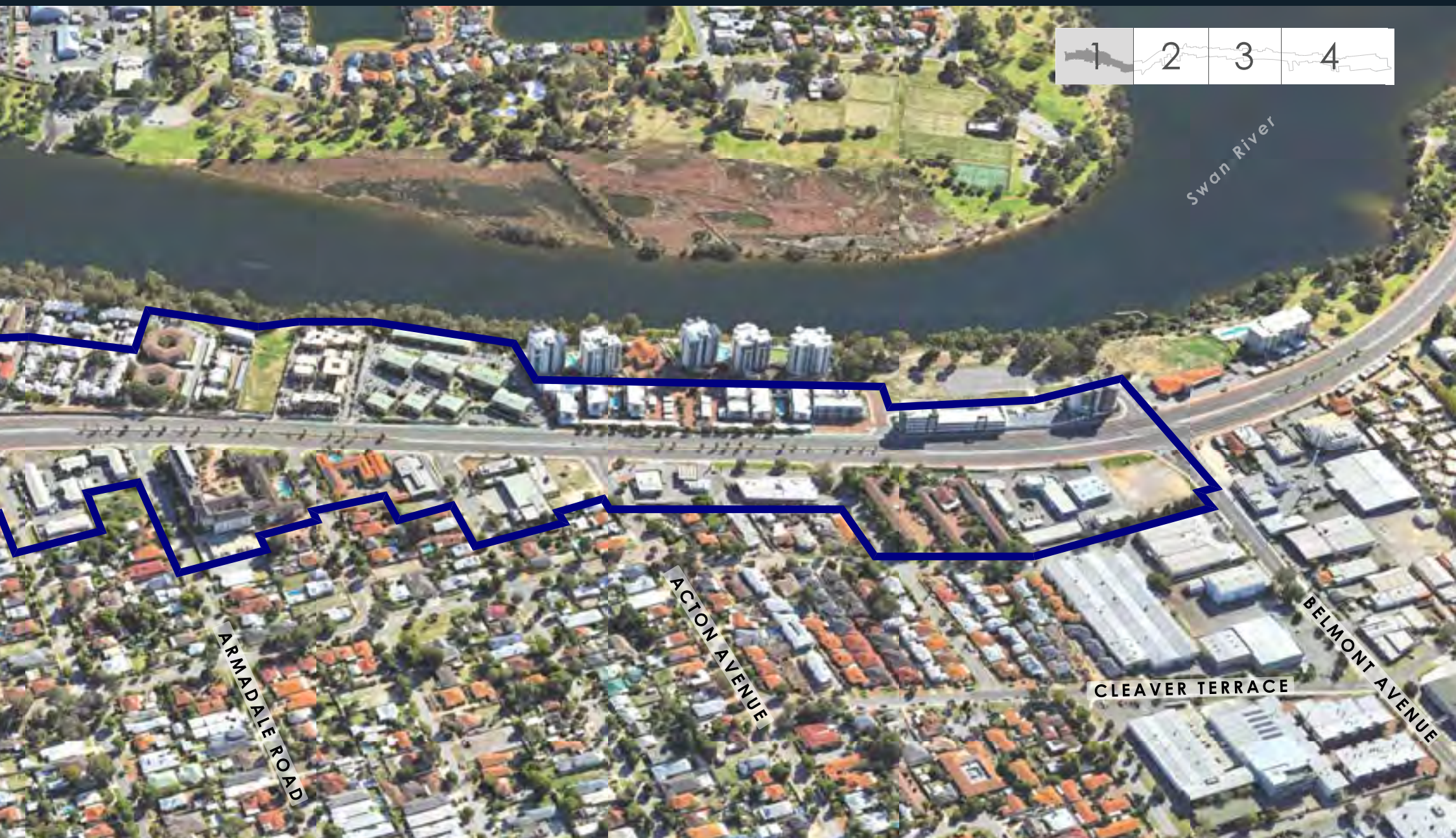
Development will be supported by active uses on the ground floor such as restaurants, cafes, small bars and potentially some professional and technical service uses. Some small-scale entertainment and leisure based uses may also thrive in the precinct, particularly related to the Swan River and links to the key visitor attractions adjacent to the precinct.

Future development will be designed to transition towards the adjacent residential areas on the southern side of the precinct.

This precinct will comprise of the Eastgate Activity Node and the Springs Activity Node, with Activity Corridors in between. Activity nodes will also provide for shop retail land uses.



Figure 91: Precinct 1



Land use

This precinct will comprise of the Springs Activity Node and the Eastgate Activity Node.

Activity nodes

Eastgate activity node

The Eastgate Activity Node extends from Kooyong Road to Fitzroy Road, consisting of the existing Eastgate Plaza Shopping Centre on the southern edge of the Corridor.

The Activity Node is serviced by the high frequency bus network along the Corridor, as well as a bus network providing a connection to and from the residential area to the south via Kooyong Road.

This Activity Node will provide the opportunity to fulfil the development potential of this area and create a bustling hub which provides a range of retail and dining experiences for the surrounding residential population, and accommodate land uses which will benefit from the proximity to the Perth CBD, Optus Stadium, Crown Casino and the Swan River.

The Springs Activity Node

The Springs Activity Node is situated within Precinct 1 between Graham Farmer Freeway and Brighton Road, on the northern side of the Corridor. This Node provides a gateway to the western entrance of the Corridor.

This Activity Node is serviced by the Priority Rapid Public Transport Route network which operates along the Corridor.

The Activity Node will provide a convenient hub for residents in the surrounding area to meet their daily and weekly convenience needs.

Activity corridors

The Activity Corridor located between these activity nodes and precinct 2 will comprise of land uses to support the adjacent activity nodes, with active ground floor uses encouraged.

The Activity Corridor will provide a strong link to the Activity Nodes within Precinct 1 and the Activity Nodes to the east in Precinct 2. The land uses will reflect the direct access to the Swan River, and accommodate uses which both tourists, residents and the workforce will benefit from.



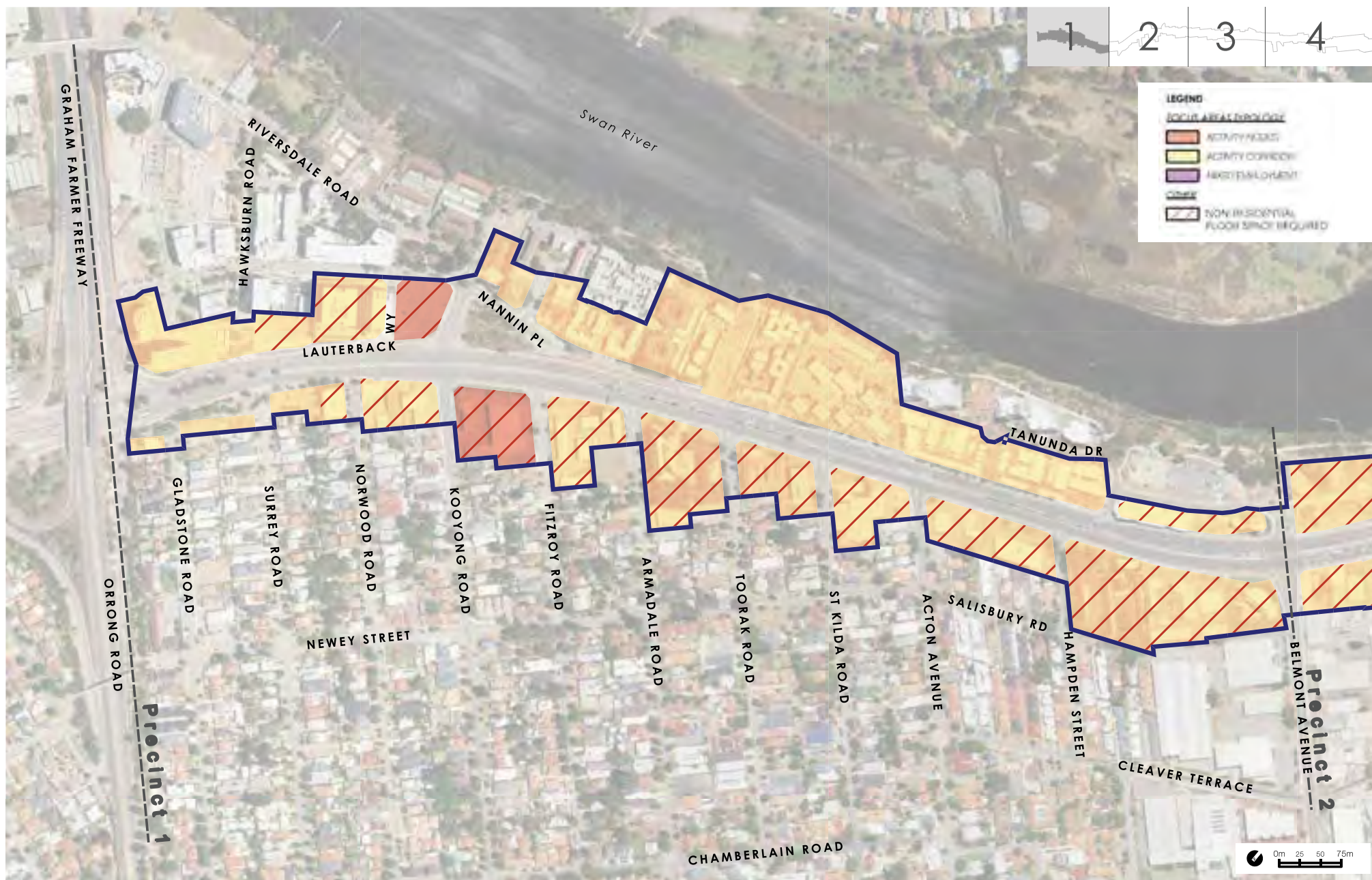


Figure 92: Precinct 1 Land Use Typologies

Built form

The Built Form in Precinct 1 will be categorised by a range of building height typologies. The Building Setbacks and Active Ground Floor Typologies proposed will also ensure the Vision for the Corridor is achieved within Precinct 1, facilitating to achieve the desired outcomes for the Activity Nodes and Activity Corridors.

Building setback

The building setback will be the minimal typology within the Activity Nodes, to ensure the active ground floor uses within the Activity Nodes are closer to pedestrians, contributing to an activated street front.

Within the Activity Corridors the building setback will be the moderate typology, to allow for the provision of a wider public realm which has sufficient room to support the growth of mature trees and landscaping.

Scale

Within Precinct 1, taller buildings will generally make up the northern edge of the corridor. To the south, buildings will be of a lower scale to minimise impacts on adjacent residential properties.

In this regard, along the northern section of the corridor, buildings may be up to 20 storeys in height with a plot ratio of 7.0. This is generally consistent with the scale of development that has occurred within The Springs precinct.

Along the southern edge, excluding Eastgate Neighbourhood Centre, development may be up to 10 storeys, with a plot ratio of 3.0.

The ACPS reflects the Eastgate activity node being designated with either an RAC1 or RAC0 density code. The most appropriate code and built form controls will be further explored through the preparation of a new local planning scheme, taking into account the ACPS and level of development proposed on adjacent land by this Strategy.

The range of scales will facilitate the commercial viability of the desired land uses within this area, as well as maximise views towards the Swan River. Buildings of greater scale on the western end will reflect the role of the Corridor as gateway by creating an entrance statement into the Perth CBD.

Landmarks

Various landmark sites are proposed within Precinct 1. One landmark site is located on the western edge of Precinct 1, on the prominent corner of the Corridor and the Graham Farmer Freeway. A landmark building on this site will signify the link from the Corridor into the Perth CBD, whilst also recognising the entrance into the Urban Corridor and into the City of Belmont, contributing to the sense of arrival into Perth as well as into Belmont.

One landmark site is located within the Eastgate Activity Node, and one located in The Springs Activity Node to reinforce the nature of the nodes, and provide a place of importance and visual focus for the Precinct 1.

Transition

The buildings along the northern boundary of the subject site within Precinct 1 will provide a medium transition, where adjacent to the Swan River or existing higher scale mixed use buildings.

Along the southern edge, buildings will generally be of a lower scale to reflect the nature of the low scale residential development to the south.

Active ground floor

Within Activity Nodes and along portions of the Corridor, the ground floor of buildings adjacent to Great Eastern Highway shall be designed to accommodate both an active land use and built form edge.

Outside the Activity Nodes and along the remainder of the Corridor, active land uses and an activated built form on the ground floor will be encouraged.

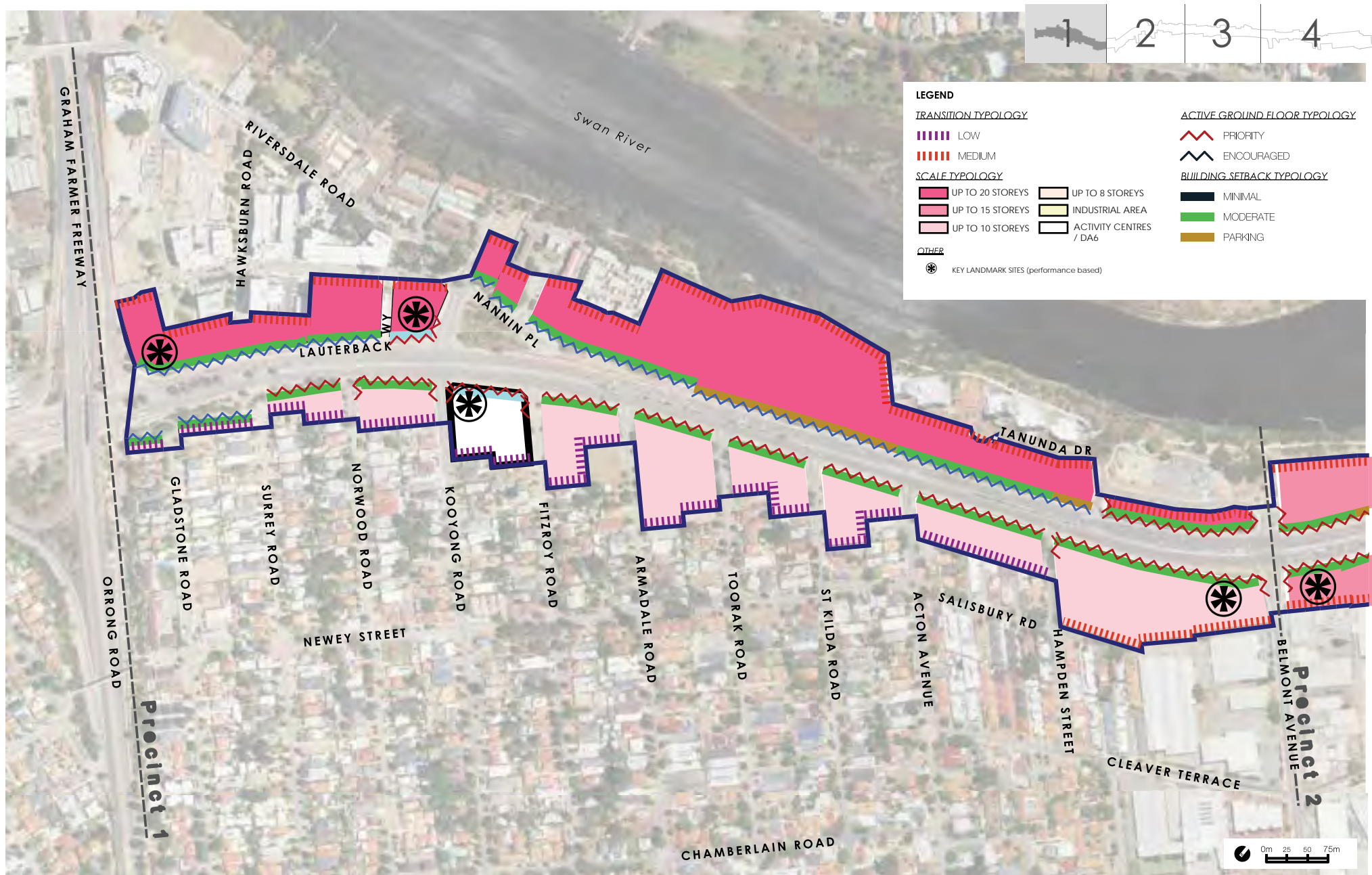


Figure 93: Precinct 1 Built Form Typologies

Movement

Access and parking

The access and parking within Precinct 1 comprises of predominantly Rear Access, Rear Parking Typology.

The significant amount of the Rear Access, Rear Parking Typology will ensure there is safe and efficient vehicular movement along the Corridor, and allow for the safe movement of bike riders and pedestrians.

There is one site within Precinct 1 where the Rear Access, Front Parking Typology has been identified, accommodating parking within the front setback area which is Rear Accessed, where parking cannot be relocated to the rear due to narrow lot depth.

A Front Access and Front Parking site is included in the centre of the northern edge of the Corridor where the site is physically constrained by the Swan River so would not be able to provide Rear Access or parking.

Network

Precinct 1 will be supported by an extensive movement network along the Corridor, comprising existing at-grade pedestrian crossings, an existing pedestrian underpass and existing on-street cycle lane. Precinct 1 is also serviced by the high frequency bus network and associated bus stops.

The movement network currently consists of on-street cycle lanes on the north and south of the corridor,. The Strategy envisions a principle shared path on the northern edge of the Corridor, and a continuous pedestrian path on the southern edges of the Corridor, as demonstrated in the Landscape Zone Typologies.

The movement network surrounding the Corridor comprises key cycle routes providing north-south connections from the Swan River to the Corridor, extending south into the residential areas and into the Belmont Business Park.

The existing shared pedestrian / cycle path provides access along the Swan River, which could be enhanced by the provision of Swan River pedestrian bridge to facilitate access to and from the Maylands peninsula.

Bus services also provide a connection from the Eastgate Activity Node south into the residential area.

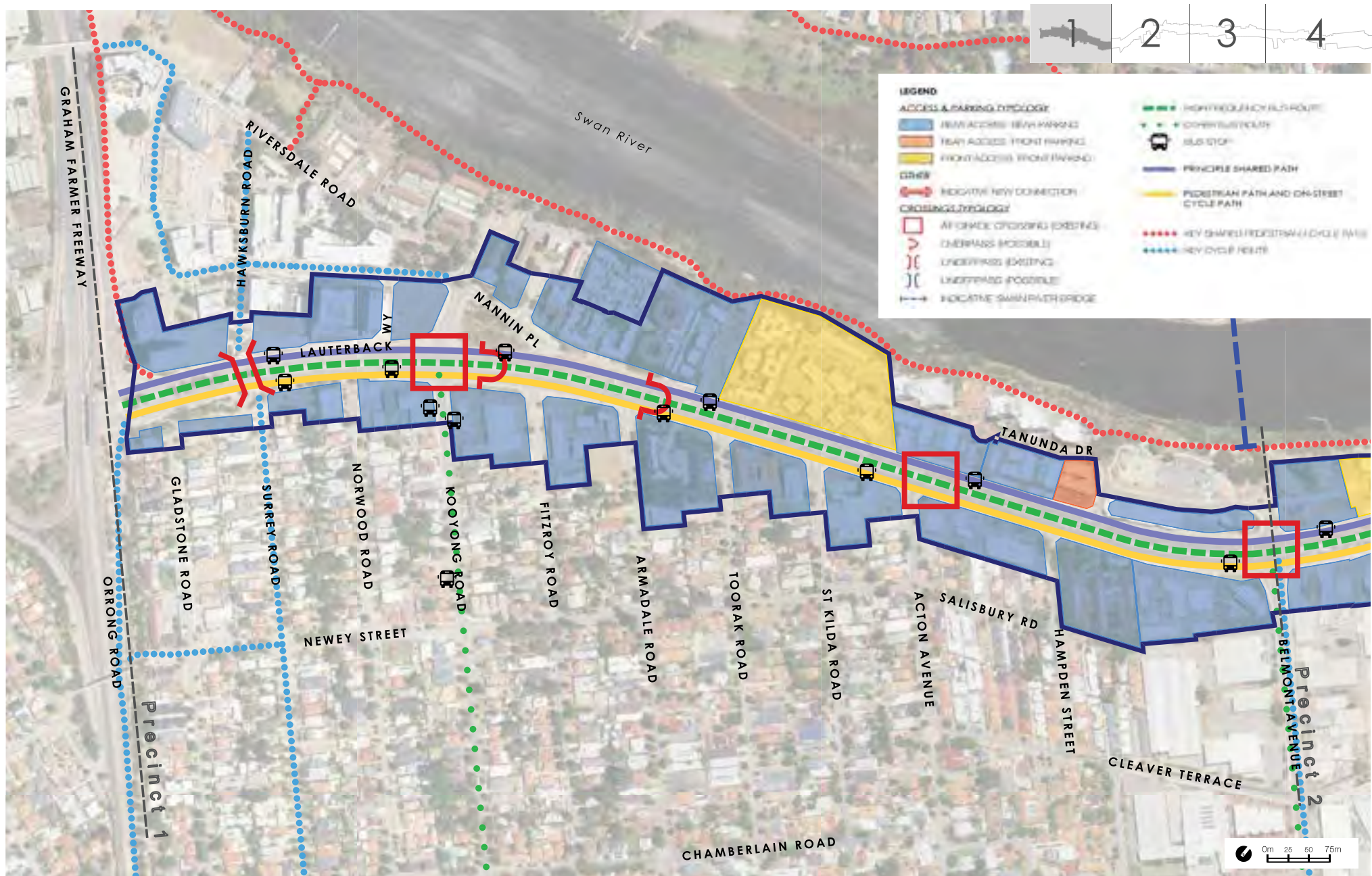


Figure 94: Precinct 1 Movement Typologies

Public realm

Spaces

Precinct 1 will include a range of spaces to support the mix of land uses, built form and movement within the area, complementing the Precinct's extensive access to the Swan River.

The spaces in Precinct 1 include various Urban Plazas, which will support the Activity Nodes within the Precinct, providing places for people to socialise and interact in.

The provision of Pocket Parks on the corners of Armadale Road and Acton Avenue will contribute to the amenity of the locality for the significant number of residents on the southern portion of the Corridor.

The Urban Garden on the corner of Hampden Street will be retained and enhanced as development occurs, improving the visual amenity of the Landscape Zone, and providing a pleasant environment for pedestrians and bike riders through the area.

Connections

An Urban Connection is located along Kooyong Road to provide the main link from the Eastgate Activity Node to the residential area to the south, and along Belmont Avenue as a key entrance point to the Belmont Business Park.

A Green Connection along Hawksburn Road and Surrey Road will provide a continuous pedestrian and cycling link from the residential area south of the Corridor to the Swan River, utilising the existing underpass. Green Connections will also be located providing pedestrian and bike rider prioritised connections from the activity node and Belmont Avenue to the Swan River.

Local Connections will provide minor links throughout the southern sides of the Corridor within Precinct 1.

Landscape zone

The Landscape Zone Typologies in Precinct 1 comprises of:

- North – Orrong to East of Ivy Street
- South – Orrong to East of Ivy Street

North

This Typology is designed to span approximately 8.5m-10.5m in width, starting from the edge of the current on-street cycle lane (proposed to be removed) and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public realm

Within the public realm, the existing on-street cycle lane is proposed to be removed to make room for a new off-street principle shared path. This is proposed at a width of 4m (2m in each direction).

Between Great Eastern Highway and the principle shared path, a 0.5m wide landscape buffer is proposed. This area provides for a level of separation between the path and passing vehicles travelling along the Highway. It is envisioned that this area will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private realm

Within the private realm, between 4m-6m wide of consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.

South

This Typology is designed to span approximately 7m-9m in width, starting from the kerb of the Great Eastern Highway road reserve and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public realm

The public realm is proposed to be 3m in width and comprise of:

- A 2m wide pedestrian path (1m in each direction)
- 0.5m of landscaping either side of the pedestrian path

The landscaping areas provide opportunities to achieve additional greenery and planting adjacent to the cycle lane and pedestrian path. It is envisioned that these areas will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private realm

Within the private realm, a 4m-6m wide consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.

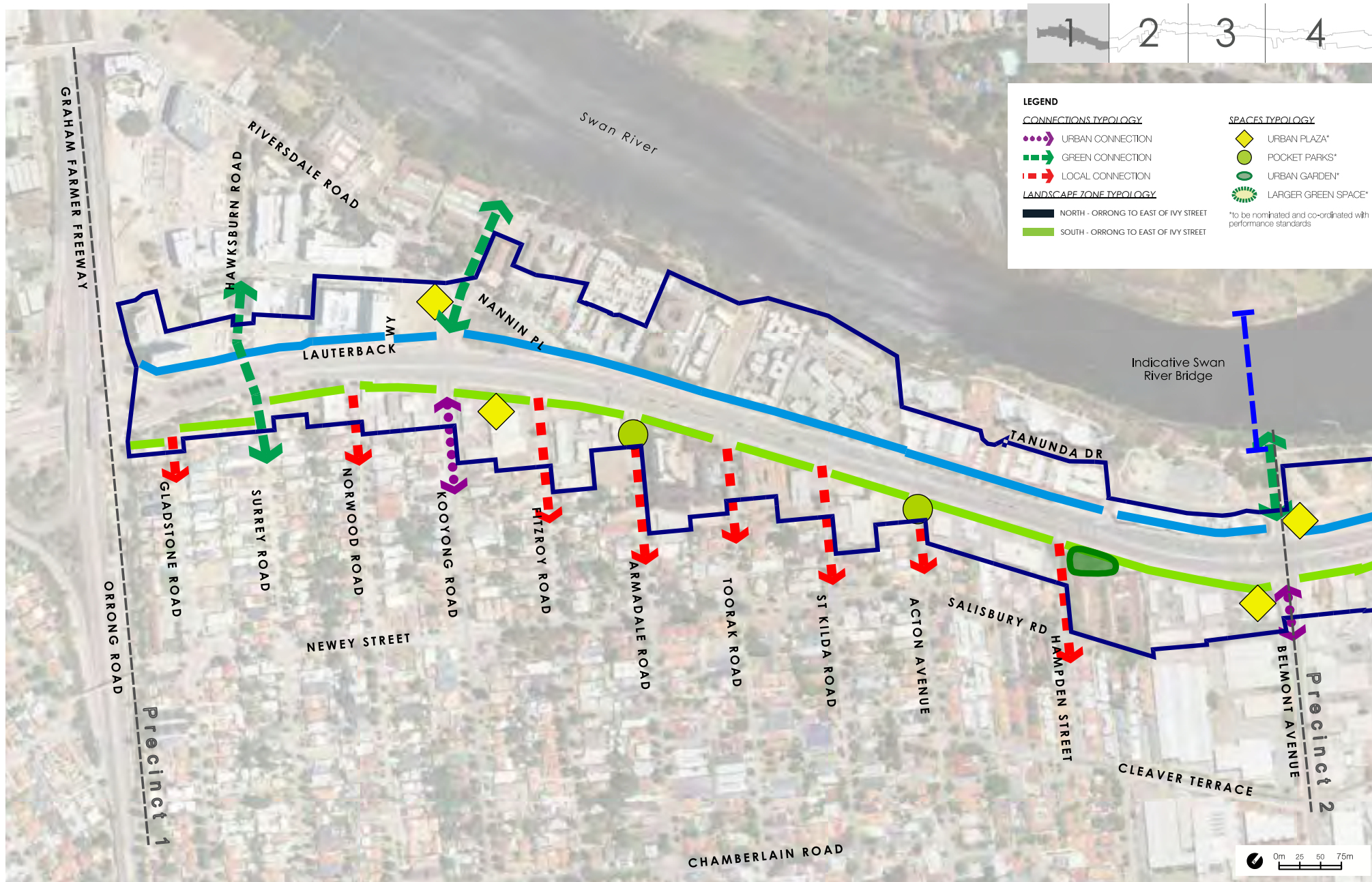


Figure 95: Precinct 1 Public Realm Typologies

Precinct 2: Belmont Avenue to Hardey Road

The Belmont Avenue to Hardey Road precinct forms the entrance to the Belmont Business Park to the south, and connects the Corridor to the Belmont Town Centre.

Belmont Avenue provides a direct connection to the Belmont town centre to the south, whilst Abernethy Road connects the Precinct with the industrial areas of Kewdale and Welshpool. The Precinct benefits from its proximity to the Golden Gateway precinct to the north, and connections to the extensive range of open space to the north, as well as residential areas of Bayswater and Maylands via the Garratt Road Bridge.

The precinct will be supported by the Golden Gateway Activity Node, which is envisioned to be developed as a creative hub comprising a mixture of commercial uses, civic spaces, offices, professional and technical services uses. Cafes and restaurants may emerge as the local workforce grows and will also be supported by higher density residential development.

The Precinct will benefit from a significant improvement to the public realm, making the precinct safer, more convenient and enjoyable for pedestrians to be in. The enhancement of Severin Walk could provide a place of leisure for workers to enjoy, and coupled with the potential overpass across the Corridor will reconnect the Precinct with the Swan River.



Figure 96: Precinct 2



Land use

Precinct 2 includes the Golden Gateway Activity Node on the north-eastern edge of the precinct. The remainder of land within the precinct has been identified as an activity corridor.

Activity nodes

Golden Gateway Activity Node

The north-eastern edge of the precinct consists of the Golden Gateway Activity node, located within the Golden Gateway precinct. This Activity Node will provide convenience goods and services for residents to the north within the Golden Gateway precinct as well as residents to the south, and the office workforce from the Belmont Business Park.

The Golden Gateway Activity Node is serviced by the high frequency bus network which runs along the Corridor. Bus networks also provide a connection to the Activity Node from development to the south and north via Belgravia Street, Hardey Road and Resolution Drive.

Activity corridors

The Activity Corridor extends for the entire southern section of the Corridor within precinct 2 and along the northern section of the Corridor from Belmont Avenue to Stoneham Street. The Activity Corridor will accommodate a range of land uses to complement the activity node, as well as the Belmont Business Park to the south.



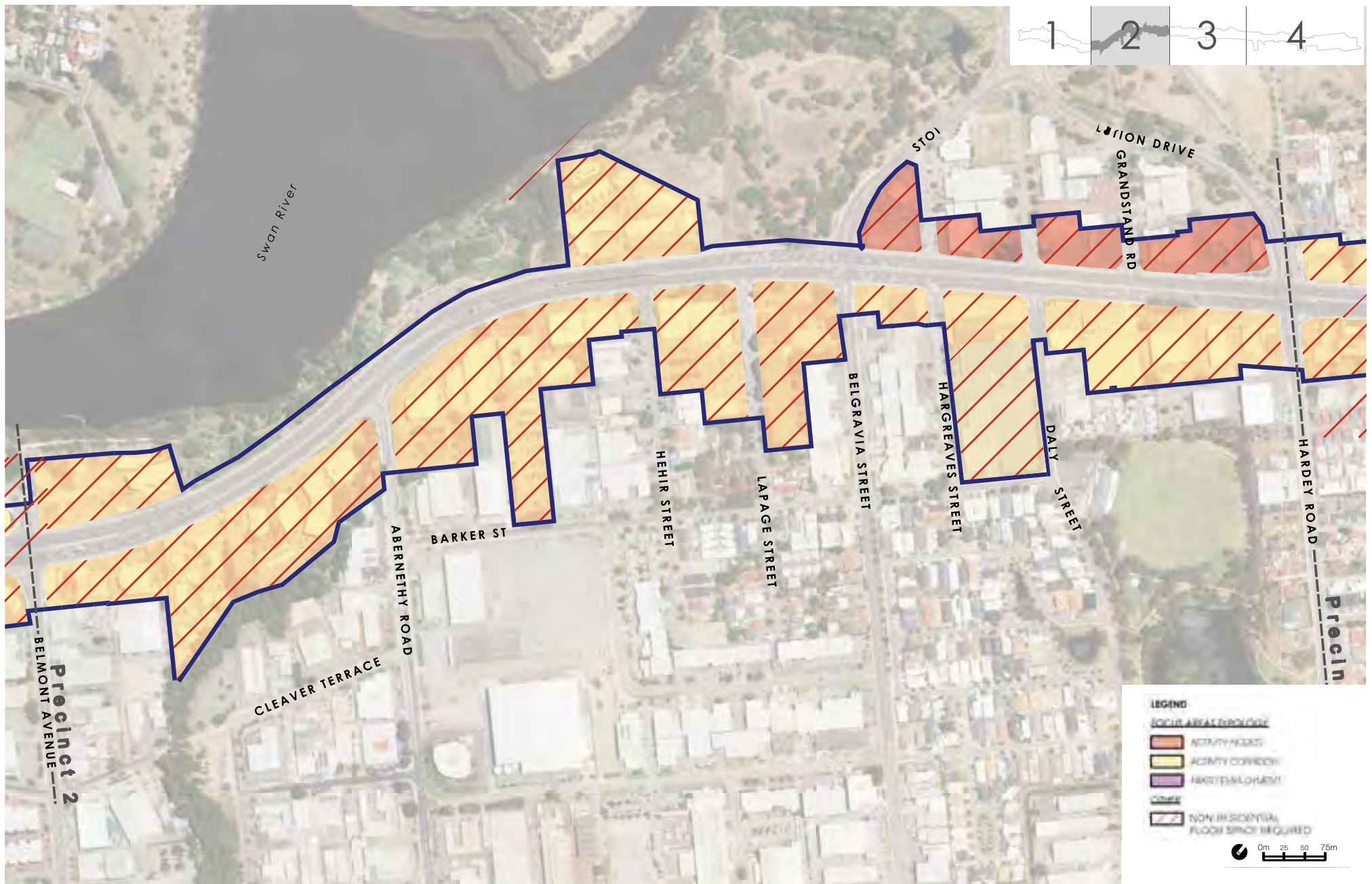


Figure 97: Precinct 2 Land Use Typologies

Built form

The built form of precinct 2 will generally be of a consistent height and scale, acknowledging that there is no immediately adjacent lower-scale residential development abutting the corridor.

Building setback

The building setback will be minimal within the Activity Node and moderate within Activity Corridors, to allow for the provision of a wider public realm which has sufficient room to support the growth of mature trees and landscaping.

In this Precinct, land subject to the Golden Gateway Structure Plan is anticipated to have a minimal building setback, whilst the rest of the precinct will consist of a moderate setback.

Within Precinct 2, there are several sites which have will have a generous building setback due to either the shallow depths of these lots, or the requirement to provide access and parking at the front of the lot due to location or site characteristics.

Where the minimal setback cannot be achieved, landscaping within the front setback area will be provided in the form of an Urban Park to contribute to the public realm. The St Johns Ambulance site is an exemplar site demonstrating how this can be achieved.

Scale

In Precinct 2, development will be of a consistent height and scale, acknowledging that there are no directly adjacent residential properties. Development within this precinct will be up to 15 storeys, with a plot ratio of 5.0.

Development within the Golden Gateway precinct will be in accordance with the Golden Gateway Local Structure Plan.

Landmarks

Landmark sites within Precinct 2 are identified on prominent corners of the Activity Node as well as in locations along the Activity Corridor which would benefit from views to the Swan River.

The Belmont Primary School site has the potential to be relocated elsewhere within the surrounding locality to capture a larger population catchment, subject to future planning and the Department of Education requirements. The Belmont Primary School will only be eligible as a landmark site if the school was to relocate. If this occurs, the site has potential to be developed to provide a landmark building of high architectural quality which takes advantage of the strategic location adjacent to the Swan River and the Belmont Business Park, and incorporates the heritage value of the site.

Transition

Within Precinct 2 the buildings will predominantly have a medium transition to the surrounding development which is primarily of a commercial nature, or comprises open space.

The transition will be low for development adjacent to the existing pocket of residential development on the southern side of the Corridor, in the eastern end of Precinct 2.

Active ground floor

Buildings achieving both an active use and active ground floor built form will be a priority along the majority of the edges of Precinct 2.

The Active Ground Floor will ensure Precinct 2 forms the vibrant interface between the Belmont Business Park and the Swan River, creating a place that will generate pedestrian interest and movement.

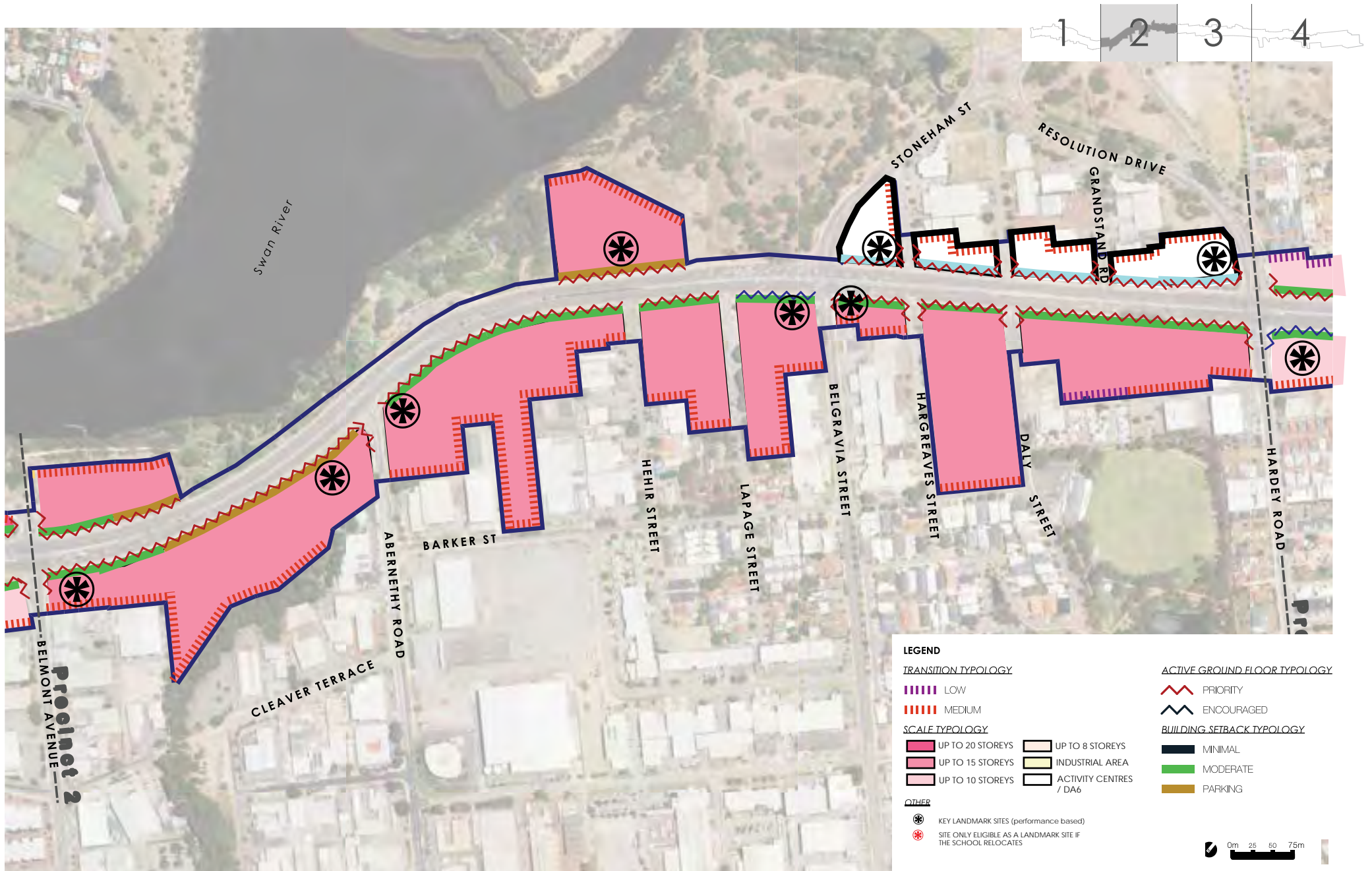


Figure 98: Precinct 2 Built Form Typologies

Movement

Access and parking

The access and parking within Precinct 2 comprises of predominantly Rear Access and Rear Parking. This will ensure there is safe and efficient vehicular movement along the Corridor, and allow for the safe movement of bike riders and pedestrians.

There are four sites within Precinct 2 where a Front Access, Front Parking Typology is identified, due to the restrictions on the ability to provide Rear Access and parking as a result of physical constraints of the Swan River and Severin Walk.

An indicative new pedestrian connection is proposed on the southern side of the Corridor, between Abernethy Road and Hehir Street, which will improve the permeability of the large street block, and improve accessibility to development within this area for pedestrians and bike riders.

Network

Precinct 2 will be supported by an extensive movement network along the Corridor, comprising existing at-grade pedestrian crossings and an existing on-street cycle lane. Precinct 2 is also serviced by the high frequency bus network and associated bus stops.

The movement network will be supplemented with the provision of an underpass adjacent to Abernethy Road to enable a continuous pedestrian link from Severin Walk across the Corridor to the Swan River foreshore. The pedestrian underpass will provide a safe crossing opportunity for the significant volume of pedestrians associated within the Belmont Business Park, and will provide a convenient crossing point for commuters utilising the existing bus stops.

Pedestrian bridges will also facilitate safe crossing opportunities, with a pedestrian bridge proposed adjacent to the bus stops within the Golden Gateway Activity Node, and adjacent to the bus stops between Hehir Street and Abernethy Road.

The movement network will be enhanced with the provision of an off-street cycle lane in the form of a principle shared path on the northern edge of the Corridor and continuous pedestrian path on the southern edges of the Corridor, as demonstrated in the Landscape Zone Typologies.

The movement network surrounding the Corridor includes a key cycle route which provides a connection from the Corridor south along Abernethy Road towards the Belmont Business Park and the Belmont town centre.

The existing path network provides access along the Swan River, Severin Walk, across the Centenary Park Open Space and north throughout the Golden Gateway Activity Node.

Bus services also provide a connection from the Belmont Business Park south towards the Belmont town centre and from the Golden Gateway Activity Node south along Belgravia Street and Hardey Road, as well as to the north along Resolution Drive.

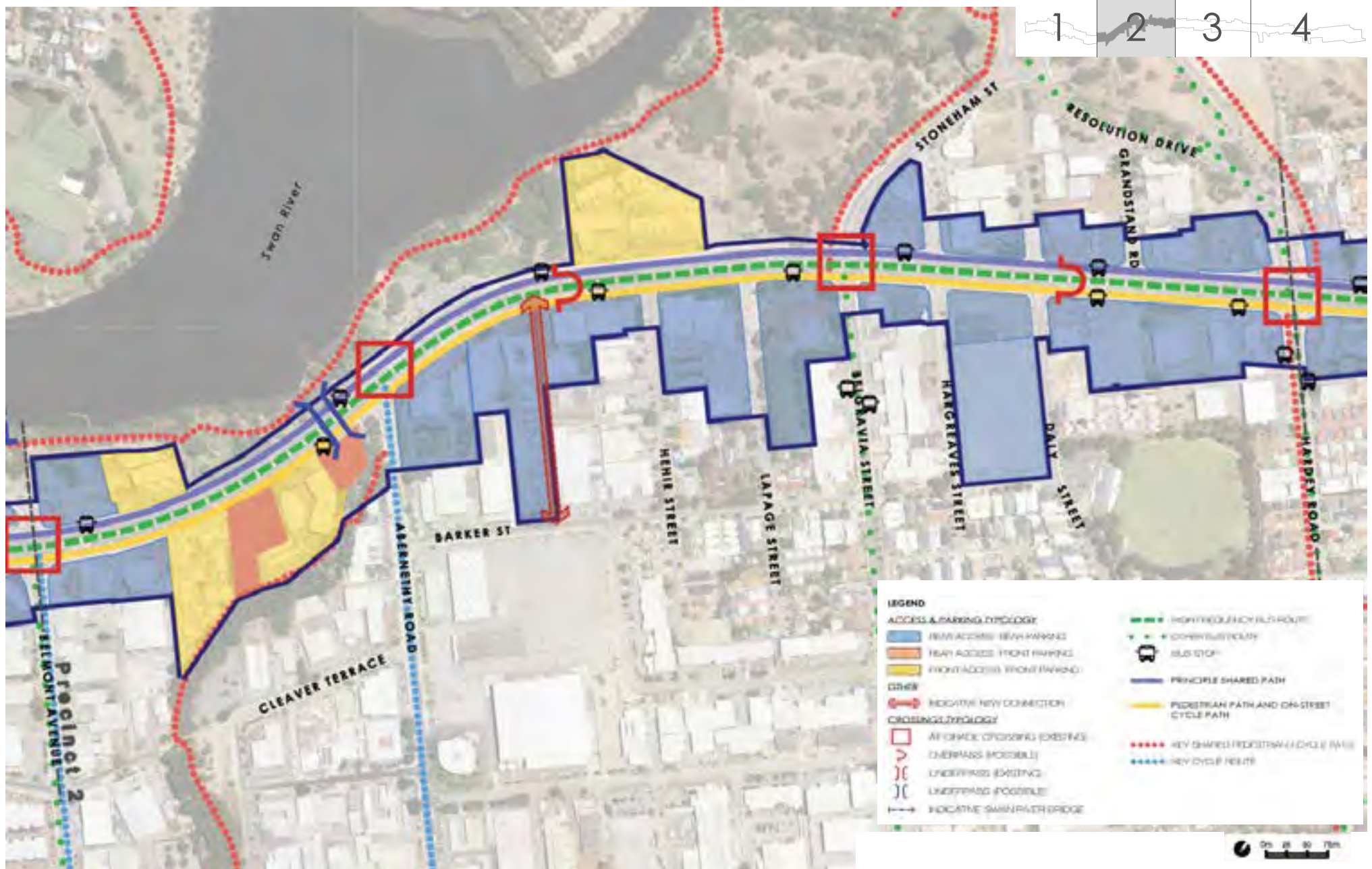


Figure 99: Precinct 2 Movement Typologies

Public realm

Spaces

Precinct 2 will include a range of spaces to support the mix of land uses, built form and movement within the area, envisaged to complement the Precinct's extensive access to the Swan River and foreshore.

Severin Walk could be transformed as a Larger Green Space, providing an area of passive recreation for use by the office workforce as well as the residential population.

The Urban Gardens located on the southern edge of the Corridor will be retained and enhanced where redevelopment occurs to contribute towards the public realm, creating a pleasant environment for pedestrians and bike riders.

Urban Plazas will be provided within the Activity Node creating places for people to gather and socialise in. Where provided along activity corridors, these will provide additional opportunities for people to interact and socialise.

A Pocket Park on the southern edge of the Corridor on Hehir Street will provide an additional place of recreation for the residential population to the south.

Connections

An Urban Connection through Belgravia Street / Stoneham Street will provide the main north-south link across the Corridor for vehicles, bike riders and pedestrians.

Green Connections will be provided through Severin Walk, Abernethy Road and Hardey Road/Resolution Drive, facilitating access to the Belmont Business Park to the south as well as to the Golden Gateway precinct and associated green space to the north, prioritising pedestrians and bike riders.

Local Connections will provide minor links throughout the northern and southern sides of the Corridor within Precinct 2.

Landscape zone

The Landscape Zone Typologies in Precinct 2 comprises of:

- North – Orrong to East of Ivy Street
- South – Orrong to East of Ivy Street

North

This Typology is designed to span approximately 8.5m-10.5m in width, starting from the edge of the current on-street cycle lane (proposed to be removed) and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public realm

Within the public realm, the existing on-street cycle lane is proposed to be removed to make room for a new off-street principle shared path. This is proposed at a width of 4m (2m in each direction).

Between Great Eastern Highway and the principle shared path, a 0.5m wide landscape buffer is proposed. This area provides for a level of separation between the path and passing vehicles travelling along the Highway. It is envisioned that this area will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Privater realm

Within the private realm, between 4m-6m wide of consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.

South

This Typology is designed to span approximately 7m-9m in width, starting from the kerb of the Great Eastern Highway road reserve and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public realm

The public realm is proposed to be 3m in width and comprise of:

- A 2m wide pedestrian path (1m in each direction)
- 0.5m of landscaping either side of the pedestrian path

The landscaping areas provide opportunities to achieve additional greenery and planting adjacent to the cycle lane and pedestrian path. It is envisioned that these areas will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private realm

Within the private realm, a 4m-6m wide consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.

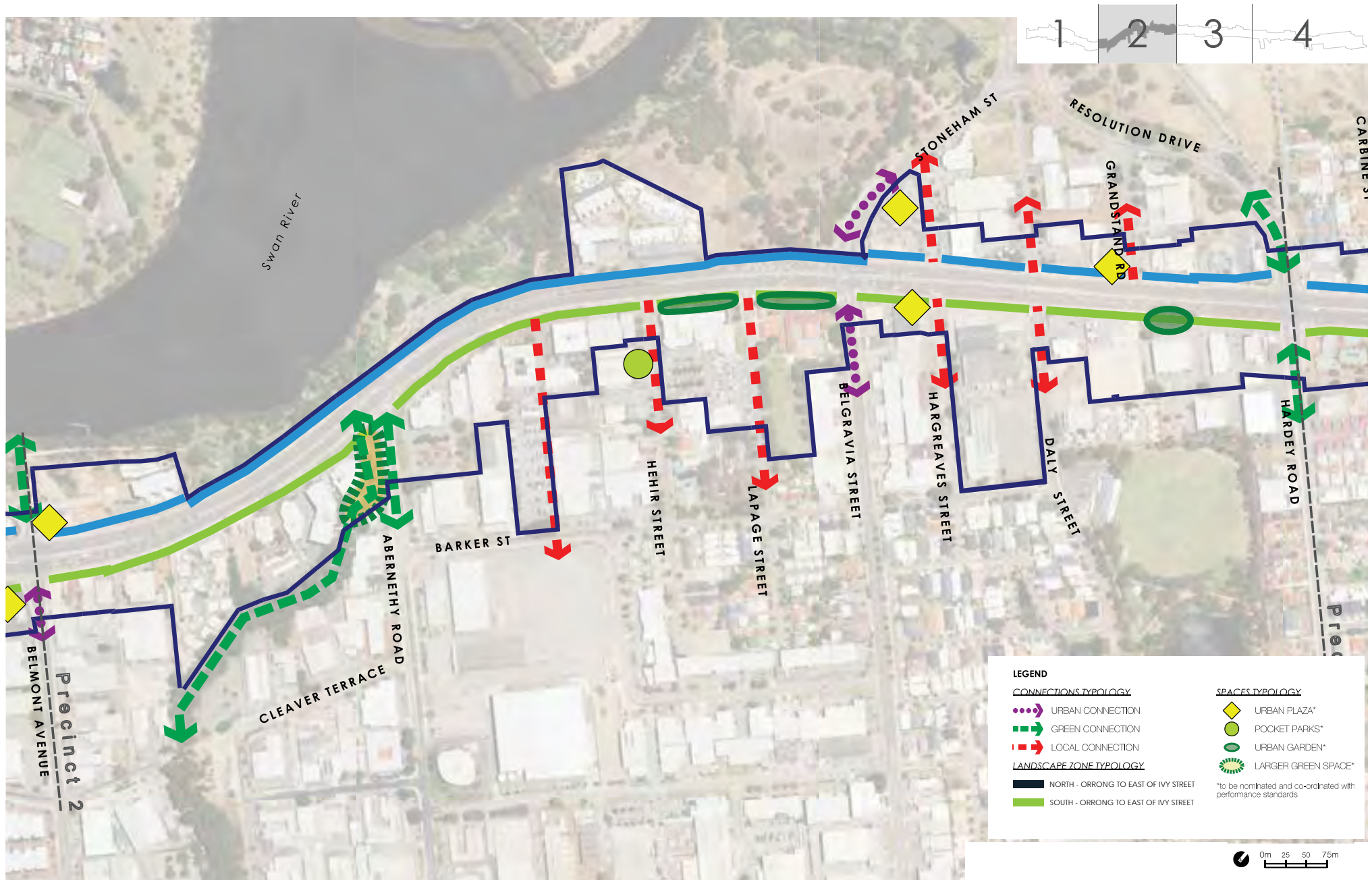


Figure 100: Precinct 2 Public Realm Typologies

Precinct 3: Hardey Road to Tonkin Highway

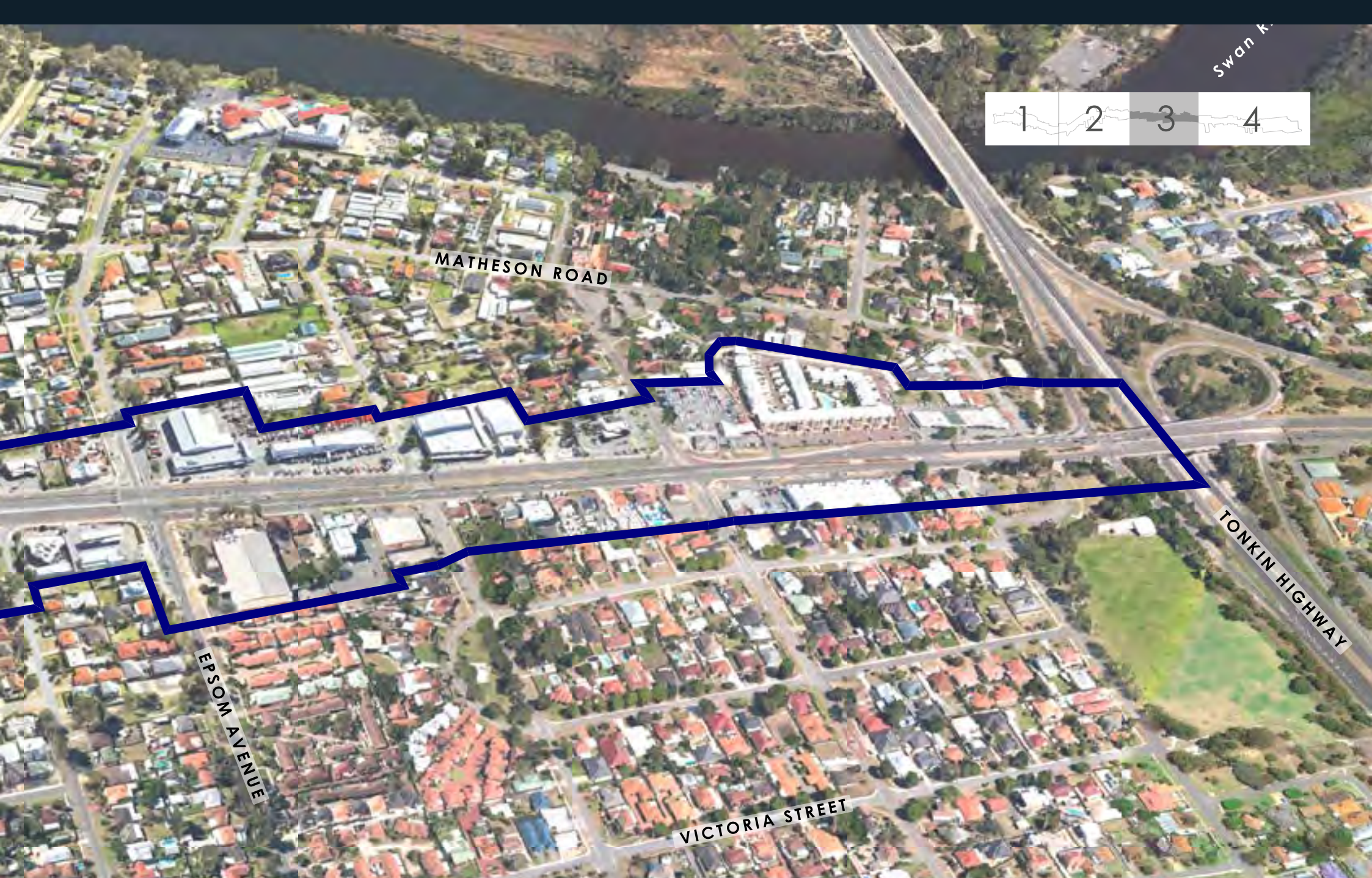
The Hardey Road to Tonkin Highway precinct will prosper from its proximity to a highly accessible movement network, facilitating access into and out of the precinct.

To the north, the precinct has access to the Swan River, Ascot Racecourse and Garratt Road bridge, facilitating access to Bayswater and surrounding residential development. Hardey Road provides a connection to Alexander Road, which facilitates access to the Belmont town centre to the south. The Tonkin Highway provides a connection south to the Perth Airport and further to the industrial area of Welshpool, and north into the industrial areas of Bassendean and Bayswater. Additionally, Stanton Road provides a secondary connection to the Perth Airport.

It may be appropriate for the precinct to accommodate additional short-stay accommodation uses in accordance with the findings and actions contained within the City's Local Housing Strategy or applicable Local Planning Policy. Development will be sensitive to the surrounding development, with the built form transitioning from the Corridor down toward the edges of the study area, adjacent to surrounding lower density residential neighbourhoods. An improved pedestrian and cycle network will enhance the amenity of the precinct and improve the accessibility to open space and adjacent precincts.



Figure 101: Precinct 3



Swan R.



MATHESON ROAD

EPSON AVENUE

VICTORIA STREET

TONKIN HIGHWAY



Land use

Activity nodes

There are no activity nodes located in this precinct.

Activity Corridors

The Activity Corridor spans the entirety of Precinct 3 and will constitute a variety of land uses catering to commuters and local residents in the area. This may include showrooms, residential and commercial uses.



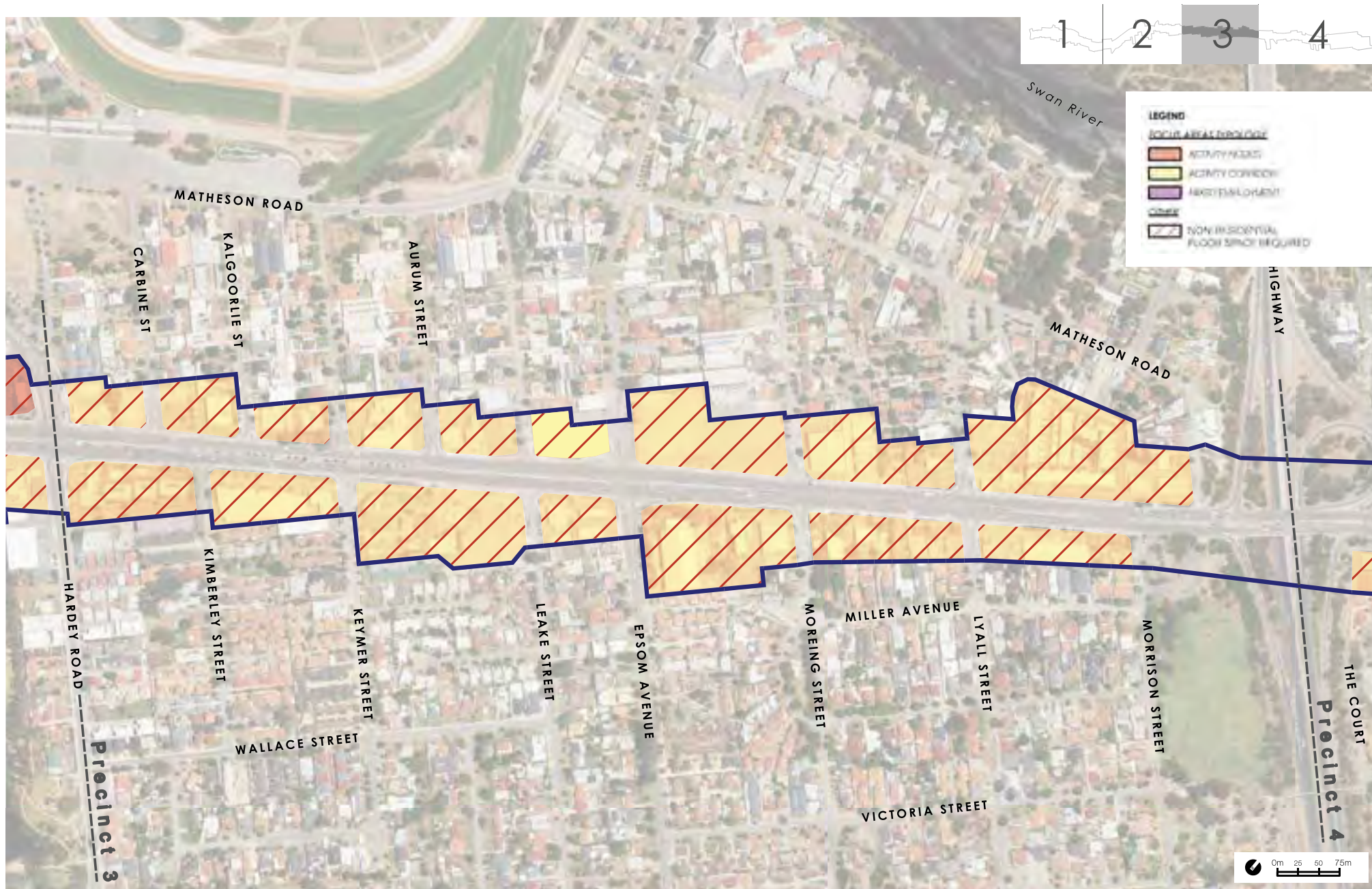


Figure 102: Precinct 3 Land Use Typologies

Built form

The Built Form in Precinct 3 will be categorised by buildings of a lower intensity to those in precinct 2, which will transition down towards the surrounding residential development.

Building setback

The building setback will be moderate for the entire precinct to allow for the provision of a wider public realm, which has sufficient room to support the growth of mature trees and landscaping. This is due to the entire precinct consisting of activity corridors and no activity nodes. It will be necessary for buildings to contain high quality facades which directly interact with the street through the inclusion of openings.

Within Precinct 3, there are several sites which have will have a generous building setback due to either the shallow depths of these lots, or the requirement to provide access and parking at the front of the lot due to location or site characteristics.

Scale

Buildings within Precinct 3 will generally maintain a lower scale throughout the entire precinct, to respect the nature of the surrounding residential development. Development will be up to 10 storeys in height, with a plot ratio of 3.0.

Landmarks

Various landmark sites are proposed within Precinct 3, providing the opportunity for increased scale subject to meeting the applicable performance criteria. Landmark opportunities are located within the larger parcels as well as on the northern corner of the Tonkin Highway and the Corridor, where this is the opportunity for greater scale given the characteristics of the site and the location of the site adjacent to open space.

Transition

The buildings will generally transition to a low scale to respect the surrounding residential development to the north and south. Built form should provide a sensitive transition to the existing stables area north of the Corridor.

Active ground floor

Along portions of the Corridor, the ground floor of buildings adjacent to Great Eastern Highway shall be designed to accommodate both an active land use and high quality built form edge.

Along the remainder of the Corridor, active land uses and an activated built form on the ground floor will be encouraged.

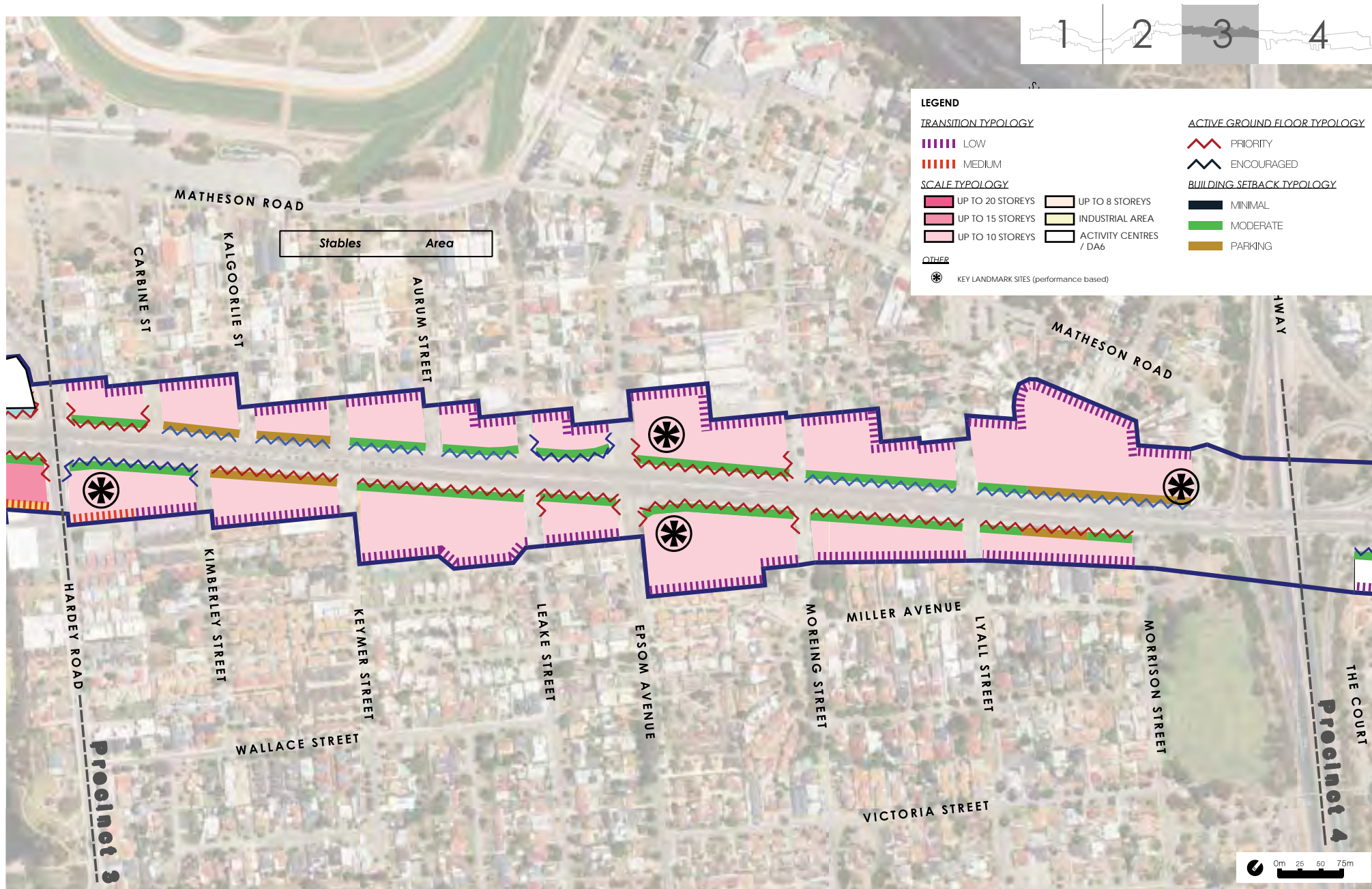


Figure 103: Precinct 3 Built Form Typologies

Movement

Access and parking

The access and parking within Precinct 3 comprises of predominantly Rear Access and Rear Parking.

The significant amount of Rear access and Rear Parking will ensure there is safe and efficient vehicular movement along the Corridor, and allow for the safe movement of bike riders and pedestrians.

There are several sites within Precinct 3 where the Rear Access and Front Parking Typologies has been identified to accommodate the small lots which have a narrow depth.

Sites towards the eastern end of Precinct 3 have the Front Access, Front Parking Typology identified, given the physical constraint to provide rear access and to be consistent with Main Roads WA Vehicle Access Strategy.

Access arrangements are to consider the existing stables area north of the Corridor.

Network

Precinct 3 will be supported by an extensive movement network along the Corridor, comprising existing at-grade pedestrian crossings, an existing pedestrian underpass and existing on-street cycle lane. Precinct 3 is also serviced by the high frequency bus network and associated bus stops.

The movement network will be enhanced with the provision of a pedestrian bridge between the Hardey Road and Epsom Avenue at-grade pedestrian crossings, adjacent to existing bus stops, facilitating a safe crossing point for the significant volume of pedestrians within the surrounding residential areas to the north and south.

The movement network will be supplemented with the provision of a principle shared path on the northern edge of the Corridor and a pedestrian path and on-street cycle lane on the southern edge of the Corridor, as demonstrated in the Landscape Zone Typologies. There is also a new principle shared path connection which was constructed adjacent to Tonkin Highway as part of the recent upgrades undertaken by Main Roads.

A network of shared pedestrian/ cycle paths exist south of the Corridor providing a connection from Epsom Avenue into the surrounding residential areas.

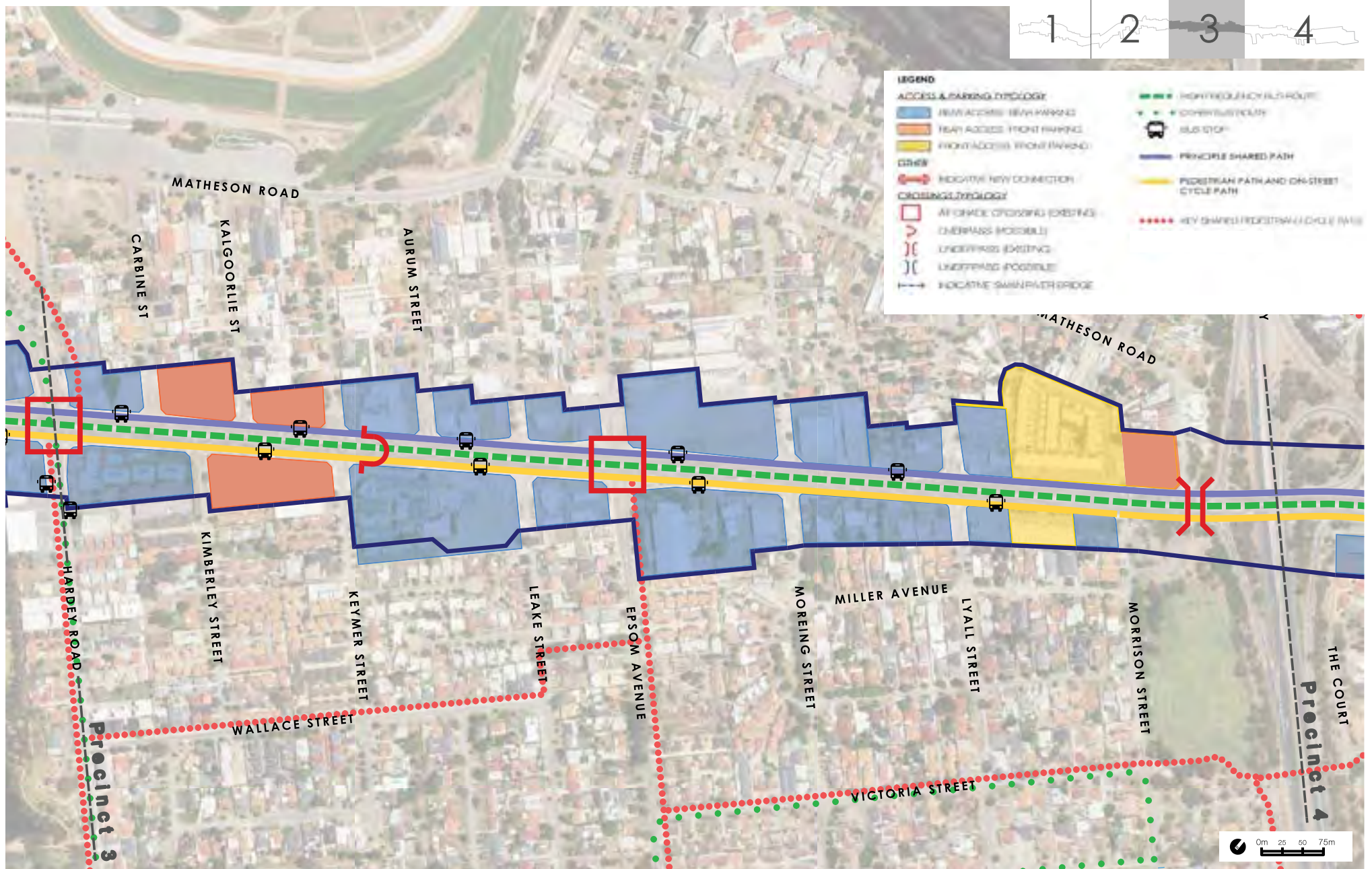


Figure 104: Precinct 3 Movement Typologies

Public realm

Spaces

The provision of four Pocket Parks distributed within Precinct 3 amongst the existing network of open space will be easily accessible from the Corridor. These spaces will cater to the different needs of the community through the provision of various spaces and activities, supporting interaction and community cohesion.

Connections

A Green Connection close to Morrison Street will provide a continuous pedestrian and cycling link from the residential area south of the Corridor to the Swan River, utilising the existing underpass. Green links will also be located along Hardey Road and on Matheson Road north of the study area providing a pedestrian and cycling prioritised connection from the Corridor to the Swan River.

An urban connection is located on the southern edge of the corridor along Epsom Avenue to provide a main link as a distributor road.

Local Connections will provide minor links throughout the northern and southern sides of the Corridor within Precinct 3.

Landscape zone

The Landscape Zone Typologies in Precinct 3 comprises of:

- North – Orrong to East of Ivy Street
- South – Orrong to East of Ivy Street

North

This Typology is designed to span approximately 8.5m-10.5m in width, starting from the edge of the current on-street cycle lane (proposed to be removed) and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public realm

Within the public realm, the existing on-street cycle lane is proposed to be removed to make room for a new off-street principle shared path. This is proposed at a width of 4m (2m in each direction).

Between Great Eastern Highway and the principle shared path, a 0.5m wide landscape buffer is proposed. This area provides for a level of separation between the path and passing vehicles travelling along the Highway. It is envisioned that this area will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private realm

Within the private realm, between 4m-6m wide of consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.

South

This Typology is designed to span approximately 7m-9m in width, starting from the kerb of the Great Eastern Highway road reserve and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public realm

The public realm is proposed to be 3m in width and comprise of:

- A 2m wide pedestrian path (1m in each direction)
- 0.5m of landscaping either side of the pedestrian path

The landscaping areas provide opportunities to achieve additional greenery and planting adjacent to the cycle lane and pedestrian path. It is envisioned that these areas will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private realm

Within the private realm, a 4m-6m wide consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.



Figure 105: Precinct 3 Public Realm Typologies

Precinct 4: Tonkin Highway to east of Ivy Street

The Tonkin Highway to east of Ivy Street precinct is located on the northern edge of the Redcliffe Airport development area.

It benefits from the accessibility to the Tonkin Highway, the Perth Airport, Redcliffe Train Station, as well as nearby areas of Hazelmere, Welshpool, Midland, Kalamunda and Guildford, enabling development of a range of commercial land uses which rely on being in proximity to such locations.

The precinct includes an area of Mixed Employment which will allow industrial uses to exist, whilst also accommodating a range of appropriate commercial uses, carefully considering the transition to abutting residential development.

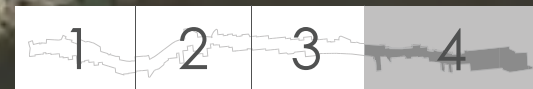
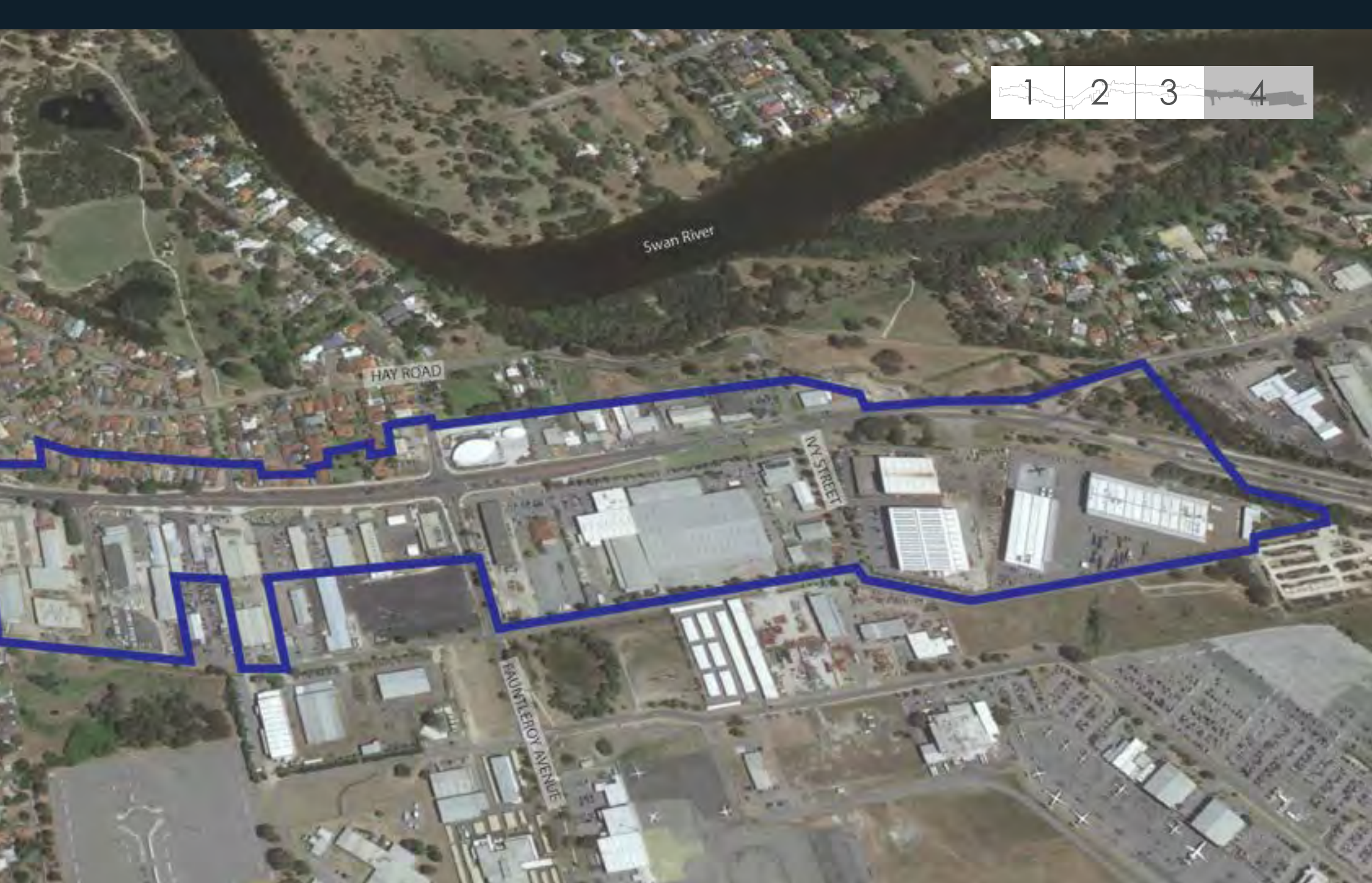
The precinct will also provide a range of residential accommodation, with a dwelling diversity which will cater for all ages, incomes, lifestyles and families, supported by a mix of spaces for relaxation and enjoyment for the entire community.

A variety of spaces including Urban Plazas, Pocket Parks and Larger Green Spaces will ensure there is a range of areas to accommodate the differing needs of the community, workforce and visitors to the precinct.

Improved cycling and pedestrian connections will make it easier for the community to access the Redcliffe Train Station and surrounding development, as well as the Swan River.



Figure 106: Precinct 4



Land use

This precinct will be characterised by land uses which will benefit from the strategic location with high accessibility to the Perth Airport, the Redcliffe Train Station as well as nearby industrial areas such as Hazelmere and Welshpool.

This precinct will comprise of the Ascot Activity Node, a Mixed Employment focus area and an Activity Corridor to the north and west.

Activity nodes

Ascot Activity Node

The Ascot Activity Node will build upon the existing medical services and child care services on the northern edge of the Corridor.

The Ascot Activity Node is serviced by the high frequency bus network along the Corridor.

The Activity Node will provide the opportunity to fulfil the development potential of this area, taking advantage of the proximity to the Redcliffe Train Station and associated population within Development Area 6 to the south.

Activity corridors

The portions of Activity Corridor will ensure there is a transition from the existing industrial nature of this area towards a mixed use area, reflecting the existing residential development on the northern portion of the Corridor, and south of the Corridor west of Coolgardie Avenue.

The Activity Corridors will be influenced by the development within Development Area 6 to the south.

Mixed employment

Mixed employment area

The mixed employment area forms the eastern entrance to the Corridor, and with a strong connection to the Perth Airport, this portion of the Corridor will accommodate a variety of commercial and individual service businesses compatible with the surrounding mixed use area.



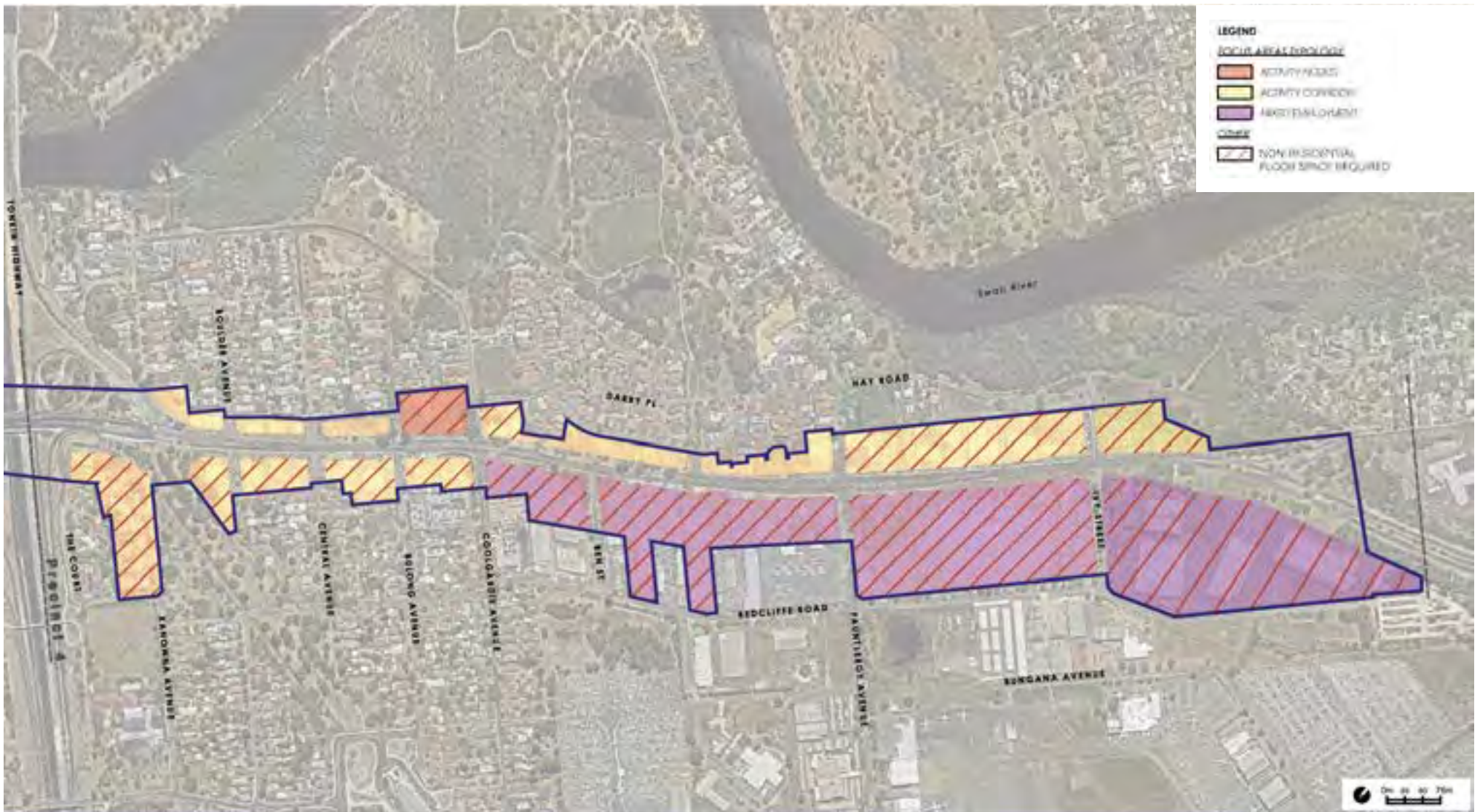


Figure 107: Precinct 4 Land Use Typologies

Built form

The Built Form in Precinct 4 will be categorised by a range of low and medium scale buildings, transitioning down from precincts 1, 2 and 3.

Building setback

The building setback will be the minimal typology within the Activity Nodes, to ensure the active ground floor uses within the Activity Nodes are closer to pedestrians, contributing to an activated street front. Land subject to the Redcliffe Station Improvement Scheme is anticipated to have a minimal building setback.

Within the Activity Corridor and Mixed Employment Area the building setback will be the moderate typology, to allow for the provision of a wider public realm which has sufficient room to support the growth of mature trees and landscaping.

Within Precinct 4, there is one site which will have a generous setback due to the requirement to provide access and parking at the front of the lot due to location or site characteristics.

Scale

Precinct 4 will develop at a lower intensity, transitioning down from precincts 1, 2 and 3 and will accommodate the mixed employment land uses. Along the northern side of the corridor, either side of the Ascot Activity Node there will be buildings up to 8 storeys with a plot ratio of 2.5.

Lots abutting Development Area 9 will be developed slightly higher, with buildings up to 10 storeys and a plot ratio of 3.0. Development here can take advantage of the adjacent areas of public open space and views of the Swan River.

The ACPS reflects the Ascot activity node being designated with either an RAC1 or RAC0 density code. The most appropriate code and built form controls will be further explored through the preparation of a new local planning scheme, taking into account the ACPS and level of development proposed on adjacent land by this Strategy.

Future development within the DA6/Redcliffe Station Precinct will be in accordance with the Redcliffe Station Precinct Improvement Scheme.

Future development within the mixed employment area will be in accordance with the City's new local planning scheme.

Landmarks

Various landmark sites are proposed within Precinct 4. Three landmark sites are identified on the corner of the Tonkin Highway off-ramp and the Corridor, assisting with identifying Development Area 6 and the Redcliffe Train Station.

A landmark site is proposed east of Ivy Street, signifying the eastern entrance to the Corridor.

Additional landmark sites are located on the southern side of the Corridor on the either side of Fauntleroy Avenue, further signalling a main entrance into Development Area 6.

Transition

Where there is existing residential development to the north and south, buildings will have a low scale transition to adjoining properties. Where the Corridor abuts a road medium scale transition will be provided.

Where buildings are setback from existing residential development, the buildings will have a medium scale transition to rear and side boundaries.

Active ground floor

Along portions of the Corridor, the ground floor of buildings adjacent to Great Eastern Highway shall be designed to accommodate both an active land use and built form edge.

Along the edge of the Mixed Employment area, active land uses and an activated built form on the ground floor will be encouraged.

Movement

Access and parking

The access and parking within Precinct 4 comprises of predominantly Rear Access with Rear Parking to ensure efficient vehicular movement along the Corridor, and reduce the number of exiting crossovers, improving pedestrian and bike rider safety.

There is one portion on the southern side of the Corridor within the eastern end which is identified as access; Rear Access with front parking, due to the nature of the existing land use and parking on this site.

There are two proposed additional connections within precinct 4, which have been identified to facilitate pedestrian and cycling access.

Network

Precinct 4 will be supported by an extensive movement network along the Corridor, comprising of three existing at-grade pedestrian crossings. Precinct 4 is also serviced by the high frequency bus network and associated bus stops.

The movement network will be enhanced with the provision of pedestrian bridges between the Tonkin Highway and Coolgardie Avenue at-grade pedestrian crossings, in proximity to existing bus stops, to enable safe and convenient pedestrian crossing opportunities from the Corridor to the Redcliffe Train Station and surrounding area.

The movement network will be supplemented with the provision of an off-street cycle lane in the form of a principle shared path on the northern edge of the Corridor and a pedestrian path on the southern edge of the Corridor, as demonstrated in the Landscape Zone Typologies.

The movement network surrounding the Corridor includes a network of shared pedestrian/cycle paths which provide connections from the Corridor towards the Redcliffe Train Station to the south, and from the Corridor into the residential area and areas to the north. A shared/pedestrian path is also located along the edge of the Swan River.

Bus services also provide a connection from the Corridor south along Fauntleroy Avenue towards the Redcliffe Train Station.

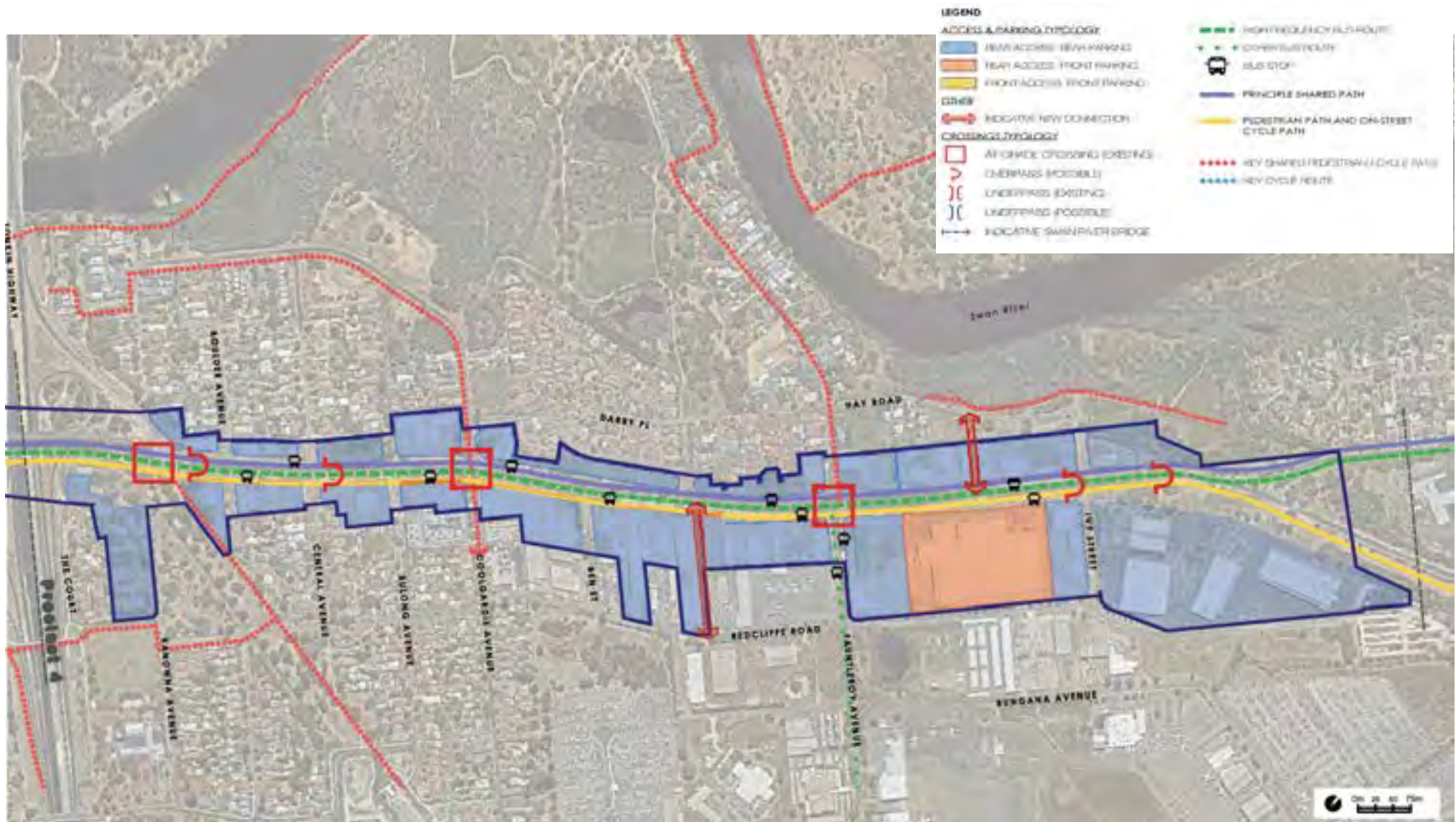


Figure 109: Precinct 4 Movement Typologies

Public realm

Spaces

The spaces in Precinct 4 include two Urban Plazas adjacent to Coolgardie Avenue and one Urban Plaza adjacent to Fauntleroy Avenue. These will complement the Ascot Activity Node and the Mixed Employment area within the Precinct which will complement and integrate with the urban character of the adjacent built form.

A Pocket Park is identified north of the Corridor adjacent to Central Avenue. This is intended to supplement the existing open space by providing a green space for local residents within the area to utilise.

A Larger Green Space on the corner of the Tonkin Highway off-ramp and the Corridor will reinforce the green link within Development Area 6 towards the Redcliffe Train Station.

The Urban Garden located on the corner of Ben Street and the Corridor will be retained, contributing to the amenity of the public realm within this locality.

Connections

An Urban Connection on the southern portion of Coolgardie Avenue will provide the main connection from the Activity Node with Development Area 6 for vehicles, bike riders and pedestrians.

A series of Green Connections will facilitate access to the Swan River, as well as provide access into Development Area 6, prioritising pedestrians and bike riders.

Local Connections will provide minor links throughout the northern and southern sides of the Corridor within Precinct 4.

Landscape zone

The Landscape Zone Typologies in Precinct 1 comprises of:

- North – Orrong to East of Ivy Street
- South – Orrong to East of Ivy Street

North

This Typology is designed to span approximately 8.5m-10.5m in width, starting from the edge of the current on-street cycle lane (proposed to be removed) and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public realm

Within the public realm, the existing on-street cycle lane is proposed to be removed to make room for a new off-street principle shared path. This is proposed at a width of 4m (2m in each direction).

Between Great Eastern Highway and the principle shared path, a 0.5m wide landscape buffer is proposed. This area provides for a level of separation between the path and passing vehicles travelling along the Highway. It is envisioned that this area will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private realm

Within the private realm, between 4m-6m wide of consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.

South

This Typology is designed to span approximately 7m-9m in width, starting from the kerb of the Great Eastern Highway road reserve and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public realm

The public realm is proposed to be 3m in width and comprise of:

- A 2m wide pedestrian path (1m in each direction)
- 0.5m of landscaping either side of the pedestrian path

The landscaping areas provide opportunities to achieve additional greenery and planting adjacent to the cycle lane and pedestrian path. It is envisioned that these areas will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private realm

Within the private realm, a 4m-6m wide consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.

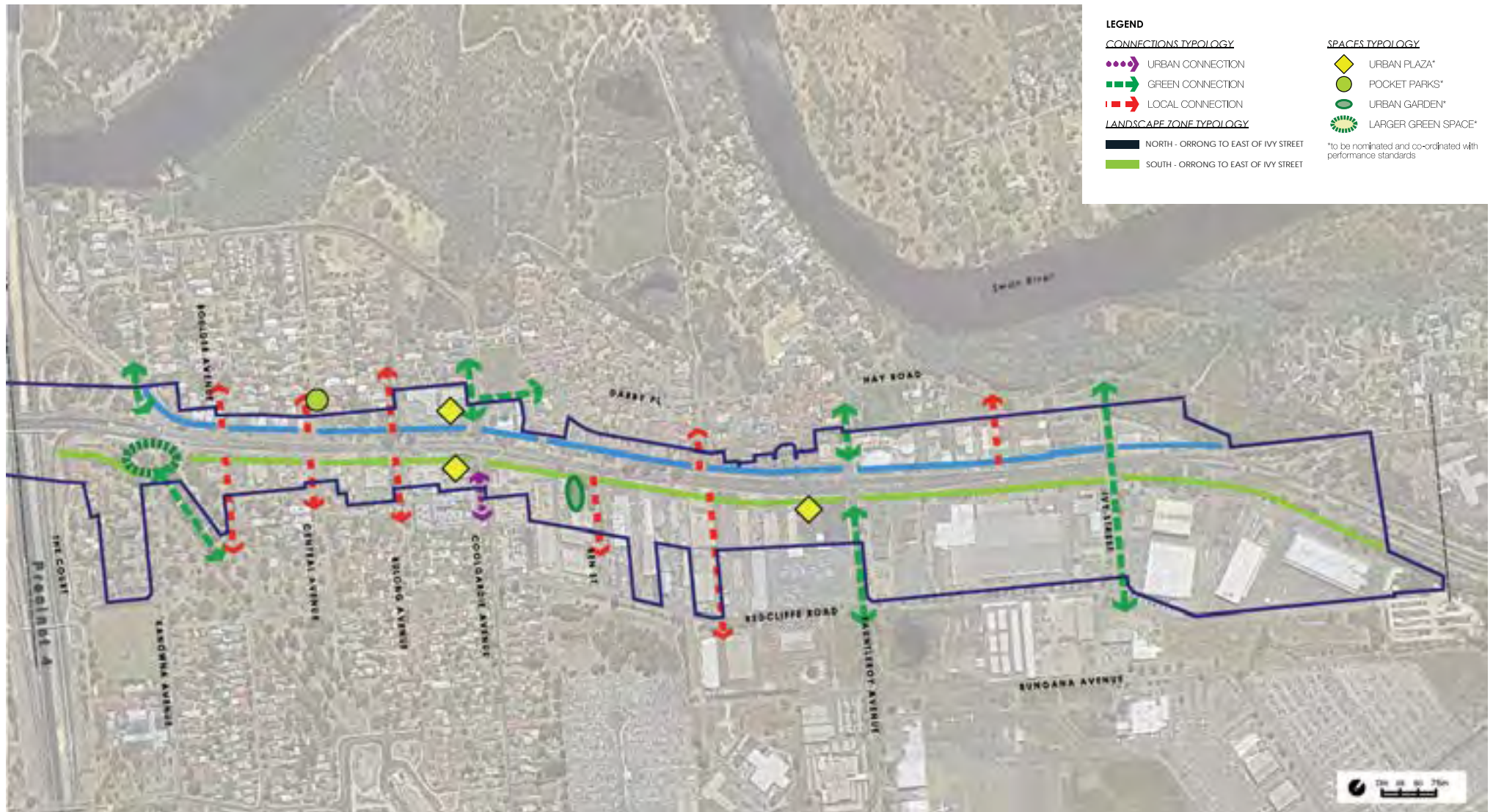


Figure 110: Precinct 4 Public Realm Typologies

Strategies and Implementation

The Strategy establishes a framework to guide, coordinate and facilitate the transformation of the Corridor in line with the established vision, themes, principles and strategies.

In order to realise the potential of the Corridor and achieve change, the Urban Corridor Strategy will need to be implemented over time, by a number of stakeholders.

Delivery of the Urban Corridor Strategy will rely on the cooperation of stakeholders including State Government, the City, the private sector and the community. The implementation timeframe will commence in the short-term, but will then roll out with medium and long-term actions.

Some initiatives will be implemented more readily than others. The study on the Corridor Transition Area can commence immediately, as well as the adoption of the Urban Corridor Strategy as an interim LPP, until such time the planning framework has been implemented.

Delivery of physical improvements will be more gradual over a longer period of time.

The Corridors transformation will not be immediate. Long term support, effort and attention from government, the private sector and the community will be needed to gradually implement the Strategy. The Strategy must identify an effective way to stage its implementation, considering factors such as market conditions, timing of infrastructure delivery, life-cycle of existing uses and prioritisation against need and nexus.

The Strategy aligns with the timeframes of Perth and Peel @ 3.5m to 2031, with population, housing and job projections. During this time, the Corridor will change dramatically. The population in the City will have increased by around 7,000 people and the demographics of this area will be different from what we see today.

The traffic and transport context will have changed and many planned infrastructure projects, such as Metronet and Light rail may have been completed. New industries will have emerged and business may be operating under different models from today. Technology will have advanced significantly, changing the way in which we live our lives and, subsequently the needs and aspirations of the community.

As a result, it would be unreasonable to assume that the Strategy could foresee these changes and predict an appropriate response. As such, it is better to view the Strategy as a dynamic and robust document that will be reviewed regularly and updated accordingly.

Formulation of an action plan that prioritises actions to be implemented in accordance with the Strategy to achieve coordinated land use, redevelopment and infrastructure objectives, should be a priority.

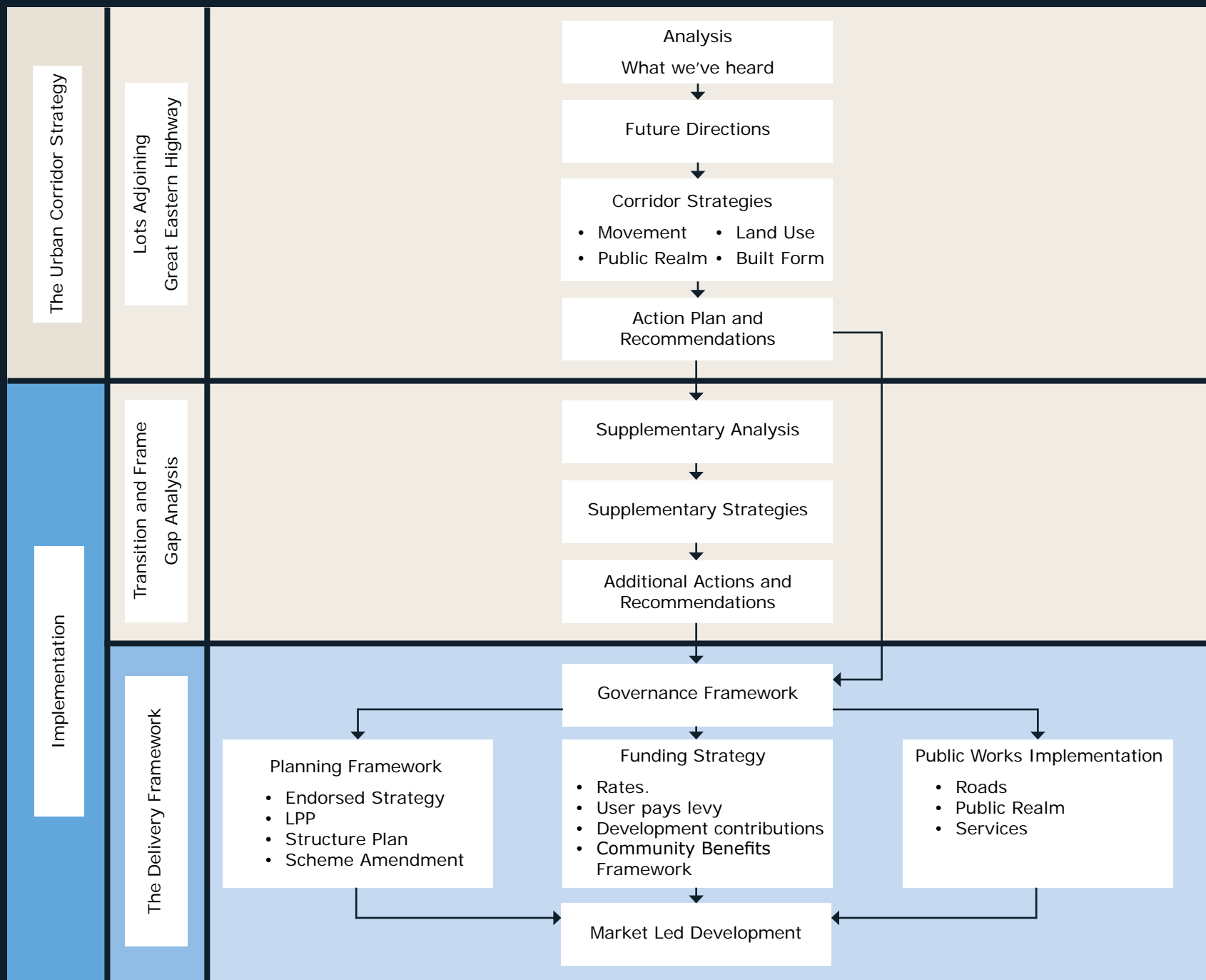


Figure 111: Strategy and Implementation Plan

The Urban Corridor Strategy

Land use

The Urban Corridor Strategy includes a summary of background analysis, community and stakeholder considerations, planning directions and Corridor based strategies, actions and recommendations leading to delivery.

Existing land use zoning

The study area of the Corridor comprises a range of land use zonings under the Local Planning Scheme No. 15 (LPS 15). These include:

- Industrial – applies to land on the eastern end of the Corridor between Coolgardie Avenue and east of Ivy Street, on the southern edge of the Corridor.
- Mixed Use – applies to the majority of land within the study area, predominantly on the southern edge between Orrong Road and Belmont Avenue, on the northern and southern edges between Belgravia Street and the Tonkin Highway, as well as portions of land located between the Tonkin Highway and east of Ivy Street.
- Residential (R20) – applies to land located on the northern edge of the Corridor, generally between the Tonkin Highway and Fauntleroy Avenue.

- Residential (R100) – applies to land on the northern edge of the Corridor, generally between Kooyong Road and Acton Avenue.
- Service Station – applies to a portion of land between Acton Avenue and Hampden Street, a portion of land between Leake Street and Epsom Avenue, and a portion of land between Central Avenue and Bulong Avenue.
- Additional uses (A9) – applies to a portion of land located between Bulong Avenue and Coolgardie Avenue, with the additional use ‘Shop’ up to a maximum floor area of 300m² permitted.
- Additional uses (A11) – applies to portion land located on the corner of Hardey Road and the Corridor, with the additional use of ‘Convenience Store’ and ‘Motor Vehicle Wash’ permitted, subject to design detail.
- Mixed Business – applies to the majority of land on the southern edge of the Corridor between Hampden Street and Daly Street, encompassing the Belmont Business Park.
- Commercial – applies to land between Kooyong Road and Fitzroy Road, encompassing the Eastgate Shopping Plaza.
- Special Development Precinct – applies to the Springs Special Development Precinct which is located in the western end of the Corridor, generally bound by the Graham Farmer Freeway, Corridor, Bright Road and the Swan River. Development within the Springs is subject to the compliance with the Springs Design Guidelines.
- The Special Development Precinct zone also applies to the Invercloy Estate, located between Fauntleroy Avenue and Tibbradden Circle, in which the Invercloy Estate Special Development Precinct Policy guides development.

There is also land reserved under the LPS 15 in the study area, consisting of the following reservations:

- Public Purpose (Primary School) – applies to the Belmont Primary School site, located between Lapage Street and Belgravia Street.
- Parks and Recreation – applies to various open space pockets along the Corridor.

Review of land use zones

The current mix of zoning has resulted in a wide range of uses existing along the length of the Corridor.

The objectives of each zone outlined in Clause 3.2 of LPS 15 do not clearly distinguish each of the zones, and do not provide clarity on the intent of each zone.

- It unclear on the difference and intent of the Mixed Use and Mixed Business zones.
- The Scheme includes a Mixed Use zone and a Mixed Business zone, which have similar objectives. The main difference is the Mixed Business zone includes an objective: ‘Uses can mix on adjacent lots of land or on the same lot and uses may mix horizontally on the same or separate lots and/or vertically in buildings’, which is not included in the Mixed Use zone objectives.
- Generally, it is expected that uses could be mixed on adjacent lots of land, or on the same lot, and mix horizontally on the same or separate lots vertically in buildings within the Mixed Use zone too.
- The Land Use Permissibility differs between the Mixed Use zone and the Mixed Business zone, although, due to the unclear objective of each zone, it is unclear as to the land permissibility allocations. For example, a Convenience Store is listed as an ‘A’ use in the Mixed Use zone,

although is an 'X' use in the Mixed Business Zone, though could be considered as a use which provides convenience to the workforce and so should be a permitted use the Mixed Business Zone.

- The Industry – Light land use is listed as a 'D' use in both the Mixed Business and Mixed Use zones, as well as in the Industrial zone, resulting in light industrial uses being located outside of the Industrial zone.
- There are a large number of service stations which are located along the Corridor; which are permitted under the current Scheme provisions.
- The Scheme includes a 'Service Station' zone, which is intended to allow for the development of service stations and appropriate support activities which do not generate nuisances detrimental to the amenity of the district and having particular regard for the health, welfare and safety of any residents and workforce associated with any immediately abutting zoned land.
- Although the Service Station zone exists, the land use of 'Service Station' is listed as an 'A' use within the Mixed Use zone, meaning that the City of Belmont can exercise discretion by granting planning approval after giving special notice in accordance with the Scheme, reducing the integrity of having a separate Service Station zone if Service Stations have the potential to be developed outside of this zone, along the Corridor.

Existing land uses and trends

The majority of the land along the Corridor currently comprises a variety of non-residential land uses including fast food outlets, liquor stores, motels, motor vehicle hire, motor vehicle repairs, offices, restaurants, cafes, taverns, massage parlours, service stations, shops, industrial, showrooms and warehouses. The majority of the non-residential land uses are located in the vicinity of the Belmont Business Park Area in the centre of the Corridor and the Redcliffe Industrial Area at the eastern end of the Corridor.

A number of tourist accommodation sites are scattered along the Corridor capitalising on the close proximity to both the Perth Airport, Crown Casino and greater entertainment precinct.

The Corridor also accommodates different forms of residential development in the form of single, grouped and multiple dwellings. It is noted in conjunction with the recent upgrade of Corridor the majority of existing residential development abutting the Corridor have had noise walls constructed between to provide noise amelioration.

There is only a small number of health care and sporting facilities along the Corridor and one School, being the Belmont Primary School. It is highlighted the Department of Education are currently investigating the existing site to determine the requirements for the future. Some existing land uses are inconsistent with the intent and land use permissibility of their relevant zonings in LPS 15; particularly in areas zoned Mixed Use, with several non-conforming uses which have been approved under old planning legislation. Examples include service stations, motor vehicle hire, motor vehicle sales, shops, marine sales shop and display rooms and industry located within in the Mixed Use zone.

What we've heard

The community and stakeholders have identified the following for consideration in the Strategy;

- Need for greater vibrancy and community focal points along the Corridor.
- Desire for greater diversity in housing.
- Desire for improved land uses along the Corridor to increase the vitality of the area.
- Value the location in terms of access to the Swan River, the City, Perth Airport and the Swan Valley, surrounding parks, public transport, the regional road network and employment.
- There is a lack of vibrancy at street level.
- Encourage people to stay in the area – tourist attractions/accommodation.
- Introduce more hubs for community connection.
- Improve land uses to increase vitality – grocery stores, shopping for day to day needs, coffee shops, small bars, restaurants.
- Grossly underdeveloped given location, amenity, access to services and infrastructure.
- Incentivise to amalgamate to achieve better development outcomes.

Existing policy directions for land use

The current context planning framework includes;

- Central sub-regional framework of Perth and Peel@3.5 million requires the City of Belmont to accommodate an additional 10,410 dwellings.
- There is limited guidance on land use from the City of Belmont's existing Local Planning Policies. The Local Planning Policies relevant to the study area which guide land use include:
 - The Springs Design Guidelines - prepared to guide and control development within the Springs, Rivervale.
 - Invercloy Estate Special Development Precinct Policy – prepared to ensure a high standard of development in recognition of the presence and cultural significance of 'Invercloy' (the principal building).
 - LPP No. 14 – Development Area 6 Vision – prepared to assist in providing direction for the future planning and progression of detailed structure planning for the precinct.

Future land use objectives

The following land use directions are established to achieve the Vision and themes for the precinct.

Fostering employment and liveability

- Enable employment growth to occur whilst enabling additional residential development.
- Enable significant mixed-use development throughout the Corridor with a particular focus within Activity Nodes.

- Retain the industrial area at the eastern end of the Corridor, providing the opportunity for appropriate commercial uses to be sensitively mixed with industrial development, carefully considering the transition to the abutting residential development. Industrial uses should be limited within the rest of the Corridor.
- Retain permissibility of office and commercial uses, providing the opportunity for employment within the proximity to the main residential suburbs within the City of Belmont. The ability to incorporate a mix of retail, office and residential with leisure and entertainment in a highly landscaped setting will help to transform the Corridor.
- Enabling employment opportunities will also support the development of local convenience retailing to meet the daily shopping needs of residents and workers.
- Encourage more efficient use of land within the precinct, through redevelopment of underutilised sites for new residential or commercial development.

Creating a great place to live

- The Corridor provides a strategic opportunity to accommodate housing growth in key locations which will benefit from the proximity to the CBD, Activity Nodes, the Airport, the Swan River and the high-frequency bus network, and Redcliffe Train Station.
- A greater diversity of housing types and tenure is sought by the community to attract a range of housing types including families, singles, young couples, people seeking to work from home, and older people who are wishing to age in place.

- Provide a range of community spaces to accommodate the needs of residents, workers and visitors.
- Ensure the interface between commercial and residential uses is designed and managed to protect residential amenity.

Creating a corridor for people

- Encourage land uses that contribute to the identified Activity Nodes, providing community focal points for local residents and workers.
- Require active land use edges at street level within the Activity Nodes to contribute to a vibrant street-life and enhance the pedestrian experience.
- Encourage a range of extended hours of operation (evening and morning) in new land uses to contribute to a longer period of street activation.

Land use strategies

The recommended Strategies to provide a framework which will enable the Vision for the Corridor to be realised, in relation to achieving the desired land uses along the Corridor include:

Mixed use

- LU1 - Create a place that offers new and exciting activity and living opportunities, while also providing an appropriate level of compatibility and support for existing and future businesses in the Corridor and City of Belmont.
- LU2 - Facilitate mixed-use residential development that responds to the proximity to the Swan River and associated parks, Belmont Town Centre and nearby employment destinations of public transport stops.

Open space

- LU3 - Coordinate the development of new public spaces, small parks and linkages with new adjacent private development to ensure the best possible interface.
- LU4 - Ensuring sufficient land is reserved under the scheme for local parks and recreation.
- LU5 - Provide development incentives for developers to provide publicly accessible spaces on private land.
- LU6 - Facilitate the creation of strategically located Office Garden developments, which have generous building setbacks and high quality landscaping around the buildings.

Commercial

- LU7 - Create a land use framework that recognises its role in supporting the City's economic growth and contributes to the evolution and ongoing improvement of the area.
- LU8 - Promote local convenience retail intensification at existing and future planned activity nodes.

Residential

- LU9 - Introduce residential densities to the Corridor that activate the area, provide choice of diversity in the City's residential stock and enable appropriate population growth whilst having regard for the amenity of existing residents.
- LU10 - Guide and manage the relationship between residential and non-residential development.

Active ground floor

- LU11 - Ensure new development is oriented to the pedestrian interface through appropriate site planning, active interaction between ground floor uses and the public realm, well-detailed street frontages, and integration with adjacent transit nodes and stops.

Transition area

- LU12 - Optimise the integration of the surrounding urban fabric with Corridor and the Swan River foreshore.

Environmental impact

- LU13 - Ensure the environmental impacts of future development are effectively and appropriately managed.

Land use zones

- LU14 - Review the range of zones included in the LPS 15 to determine if the existing zones are appropriate and if any additional zones are deemed necessary to guide development along the Corridor.
- LU15 - Review the objectives of each of the zones, particularly the Mixed Use and Mixed Business zones, to ensure clarity is provided and each zone has a distinct set of objectives to guide development in the City.
- LU16 - Review Table 1 – Zoning Table of LPS 15 to ensure land use permissibility listed aligns with the intent of each of the relevant zones.
- LU17 - Ensure land within the Study Area is appropriately zoned to reflect the intent of the Vision of the Urban Corridor Strategy.

- LU18 - Review the intention and locations of the Service Station zone with the City to appropriately guide the locations of Service Stations.
- LU19 - Review the land use table to assess the permissibility of the Service Station land use within zones other than the Service Station zone to determine if it is appropriate for Service Stations to still be listed as 'A' uses in the Town Centre and Mixed Use Zone.
- LU20 - Development Area provisions may be applied via a Special Control Area to ensure development occurs as intended within the Corridor study area prior to the review of LPS 15.
- LU21 - The adoption of the Urban Corridor Strategy as an interim LPP will ensure due regard and acknowledgement is given to the Strategy, and will discourage planning decisions made contrary to the Vision until such time either LPS 15 is amended or a new LPS is gazetted to guide the development.

General

- LU22 - Introduce a provision or requirement that clarifies the treatment of amalgamating adjacent lots not included in the Strategy area. This will explain that amalgamating land with 'Residential' zoned land or with lots adjacent to, abutting or across the road from 'Residential' zoned land will not result in these benefitting from development at a higher scale in accordance with the Strategy.

Public realm

The quality of the public realm, including informal and formal spaces along the Corridor and the adjoining streets, has a major influence on the identity and functioning of the Precinct and how it is experienced by users.

Existing public realm

Overall, the existing Corridor is limited in informal and formal public spaces where people can enjoy outdoor life. The high volume of traffic, lack of public space and generally low quality of existing public realm, impacts the street life and liveability of the Corridor.

Corridor

The road reserve of Corridor generally ranges from 40-45m and in some locations increases to 50m to accommodate intersection requirements.

On the northern side of the Corridor, verges generally range from 4.5m-6.0m. On the southern side of the Corridor, verges are generally 6.0m but can be as little as 2.0-3.5m.

Streets

The Corridor and the connecting side streets are the principle elements of public space within the Corridor. Generally, the level of landscaping and street trees within the Corridor is underwhelming. In a number of locations the verges are wide enough to develop new informal public spaces.

Trees

Large parts of the Corridor are devoid of street trees, and in some locations the Highway includes only a median tree, or a verge tree, rarely both.

Open space

There are a number of locations where larger open space areas exist adjacent the Corridor including Adachi and Hardey Parks and nearby including Centenary, Selby and Garvey Parks.

The Swan River also meanders parallel to Corridor and makes contact adjacent Adachi and Hardey Parks.

Generally, there are no smaller parks or urban spaces along the Corridor, which can provide an opportunity for outdoor social activity.

Development frontage

Large parts of the Corridor frontage are impacted by inhospitable edges, in the form of noise walls, property fences or unsuitable building frontages/treatments. This contributes negatively to the public realm experience along the Corridor.

Other areas comprise landscaped frontages with increased building setbacks and with a built form that presents as an active edge to the Corridor.

What we've heard

The community and stakeholders have identified the following for consideration;

- Need to enhance first impression for visitors to Perth.
- Poor quality streetscapes – landscaping and trees.
- Lack of street trees.
- Lack of open space along the Corridor.
- More trees and landscaping on the Corridor.
- Enhance the village feel within Precincts along the Corridor.
- Improved pedestrian amenity.
- Need to enhance connections to and use of the Swan River.
- Value parklands: Adachi Park, Garvey Park, Baseball Park, along the Swan River.
- Improve quality of parklands.
- Reduce traffic noise through landscaping.

Existing policy

The City of Belmont LPS 15 provisions relating to the public realm, include:

- Different requirements for pedestrian and garden areas, depending on the zone.
- Requirements for setbacks and use of setback areas, dependent upon the zone.

There is limited guidance on public realm from the City of Belmont's existing Local Planning Policies. The Local Planning Policies relevant to the study area which guide public realm include:

- LPP 11 Public Art Contribution Policy prepared to protect and enhance the utility, amenity and identity of the public domain of places such as centres, main streets, squares and parks.

The City of Belmont has also developed a series of supporting documents in producing Local Planning Scheme No. 15 as follows:

- Local Planning Scheme No. 15 Scheme Report, incorporating the Local Planning Strategy.
- LPS No. 15 Public Open Space Strategy prepared to recognise the value of its parklands as an important community asset.
- LPS No. 15 Environment Strategy prepared to incorporate consideration of the environment into its strategic plan and develop and implement an Environment Plan to guide its actions in fulfilling its strategic objectives.
- LPS No. 15 Safety and Security prepared to identify key issues facing the city and identifies opportunities for improvement and ensure community safety and crime prevention are given central consideration in all planning and development projects and programs.
- LPS No. 15 Tree Register prepared to outline the requirements of the Tree Preservation Order.

Future public realm objectives

The following public realm directions are established to achieve the Vision and themes for the precinct.

Connecting people and places

- Improve the connectivity of the Corridor to adjoining activity areas and open spaces including the Swan River.
- Improve the connectivity between public spaces.

Making captivating streets and spaces

- Provision of new urban spaces that are well located along the Corridor and within urban centres, have diverse uses and which improve public amenity.
- Ensure that all streets are safe, pedestrian friendly and accessible.
- Ensure that public realm spaces are well-defined, attractive, usable and safe.
- Improve the amenity and function of Corridor as a key pedestrian spine.

Strengthening identity and place

- Create a strong sense of place and identity for each precinct and within Activity Nodes.
- Ensure that new development contributes positively to the amenity, vibrancy and preferred built form character of each precinct.

Creating streets and spaces for people

- Ensure that open space and the public domain enhance the quality of the local environment.
- Ensure the design of streets and adjoining development promotes street-life and a safe, conducive environment for walking.
- Create new public space opportunities that are integrated with the wider open space, public realm and pedestrian and cycle network.
- Establish a series of spaces along the Corridor which function as neighbourhood spaces for people to meet and recreate.
- Ensure streets and spaces promote connections with the Swan River.

Strengthening urban greening

- Enhance the Corridor as a major green gateway.
- Enhance north-south connections as green linkages via Urban, Green and Local Connections.
- Improving linkages within and between the open space network to illustrate how the whole can be greater than the sum of its parts.

Public realm strategies

The above objectives will be delivered in part through the specific public realm strategies. They are also dependent upon an integrated approach with relevant land use, built form and movement initiatives. There are opportunities to improve the public realm through a range of initiatives to provide a more amenable urban environment and support a vibrant community life. The strategies respond to the community feedback that the Precinct needed to be a high quality landscaped entrance to the City with a stronger sense of place and general amenity. The following strategies are recommended:

Corridor wide

- PR1 - Establish a comprehensive and high-quality streetscape Strategy that incorporates the design philosophies of the Urban Corridor Strategy, prioritising pedestrian and cycle access and amenity.
- PR2 - Create a sense of arrival into the Corridor through the coordinated design of buildings, landscape and streets. Once people have arrived, the experience of moving through the area must be pleasant and captivating for all street users.
- PR3 - Commence the creation of a green Corridor that can accommodate the future introduction of priority rapid public transport and more extensive public transport infrastructure.
- PR4 - Create a pleasant streetscape along the existing Corridor and associated streets and open space linkages.
- PR5 - Create links to adjacent public open space for more intense public enjoyment and enhanced community amenity.
- PR6 - Enhance public realm amenity of Corridor to support the introduction of new, or enhancement of existing, residential development.
- PR7 - Coordinate the development of new public spaces, small parks and linkages

which cater for workers, residents and visitors, with new adjacent private development to ensure the best possible interface.

- PR8 - Enhance the urban fabric with elements such as feature structures, public art, built form, lighting and landscaping.
- PR9 - Seek to create enhanced landscape amenity within the Corridor, through the combined effect of the landscape and building setback zones.

Pedestrian interface

- PR10 - Create low-rise building edges to all of the streets to generate an appropriate scale for pedestrian appeal, and to integrate sensibly with adjacent residential areas.
- PR11 - Design ground floors to relate well to the public domain, and facilitate ground floor uses that help to create activity in streets and spaces.

Transit stops

- PR12 - Create a safe, appealing environment around transit stops throughout the Corridor through street activation and natural surveillance and safe crossing points.

Parking

- PR13 - Design off-street car-parking to have little or no impact on the visual amenity of the public realm, as per movement Typologies identified in the Urban Corridor Strategy.

Public art

- PR14 - Prepare a distinctive public art program to enhance the identities and character of the Corridor, building on the existing public art policy.

Implementation

- PR15 - Support development of a funding model to provide additional public realm and community facilities in accordance with population growth.

Built form

Existing built form

- The built form of the area comprises a variety of single storey industrial buildings, commercial buildings, offices, multiple dwellings, grouped dwellings and single storey housing. The height of buildings ranges from single storey dwellings and commercial uses with apartment and office buildings ranging from 1-20 storeys.
- The residential development is predominately multiple and grouped dwellings. Majority of the residential development is separated from Corridor by noise amelioration walls. The majority of the multiple dwellings are 4-6 storeys, with the grouped dwellings predominantly 1-2 storeys. There are also several single storey single dwellings on the eastern end of the Corridor with the majority to the north side east of Tonkin Highway.
- There are several modern apartment buildings constructed in the last 10 years, ranging from 14-20 storeys, located on the western end of the Corridor closer to the Graham Farmer Freeway.
- The material of the residential buildings includes brick veneer, concrete and glass, with roofing predominantly tiles and colorbond.
- The commercial and non-residential built form varies in age and style. There are some recently constructed developments, consisting of 2-3 storey concrete offices. A number of buildings are tourist accommodation and are far ranging in both age and aesthetics. Several non-residential buildings are set back from Corridor, with car parking located in front of buildings.
- The setback of buildings along Corridor varies along the length of the Corridor.

Existing policy for built form

- Height is subject to the requirements of the Westralia Airports Corporation Height Control Contours Map.
- The Springs Design Guidelines includes built form controls within the Springs including building height, depth, setbacks, architectural character features, and detailed controls such as balconies, terraces, acoustic separation requirements.
- Invercloy Estate Special Development Precinct Policy includes built form guidelines for the Invercloy Estate including materials and colours, site coverage, setbacks, housing style, roofscape and window treatment.

Review of built form

- The majority of the existing built form within the study area contributes to the poor quality of the public realm of the Corridor for pedestrians, bike riders and vehicles.
- The existence of noise walls along large sections of the Corridor removes opportunities to activate the street fronts, reducing pedestrian movement in the locality and reducing opportunities for passive surveillance.
- Many of the buildings are significantly setback from the street, with a priority on car parking at the front of buildings, creating an aesthetically unpleasant environment for pedestrians to walk through. The large setbacks also remove opportunities to provide protection to pedestrians in terms of shade from awnings, shelter from buildings and surveillance from windows, entranceways and shopfronts.
- Many of the buildings do not address the street front of the Corridor with significant opportunity for improvement to contribute to an active street front.
- The built form controls do not provide appropriate measures to ensure positive built form outcomes are achieved along the Corridor.

What we've heard

The community and stakeholders have identified the following for consideration in the Strategy;

- Value high quality aesthetics of some buildings.
- Need to leverage views and exposure to the Swan River.
- Enhance quality of building architecture.
- Enhance interface between mixed use development and existing residential adjacent.
- Enhance visual appeal of buildings.
- Avoid noise walls – consider built form response.

Existing scheme requirements

Residential Design Codes (R-Codes) control built form of residential development.

- Clause 4.3.2 and 4.3.3 includes variations to the R-Codes applicable to R10 and R20 zoned land.
- Clause 4.3.4 permits the requirements of the R-Codes within Special Development Precincts (the Springs and Invercloy Estate) to be varied by Local Planning Policies.
- Section 4 of LPS 15 includes built form requirements for development within each zone in relation to lot area, lot coverage, setbacks, building facades, fencing.
- Clause 4.19 identifies that development of multi-storey buildings along the Corridor must have regard to:
 - The purpose of the proposed building,
 - The bulk and height of adjoining and nearby buildings.
 - Potential impact of overlooking and/or overshadowing,
 - Potential impact of the proposal on the existing and proposed streetscape.
 - The effect of the proposed building on the amenity of adjoining and nearby properties.

Future built form objectives

The following built directions are established to achieve the Vision and themes for the precinct.

Creating a memorable city fabric

- Enriching the urban fabric through the composition of building heights and scale, architectural expression, use of materials and innovative design responses, activating the interface between buildings and the public realm, and providing for strategically located landmark buildings.
- Introduce cohesion to the urban fabric, which helps to improve the status, identity and appeal of the area.
- Provide taller commercial and mixed-use development at key nodes which will have good access from the main connecting side streets.

Strengthening identity and place

- Reinforce the established urban structure and built form elements to strengthen the legibility and identity of the Corridor and each of the Precincts.
- Reflect topographic points adjacent to Swan River to where buildings may be able to provide valuable views towards the Swan River, Optus Stadium and the Perth CBD.
- Taller buildings in landmark locations to create a memorable gateway into Perth, and contribute to nodal expression.
- Ensure new development is of a high architectural standard in terms of form, scale, separation, massing, articulation, and use of materials. that these elements responds appropriately to streetscape and neighbourhood context.

Creating a corridor for people

- Ensure the design, siting and setbacks of buildings provides a high standard of internal amenity for residents, including through outlook, access to sunlight and natural light, natural ventilation, visual and acoustic privacy, and adequate living space and storage.
- Provide a diversity of dwelling types and sizes within new residential development.

- Ensure new development provides passive surveillance of the public realm.

Built form strategies

There are numerous opportunities to improve the built form within the Corridor. Many of the recommended improvements will be delivered through the public realm, land use and movement network initiatives.

The following strategies are recommended:

Policy and controls

Introduce built form policy and controls to implement the detailed design objectives of the Strategy in the form of: Precinct Plans and Design and Development Guidelines.

- BF1 - Ensure new development is of a high quality and is oriented to the pedestrian environment through appropriate site planning to achieve active interaction between ground floor uses and the public realm, well-detailed street frontages, and integration with adjacent transit nodes and stops.
- BF2 - In the placement and design of buildings, consider their impact on solar access, shade and wind in public spaces.
- BF3 - Create a safe, appealing environment around transit stops throughout the Corridor through street activation and natural surveillance and safe crossing points.
- BF4 - Additional building height may be supported through bonuses for the provision of residential use, public spaces and new pedestrian and cycling connections.
- BF5 - Create low-rise building edges to all of the streets to generate an appropriate scale for pedestrian appeal, and to integrate sensibly with adjacent residential areas.
- BF6 - Facilitate the creation of strategically located Urban Plazas, which have generous building setbacks and high-quality landscaping around the buildings.
- BF7 - Create a sense of arrival into the Corridor through the coordinated design of buildings,

landscape and streets. Once people have arrived, the experience of moving through the area must be pleasant and captivating for all street users.

- BF8 - Design ground floors to relate well to the public domain, and facilitate ground floor uses that help to create activity in streets and spaces.
- BF9 - Insist on the best possible architectural design through development of Design and Development Guidelines.
- BF10 - Design buildings with a distinct form, and ensure that the new built form contributes to the Vision of the Corridor.
- BF11 - Prepare detailed design guidelines that reflect and direct the intentions of the final Vision in regard to urban design, architecture, environmentally sustainable design, parking Strategy, land-use overlays, and the context within the Corridor and its adjacent transition zone.
- BF12 - Require new development to present an active edge (land use and built form) to the public realm at street level to contribute to a vibrant, safe and attractive pedestrian environment.
- BF13 - Facilitate the implementation of appropriate building height, scale and setbacks for the Corridor to lower density residential areas to minimise negative impacts associated with bulk and scale on adjacent existing dwellings.
- BF14 - Ensure advertising signage is appropriate for its location, doesn't adversely impact on the amenity of the surrounding area and complements buildings on the land.
- BF15 - Ensure an appropriate building interface is achieved adjacent to the Swan Canning Development Control Area, in accordance with the Department of Biodiversity, Conservation and Attractions requirements. Require new developments to achieve an appropriate interface, to protect the amenity of the control area.
- BF16 - Serviced apartment and hotel development, where located adjacent to 'Residential' zoned land, will be assessed against the visual privacy and orientation requirements of the Residential Design Codes Volume 2 - Apartments.

Movement

Existing movement network

The Great Eastern Highway is classified as a Primary Distributor Road under the Main Roads WA Road Hierarchy. It currently provides a connection between the Perth Airport and the Perth CBD, performing a through traffic function for a significantly large number of vehicles.

As outlined in the Transport Strategy (Appendix B), roads serve two primary roles for users; they facilitate the movement of people and goods; and act as places for people. The Corridor currently has a significant movement function although it has a limited place function. The nature of the Corridor influences the character of the adjoining properties and neighbourhoods along the Corridor, the experience of those who travel along it and how the community feel about their sense of place around it.

The objective of the Strategy is to maintain the significant traffic movement function but enhance the place function within the Activity Nodes along the Corridor as well as the Activity Corridor and surrounding transition areas.

There are two essential movement component functions of a road which are:

- Mobility, which is concerned with the movement of through-traffic and is focused on the efficient movement of people and freight.
- Access, which relates to the ease with which traffic from land abutting.

While there is good mobility to the CBD by car or bus service along Great Eastern Highway, the Corridor and neighbouring access streets feeding into the Corridor are busy, resulting in a poor-quality environment for pedestrians, bike riders and residents in the area.

The Corridor hosts a wide variety of land uses and has a large number of crossovers, meaning that there are a large number of vehicles entering and exiting the Corridor at various points, which has implications for its effective function as a major artery. Concerns about access to properties along the Corridor and access to adjacent neighbourhoods by existing residents have been raised as important issues to be addressed.

Walking

The Corridor is currently a hostile environment for pedestrians. In terms of pedestrian crossings, there are existing at-grade pedestrian crossing facilities at traffic signal-controlled intersections and by grade-separated pedestrian underpasses. The Highway is a major barrier for pedestrians, requiring them to cross between 45 and 50m of road reserve, and in some locations, several signal phases are required to cross the road.

Footpaths are typically located adjacent to the on-road cycle lanes with no buffer in between.

On the northern side of the Corridor between Orrong Road and Tonkin Highway there is typically no buffer between the footpath and the property boundary and the footpath typically runs adjacent to a property fence, wall or sound wall.

Along the southern side of the Corridor between Orrong Road and Tonkin Highway there is typically a planted buffer between the footpath and the property boundary.

Cycling

There are existing on-road cycling lanes along Corridor from the Graham Farmer Freeway to the Tonkin Highway. The cycle lanes are typically 1.5m wide, adjacent to the kerb.

Public transport

The Corridor is serviced by various bus routes. The bus services provide access to the Perth CBD, Kings Park, Perth Airport, Midland and High Wycombe.

During the weekday AM peak period buses along the Highway travel to Perth CBD approximately every 5-8 minutes and towards Redcliffe Station approximately every 10-12 minutes. During the weekday PM peak period, buses along the Highway travel to Perth CBD approximately every 10-12 minutes and towards Redcliffe Station every 5-8 minutes.

Many bus stops do not have adequate shelter or facilities such as seats, lighting and bins.

The introduction of the Forrestfield Airport link rail connection from central Perth to Perth Airport saw the removal of four of the five existing bus routes operating along the GEH corridor (bus routes 36, 295, 296 and 299) and caused a renumbering and change of route for another bus route (bus route 40). These routes have been consolidated into high frequency routes 935 and 940 and the local feeder bus network connecting to High Wycombe, Midland and Redcliffe Station.

Parking

The existing parking arrangements along the Corridor include:

- Direct lot access from the front of lots with parking at the front (and including rear parking in some circumstances).
- Lot access from the rear with rear parking.
- Lot access from the rear with multi-storey parking.

Traffic

The Corridor currently accommodates average weekly traffic of around 44,000 vpd at the eastern end of the Corridor, 56,000 vpd through the central area of the Corridor and 73,000 vpd at the western end of the Corridor.

Freight

Great Eastern Highway is classified as a secondary major freight route in the State Government's Perth and Peel @ 3.5 million - Transport Network. This is based on the significant and forecast volumes of freight traffic relative to other transport routes. This is also due to the strategic functionality of the Corridor within the overall network and overall suitability of the road infrastructure to support both existing and forecast freight traffic volumes. As such, it is expected that the Corridor will accommodate significant road freight movements in the future. The section of the Corridor between Orrong Road and Tonkin Highway does not carry Restricted Access Vehicles, due to heavy permit vehicle requirements.

For a comprehensive outline of the movement network, refer to the Great Eastern Highway Transport Strategy (Appendix B).

What we've heard

- Need to improve the pedestrian and cycle network on and connecting with the Corridor.
- Improve pedestrian environment – crossing points, accessibility, walkability and shade.
- Improve cycle network – preference for better cycle paths parallel to the Corridor, separate bike riders from the road.
- Need to enhance River walks, cycle paths and connection to and along the Swan River.
- Value access/location to airport, CBD, Swan Valley, regional road network, employment and facilities, to good public transport.
- Value exposure for business.
- More pedestrian overpasses.
- Wider footpaths.
- Improve pedestrian/cycle access to Stadium.
- Enhance access to public transport within Corridor.
- Improve bus connections to local hubs within adjacent neighbourhoods.
- Reduce traffic noise.
- Enhance traffic flows, particularly in peak hour.
- Manage control of access into adjacent neighbourhoods.
- Enhance movement and safety.
- Traffic lights to include U-turns to enhance access to businesses and for residents in adjacent neighbourhoods.
- Upgrade Great Eastern Highway east of Tonkin Highway.

Existing planning scheme requirements

- Great Eastern Highway is identified as a Primary Regional Road Reservation within the Metropolitan Region Scheme.
- LPS 15 includes a provision (Clause 4.7.1) which states that vehicular access shall not be permitted where residential land abuts a regional road reserve, other than for a single house, unless a vehicular access plan has been approved. Clause 4.19.2 limits the number of crossovers to the Highway, requiring development applicants to gain the approval of a vehicular access plan.

Existing policy for access and parking

Perth and Peel @ 3.5m - Transport Network identifies the Corridor:

- As a proposed priority rapid public transport route.
- As a secondary freight road, with the portion east of Tonkin Highway requiring an upgrade to 6 lanes consistent with the western portion.

Main Roads WA Access Strategy

LPP No. 13 – Vehicle Access for Residential Development

- Intended to minimise the number of vehicle crossovers for residential development.

Movement

Future movement objectives

The following directions are established in relation to movement to achieve the Vision and Themes for the precinct:

Connecting people and places

- Improve the connectivity of the Corridor to adjoining activity areas and open spaces include the Swan River.
- Improve the connectivity between public spaces and places of residence and employment.

Creating streets and spaces for people

- Facilitate and encourage walking, cycling and public transport to and within the Corridor.
- Ensure the design of streets and adjoining development promotes safe pedestrian and cycling networks along and through the Corridor.
- Ensure access and parking within the Corridor is managed to reduce impact on Corridor functionality and improve and enhance amenity.

Providing managed access for all

- Pursue enhanced access and transport choices for a growing worker and resident population.
- Achieve a fully endorsed vehicle access management Strategy for properties along Corridor.
- Achieve a fully integrated and connected pedestrian and cycle network.
- Promote the use of public transport by enhancing accessibility to services within Corridor and increase connecting services to the adjoining neighbourhoods.

- Improve the amenity and function of the Corridor as a key pedestrian spine and adjoining streets that connect with Corridor.
- Define and upgrade key north-south pedestrian connections that may include consideration of at-grade and grade-separated crossing options.
- Define a safe and connected cycling network.

Creating a great place to live

- Mitigate the impacts of through traffic to enhance the adjacent residential neighbourhoods.
- Limit traffic speed and volumes in adjacent residential streets.
- Ensure that public realm spaces are well-defined, attractive, functional and safe.
- Ensure new development is self-sufficient in on-site parking.

Recommended strategies

There are numerous opportunities to improve the movement network within and to the Corridor. Many of the recommended improvements will be delivered through the public realm initiatives.

The following strategies are recommended:

Vehicle movement

Capacity

- M1 - Optimise the integration of the surrounding urban fabric with Great Eastern Highway and the Swan River foreshore.

Managing access through adjacent residential neighbourhoods

- M2 - Vehicle access for new development must:
 - Limit direct access from Great Eastern Highway through the application of alternative

access arrangements to minimise crossover locations to Great Eastern Highway and the impact on its functionality.

- Comply with the requirements of the access and parking Typologies in this Strategy.
- Improve the capacity and network connections of laneways (including through rear building setbacks, where appropriate).

Managing access through adjacent residential Neighbourhoods

- M3 - Require traffic and parking assessments for new developments to assess and address impacts on the network in adjacent residential neighbourhoods.
- M4 - Investigate the opportunities to manage the impacts of through traffic, including traffic volumes and speed in the adjacent neighbourhoods.

Pedestrian

Improved pedestrian network

- M5 - Identify priorities for the development of physical road, bicycle and pedestrian linkages and infrastructure.
- M6 - Provide infrastructure for pedestrians that enables safe and convenient movement.
- M7 - Upgrade the pedestrian network to improve accessibility and pedestrian amenity.

Improved pedestrian crossing points

- M8 - Create safe crossing points at intersections that do not have traffic signals and in mid-block locations between the signalised intersections.
- M9 - Work with MRWA to improve signalised pedestrian crossing times.
- M10 - Improve pedestrian crossing opportunities at the following locations.

- Precinct 1 – a pedestrian/bike overpass to the east of the Great Eastern Highway and Armadale Road intersection.
- Precinct 2 – a pedestrian/bike underpass to the west of the Great Eastern Highway and Abernethy Road intersection.
- Precinct 2 – a pedestrian/bike overpass to the west of the Great Eastern Highway and Hehir Street intersection.
- Precinct 2 – a pedestrian/bike overpass to the east of the Great Eastern Highway and Daly Street intersection.
- Precinct 3 - a pedestrian/bike overpass to the east of the Great Eastern Highway and Keymer Street intersection.
- Precinct 4 - a pedestrian/bike overpass to the east of the Great Eastern Highway and Brearley Avenue intersection.
- Precinct 4 - a pedestrian/bike overpass to the east of the Great Eastern Highway and Central Avenue intersection.
- M11 - Review and upgrade all side-street/laneway crossings to achieve a greater consistency of design and optimise accessibility.

Streetscape/footpath amenity

- M12 - Implement public realm upgrades to improve pedestrian amenity in the Corridor, side streets and within key connections, including through verandas (within retail/commercial areas), shade trees, seating and wayfinding signage.

Cycling

Improved Cycling Network

- M13 - Improve the cycling network and facilities within the Corridor and connections to the surrounding cycle network. These may provide connections to other connections identified in the Department of Transport's Long-Term Cycle Network.

- M14 - Facilitate connections to key cycle routes with priority given to the following locations:
 - Great Eastern Highway Corridor – retention of existing on-road bike lanes along the southern edge of the Corridor (eastbound and westbound). Supplemented with a principle shared path along the northern edge of the Corridor
 - Precinct 1 – connection either side of the exiting pedestrian/bike underpass at the Springs – providing connection to Surrey Road Bike Boulevard and connection through the Springs to the Swan River shared path and the Graham Farmer Freeway principal shared path.
 - Precinct 2 – Connection to the Belmont Avenue shared path and access south towards Belmont town centre.
 - Precinct 2 – connection to the Abernethy Road shared path and access south towards Belmont town centre
 - Precinct 2 – Connection Stoneham Street shared path and access north towards Ascot Water and the Swan River foreshore path network.
 - Precinct 2 – connection to the Raconteur Drive shared path and access north towards Ascot Racecourse and the Swan River foreshore path network.
 - Precinct 3 – connection to the Epsom Avenue on-road sealed shoulders and off-street shared path, south towards Epsom Avenue Shopping Centre.
 - Precinct 3 – connection to the Morrison Street shared path and access south through the residential suburb of Redcliffe.
 - Precinct 4 – connection to the Brearley Avenue shared path and access towards Redcliffe Station precinct.

- Precinct 4 – connection to the Coolgardie Avenue local cycle friendly route and access north towards the Swan River foreshore path network.
- Precinct 4 – connection to the Fauntleroy Avenue local cycle friendly route and access north towards Garvey Park and the Swan River foreshore path network.
- M15 - Provide infrastructure for bike riders that enables safe and convenient movement.
 - Investigate the longer-term potential for protected bike lanes.
 - Review the suitability of on-road cycling on Great Eastern Highway.
 - Support the proposed local cycling network with appropriate infrastructure and signage.

This may also be in accordance with the Department of Transport's Long-Term Cycle Network.

Indicative new connections

- M16 - Identify potential for new connections through the urban structure to provide greater pedestrian and cycling amenity and safety. The form of these connections is to be determined during detailed planning and design, though possible locations for new connections are:
 - Precinct 2: connection between the Highway and Barker Street at a midpoint between Abernethy Road and Hehir Street intersections with the Highway.
 - Precinct 4: connection between the Highway and Redcliffe Road at a midpoint between Ben Street and Fauntleroy Avenue intersections with the Corridor (opposite Lillian Grove)
 - Precinct 4 – Connection between the Corridor and Hay Road at a midpoint between Fauntleroy Avenue and Ivy Street intersections with the Corridor.

Movement

Landscape zones providing opportunities for pedestrian and cycle infrastructure

- M17 - The fundamental aspects of the public realm strategy for the Corridor is the creation of quality spaces and connections. It is vital that these spaces and connections provide for a Landscape Zone which includes footpaths, bike paths and landscaping. The design of these elements is fundamental in promoting social interaction, physical activity and developing a high quality urban environment.
- M18 - The aim of providing enhanced connections through the Landscape Zone is to support ease of access, and an enjoyable experience through the Corridor for pedestrians and bike riders with a network of high-quality connections. Within the study area, these connections essentially occur through the side streets, with important routes aligned with existing and proposed crossing points. There are a range of connections that have been identified as requiring enhancing in order to improve the public realm of the Corridor.
- M19 - The City will advocate for Main Roads WA to support and deliver upgrades to the landscape zone.

Public transport

Improved network services from the Corridor to adjoining neighbourhoods (including Redcliffe Train Station)

- M20 - Advocate for increased bus services to connect adjoining residential neighbourhoods with the existing services provided for within the Corridor.
- M21 - Commence the creation of a green Corridor that can accommodate the future introduction of priority rapid public transport and more extensive public transport infrastructure.

Improved accessibility to public transport stops

- M22 - Enable direct and safe access to public transport stops.
- M23 - Improve pedestrian access bus stops within and adjacent the Corridor, with priority given to the following improvements:
 - Precinct 1 – the proposed overpass to the east of the Great Eastern Highway and Armadale Road intersection would provide access to the pair of bus stops at the east of the overpass.
 - Precinct 2 – the proposed underpass to the west of the Great Eastern Highway and Abernethy Road intersection would provide access to the bus stops either side of the underpass.
 - Precinct 2 – the proposed overpass to the west of the Great Eastern Highway and Hehir Street intersection would provide access to the pair of bus stops to the east of the overpass.
 - Precinct 2 – the proposed overpass to the east of the Great Eastern Highway and Daly Street intersection would provide access to the pair of bus stops to the east of the overpass.
 - Precinct 3 – the proposed overpass to the east of the Great Eastern Highway and Keymer Street intersection would provide access to the pair of bus stops to the east of the overpass and the pair of bus stops to the west of the overpass.
 - Precinct 4 – the proposed overpass to the east of the Great Eastern Highway Corridor and Brearley Avenue intersection and the proposed overpass to the east of the Great Eastern Highway and Central Avenue intersection, would provide access to the pair of bus stops located between these two overpasses.

Parking

Managing on-site parking within the Corridor

- M24 - Support management of car parking through parking policies and design guidelines.
- M25 - Design off-street car-parking to have little or no impact on the visual amenity of the public realm.
- M26 - Managing on-street parking in adjacent access streets.

Implementation

The Strategy establishes a framework to guide, coordinate and facilitate the transformation of the Great Eastern Highway Corridor in line with the established vision, themes, principles and strategies that will lead to the Corridor's transformation over time.

This section outlines a Strategy for implementing the recommended actions of the Strategy in the form of a delivery framework, which will result in market led development. This includes:

- Transition and Frame Gap Analysis.
- Governance Framework.
- Planning Framework.
- Funding Strategy.
- Public Works Implementation.

Implementation of the Delivery Framework will be led by Council and require cooperative involvement of the State Government, private sector and community stakeholders. It is recommended that the Delivery Framework is closely linked with Council's Strategic Community Plan, Planning Framework and Capital Works Program.

Gap analysis

The Urban Corridor Strategy covers the lots immediately adjacent to Great Eastern Highway but identifies the need to cover the context lots which will form the transition areas between more intensive development along the Corridor and the established suburban areas. The Urban Corridor Strategy identifies the need through gap analysis for additional studies to be undertaken to support the Strategy.

Supplementary analysis

In order to support the Urban Corridor Strategy, additional analysis will be required for the transition area identified adjacent to the immediate Corridor development lots in order to ensure transition is appropriately designed and made provision for.

Supplementary strategies

Following on from the additional analysis, a future planning instrument may need to consider land use, built form, public realm and movement in further detail.

Additional actions and recommendations

Corresponding to the additional strategies a series of well-conceived actions and recommendations would be developed in conjunction with Stakeholders to ensure the ultimate development process is efficient and delivers good urban outcomes.

Study boundary

The Urban Corridor Strategy refers to the lots immediately adjacent to the Great Eastern Highway. The lots are of varying dimensions, depths, ownership and potential for redevelopment as described in the Strategy. The transition area and the ultimate frame of the Corridor and its context is also identified.

Node and mixed-use transition

The nodes identified in the Urban Corridor Strategy are indicative and boundaries are the subject of additional

studies. Similarly, it is appropriate to define the context, transition area around the nodes in future studies to ensure the integration of nodes into the established fabric of the Corridor and to respond sensitively to adjacent uses.

Residential transition

The Urban Corridor Strategy identifies areas which may be suitable for additional residential development. The City should strive to balance any density increase with community aspirations and additional housing needs. A potential increase in residential density should be explored in more detail through the preparation of the City's Local Housing Strategy and Local Planning Strategy. Further work will need to be undertaken to ensure appropriate transitions are achieved between highway development and the suburbs.

Established projects

There are a number of locations along the highway where structure plans are already prepared or underway, including Golden Gateway, The Springs and some of the development Areas to the eastern end of the Corridor. These locations require only high-level review and integration with the overall Strategy to ensure consistency of objectives and assumptions.

Employment transition

The Urban Corridor Strategy identifies areas which may be suitable for additional employment generating commercial and service/light industrial development. The lots adjacent to these locations require additional study to ensure there is provision for adequate transition between the Highway development and the suburbs.

Priority development areas

Priority should be given to development occurring on the northern edge of the Corridor within Precinct 4 to coincide with the development surrounding the Redcliffe Train Station and to utilise land within the 400m walking catchment of the Redcliffe Train Station.

Priority should also be given to the southern edge of the Activity Node identified Precinct 1, to capitalise on the proximity to the the Springs, Optus Stadium, Burswood and the Perth CBD.

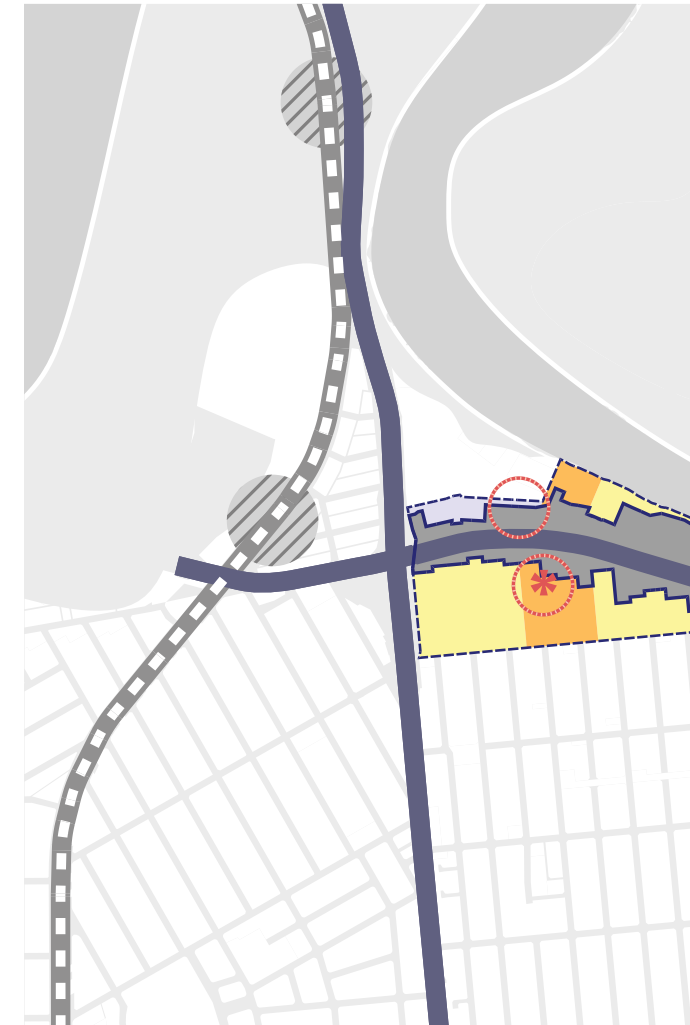
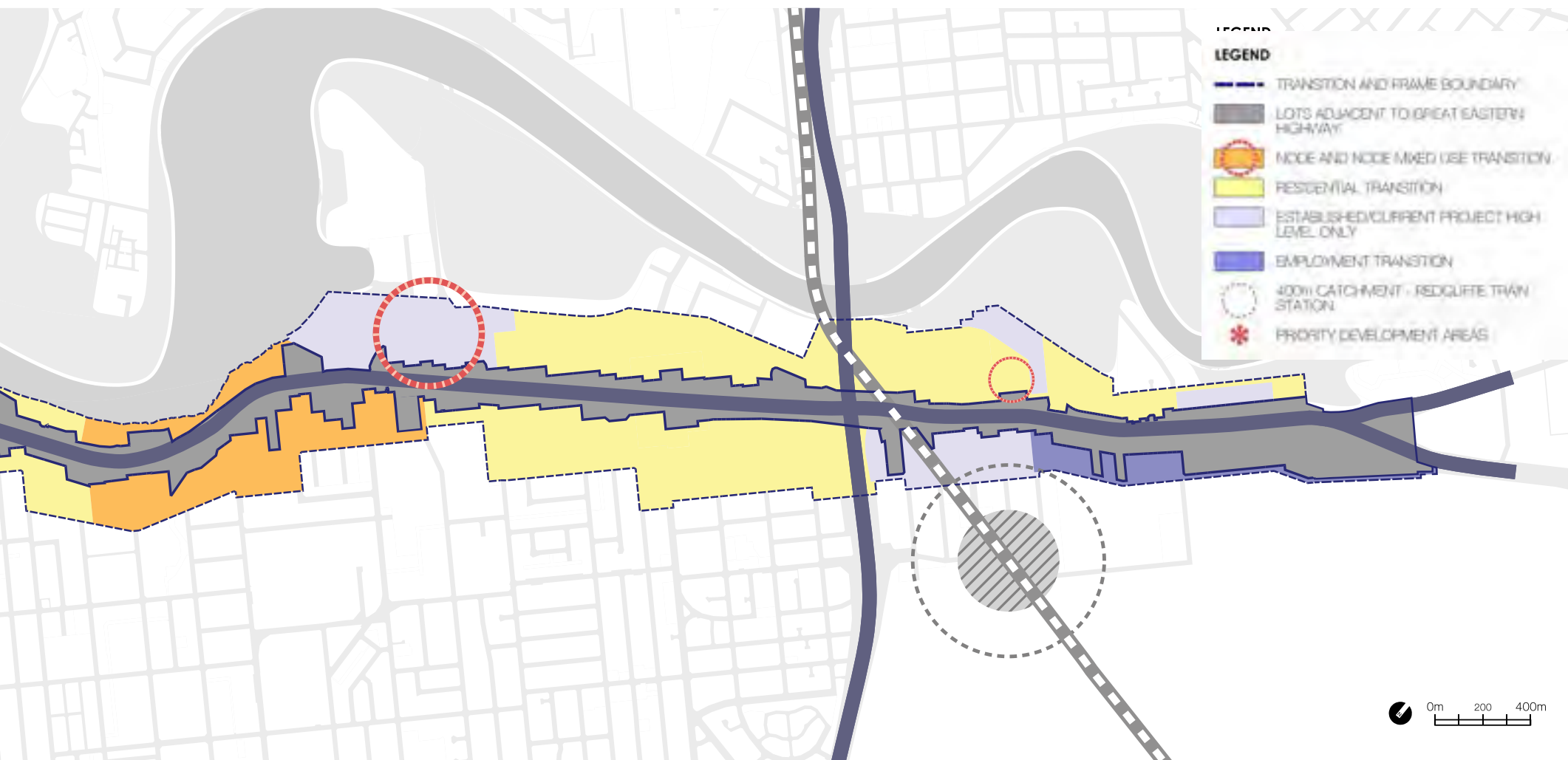


Figure 112: Gap Analysis



Governance Framework

The Corridor is a critical part of the urban fabric of the City of Belmont, providing vital transport connections between the Airport and the Perth CBD and linking a series of unique neighbourhoods and places.

The scale and significance of the Corridor requires a governance framework that promotes collaboration between State and Local Government, efficiency and transparency, integrated and considered decision-making and coordinated implementation of actions.

The Governance framework targets actions at five levels:

1. Policy direction and administration.
2. Infrastructure delivery.
3. Structure/Precinct plans.
4. Local planning and development.
5. Monitoring and Review.

Governance Level	Key Actions and Responsibilities	Delivery Lead
Policy direction and administration	Coordinated delivery of planning and transport actions from the Strategy Strategic and statutory planning for land use change and development controls within identified Precincts	City of Belmont, Department Planning Lands and Heritage, Main Roads, Public Transport Authority
Infrastructure delivery	Delivery of new and upgraded transport infrastructure in line with growth and development Delivery of new and upgraded open space and community infrastructure	City of Belmont, Main Roads, Public Transport Authority, Developers
Structure/Precinct plans	Development of the Urban Corridor Strategy into Structure and Precinct Plans	City of Belmont, Department Planning Lands and Heritage
Local planning and development	Development assessment and approval in accordance with the Strategy, Structure/ Precinct Plans, local planning controls	City of Belmont, Department Planning Lands and Heritage, JDAP
Monitoring and Review	Regular monitoring of the delivery of outcomes of the Strategy in accordance with the Vision, themes, principles and strategies Periodic reviews of the document will be undertaken as required. A major review will be undertaken five years from the gazettal of a new local planning scheme.	City of Belmont, Department Planning Lands and Heritage

Figure 113: Governance Framework

Planning framework

Significant modifications to the existing planning framework are required to achieve the Corridor Vision and desired outcomes of the Urban Corridor Strategy.

Due to the extensive timeframes required to achieve the modifications to the ultimate planning framework, interim measures are recommended to be progressed immediately to guide decision making for development along the Corridor.

Planning implementation options

Two options have been provided in terms of the statutory planning implementation. It is recommended Option 1 is pursued, however Option 2 has been included to provide flexibility to the City of Belmont. The Options are outlined in the Statutory Planning Recommendations flow chart, and the steps in each option are explained below.

The key difference between the options is that Option 1 proposes a Structure Plan which will guide development over the entire Corridor, whereas Option 2 proposes Structure Plans for the Activity Nodes only, and development along the remaining segments of the Corridor will be guided by a suite of Local Planning Policies.

OPTION 1

Local planning policy

The adoption of the Urban Corridor Strategy as an interim Local Planning Policy under the provisions of the Local Planning Scheme will ensure it is given due regard and acknowledgement and discourage planning decision making contrary to the Vision, until such time an amendment to the Local Planning Scheme or the new Local Planning Scheme is in place to guide the development.

Endorsement of revised planning framework

A written request to the WAPC should be made to endorse the requirement for a Structure Plan.

The Structure Plan is to be generally consistent with a Precinct Structure Plan as it will contain a level of built form detail. The Structure Plan should cover the entire Corridor and may be split into different precincts which are completed in different stages.

Define and incorporate transition / frame area

Planning work needs to be undertaken to identify Transition and Frame areas that complete the extent of the Activity Corridor and ensure a comprehensive approach of the strategic guidance for development within the Corridor occurs. The planning work undertaken should:

- Define Transition and Frame Area - the transition area beyond the corridor boundary needs to ensure an appropriate interface is achieved between development within the corridor and areas outside of the Strategy boundaries.

The Transition and Frame areas will require planning and urban design consideration and analysis, development guidance and strategies, additional engagement with the community, and to be prepared in the context of this Urban Corridor Strategy.

The outcomes of the planning work may result in amending the Urban Corridor Strategy or establishing the areas identified through another planning framework. For example, a Structure Plan, Local Planning Policy or the Local Housing/Planning Strategy could potentially identify the Transition / Frame areas without needing to formally change the Strategy document.

Planning framework

Interim statutory controls (stage 1)

Depending on the timing of the City's Scheme Review, the City may consider utilising this process to incorporate Scheme requirements to achieve the required planning framework to facilitate the desired development along the Corridor.

If the timing of the Scheme Review aligns with the timing of progressing the framework for the Corridor, the City may consider introducing new zones into the Scheme such as 'Development' or 'Centre', which could be applied to the Corridor to allow the Structure Plans to designate appropriate land use zones which align with the Scheme, which are then normalised at a later date. Alternatively, if the timing of the Scheme Review is considered to be delaying the progression of the framework for the Corridor, the City may utilise the current Development Area provisions of Local Planning Scheme No. 15 to designate a Development Area via a Special Control Area to the Corridor, to facilitate the requirement for Structure Plans to guide development.

The interim statutory controls should also consider the permissibility of land uses under Local Planning Scheme No. 15, prior to the overall Scheme Amendment. It is noted that consideration would be required to be given to the permissibility of land uses, including service stations in the wider Belmont locality as well as within the Corridor.

Structure plan

Once the Transition Area of the Corridor has been defined, and the appropriate mechanism under the Scheme has been applied, the Structure Plan should be prepared and endorsed. The Structure Plan should be generally consistent with a Precinct Structure Plan, containing an appropriate level of built form detail.

This Structure Plan may be split up based on Precincts with the potential to group multiple precincts together.

Priority should be given to redevelopment within Precinct 1 on the southern edge of the Corridor, to capitalise on the proximity to the Springs, Optus Stadium, Burswood and the Perth CBD. Additionally, within Precinct 4 to coincide with development surrounding Redcliffe Train Station.

Additionally, the recent development of the Springs on the northern side of Precinct 1 has resulted in increased residential population in this locality, increasing the demand for redevelopment and improved facilities on the southern edge. Depending on development pressures at the time of preparing the Structure Plan, Council may prioritise other precincts or Activity Nodes.

The Structure Plan should take into consideration the outcomes of the Local Housing Strategy and the Activity Centre Planning Strategy the City is currently preparing, in terms of Activity Nodes and residential densities.

Ultimate statutory provisions (stage 2)

The City of Belmont will prepare statutory provisions to update the zonings, density codings and development control provisions in the area in line with the development Vision.

The amendment should include normalisation of the Structure Plan.

Items to consider in statutory provisions

The statutory provisions to be prepared should:

- Review the range of land uses zones included in the Scheme to determine if the existing zones are appropriate and if any additional zones are deemed necessary to guide development along the Corridor.
- Review Table 1 – Zoning Table of the Scheme to ensure land use permissibility aligns with the intent of each of the relevant zones.
- Ensure land within the Study Area is appropriately zoned to reflect the intent of the Vision of the Urban Corridor Strategy.
- Review the objectives of each of the zones, particularly the Mixed Use and Mixed Business zones, to ensure clarity is provided and each zone has a distinct set of objectives to guide development in the City.
- The Scheme includes a Mixed Use zone and a Mixed Business zone, which have similar objectives. The main difference is the Mixed Business zone includes an objective: ‘Uses can mix on adjacent lots of land or on the same lot and uses may mix horizontally on the same or separate lots and/or vertically in buildings’, which is not included in the Mixed Use zone objectives.
 - Generally, it is noted that a range of uses are capable of approval in both zones.
 - The zone objectives are relatively similar, however the land use permissibility differs between both zones. For example, a

Convenience Store is listed as an ‘A’ use in the Mixed Use zone, although it is an ‘X’ use in the Mixed Business Zone, though could be considered as a use which provides convenience to the workforce and be a permitted use in the Mixed Business Zone.

- The Industry – Light land use is listed as a ‘D’ use in both the Mixed Business and Mixed Use zones, as well as in the Industrial zone, resulting in light industrial uses being located outside of the Industrial zone.
- Ensure that an appropriate interface is achieved between development along the corridor and adjacent lower scale residential development.
- Review of Service Station permissibility and zone.
 - There are a large number of service stations which are located along the Corridor; which are permitted under the current Scheme provisions.
 - The Scheme includes a ‘Service Station’ zone, which is intended to allow for the development of service stations and appropriate support activities which do not generate nuisances detrimental to the amenity of the district and having particular regard for the health, welfare and safety of any residents and workforce associated with any immediately abutting zoned land.
 - Although the Service Station zone exists, the ‘Service Station’ land use is listed as an ‘A’ use within the Mixed Use zone. Therefore, the City can exercise discretion by granting

planning approval, reducing the integrity of having a separate Service Station zone if this use has the potential to be developed outside of this zone along the Corridor.

- Therefore, a review of the land use table in zones other than the service station zone should be undertaken to determine if it is appropriate.
- If it is determined service stations are incompatible within the Mixed Use zone, the Scheme Amendment will have to address existing service stations within the Mixed Use zone to allow the ongoing operation as service stations and minor upgrades to existing structures, prior to significant redevelopment. The provision of Additional Uses assigned to these lots and included in Schedule 2 – Additional Uses in the Scheme should be considered as option.
- The Additional Use provisions should be conditional to ensure any upgrades to existing structures on the service station sites are in accordance with certain built form standards, to ensure the Vision and objectives of the Urban Corridor Strategy are achieved. The provisions of each Additional Use will vary depending on the location of the service station, and if it is located within an Activity Node within the Strategy.

Planning framework

OPTION 2

Local planning policy

The adoption of the Urban Corridor Strategy as an interim Local Planning Policy under the provisions of the Local Planning Scheme No. 15 will ensure it is given due regard and acknowledgement and discourage planning decision making contrary to the Vision, until such time an amendment to the Local Planning Scheme No. 15 is in place to guide the development.

Endorsement of revised planning framework

A written request to the WAPC should be made to endorse the requirement for separate Structure Plans for the Activity Nodes identified in this Strategy.

The Precinct Structure Plans are to contain an appropriate level of built form detail as per the requirements in SPP 4.2 Activity Centres and guided by SPP 7.2 Precinct Design/Precinct Design Guidelines.

Define and incorporate transition / frame area

Planning work needs to be undertaken to identify Transition and Frame areas that complete the extent of the Activity Corridor and ensure a comprehensive approach of the strategic guidance for development within the Corridor occurs. The planning work undertaken should:

- Define Transition and Frame Area - the transition area beyond the corridor boundaries needs to ensure an appropriate interface is achieved between development within the corridor and areas outside of the Strategy boundaries.

The Transition and Frame areas will require planning and urban design consideration and analysis, development guidance and strategies, additional engagement with the community, and to be prepared in the context of this Urban Corridor Strategy.

The outcomes of the planning work may result in amending the Urban Corridor Strategy or establishing the areas identified through another planning framework. For example, a Structure Plan, Local Planning Policy or Local Planning Strategy could potentially identify the Transition / Frame areas without needing to formally change the Strategy document.

Interim statutory controls (Stage 1)

Depending on the timing of the City's Scheme Review, the City may consider utilising this process to incorporate Scheme requirements to achieve the required planning framework to facilitate the desired development along the Corridor.

If the timing of the Scheme Review aligns with the timing of progressing the framework for the Corridor, the City may consider introducing new zones into the Scheme such as 'Development' or 'Centre', which could be applied to the Corridor to allow the Structure Plans to designate appropriate land use zones which align with the Scheme, which are then normalised at a later date.

Alternatively, if the timing of the Scheme Review is considered to be delaying the progression of the framework for the Corridor, the City may utilise the current Development Area provisions of Local Planning Scheme No. 15 to designate a Development Area via a Special Control Area to the Activity Nodes, to facilitate the requirement for Structure Plans to guide development.

The interim statutory controls should also consider the permissibility of land uses under Local Planning Scheme No. 15, prior to the overall Scheme Amendment. It is noted that consideration would be required to be given to the permissibility of land uses, including service stations in the wider Belmont locality as well as within the Corridor.

Structure plan

Once the Transition Area and Frame area of the Corridor has been defined, an alternative to the Precinct Structure Plan in Option 1 is for Precinct Structure Plans to be prepared for only the Activity Nodes identified along the Corridor.

Priority should be given to development occurring on the northern edge of the Corridor within Precinct 4 to coincide with the development surrounding the Redcliffe Train Station and to utilise land within the 400m walking catchment of the Redcliffe Train Station.

Priority should also be given to the southern edge of the Activity Node identified Precinct 1, to capitalise on the proximity to the Springs, Optus Stadium, Burswood and the Perth CBD. Additionally, the recent development of the Springs on the northern side of Precinct 1 have resulted in increased residential population in this locality, increasing the demand for redevelopment and improved facilities on the southern edge. Depending on development pressures at the time of preparing the Activity Corridor Structure Plan, Council may prioritise other precincts or Activity Nodes.

The Structure Plan/s should take into consideration the outcomes of the Local Housing Strategy and the Activity Centres Planning Strategy the City is currently preparing, in terms of Activity Nodes and residential densities.

Suite of supporting local planning policies

Given the extensive timeframes which may be required to prepare an Structure Plan, Option 2 proposes the City of Belmont prepare a suite of Local Planning Policies which will support the Urban Corridor Strategy, which will provide an additional level of guidance for development along the Corridor. The LPPs should address:

- Movement and Access.
- Land Use.
- Built Form.
- Public Realm / Landscaping.

Ultimate statutory provisions (Stage 2)

- The City of Belmont will prepare statutory provisions to update the zonings, density codings and development control provisions in the area in line with the development Vision.
- The amendment should include normalisation of the Structure Plan/s.

Items to consider in statutory provisions

The statutory provisions to be prepared should:

- Review the range of land uses zones included in the LPS 15 to determine if the existing zones are appropriate and if any additional zones are deemed necessary to guide development along the Corridor.
- Review Table 1 – Zoning Table of LPS 15 to ensure land use permissibility aligns with the intent of each of the relevant zones.
- Ensure land within the Study Area is appropriately zoned to reflect the intent of the Vision of the Urban Corridor Strategy.
- Review the objectives of each of the zones, particularly the Mixed Use and Mixed Business zones, to ensure clarity is provided and each zone has a distinct set of objectives to guide development in the City.
- The Scheme includes a Mixed Use zone and a Mixed Business zone, which have similar objectives. The main difference is the Mixed Business zone includes an objective: 'Uses can mix on adjacent lots of land or on the same lot and uses may mix horizontally on the same or separate lots and/or vertically in buildings', which is not included in the Mixed Use zone objectives.
 - Generally, it is noted that a range of uses are capable of approval in both zones.
 - The zone objectives are relatively similar, however the land use permissibility differs

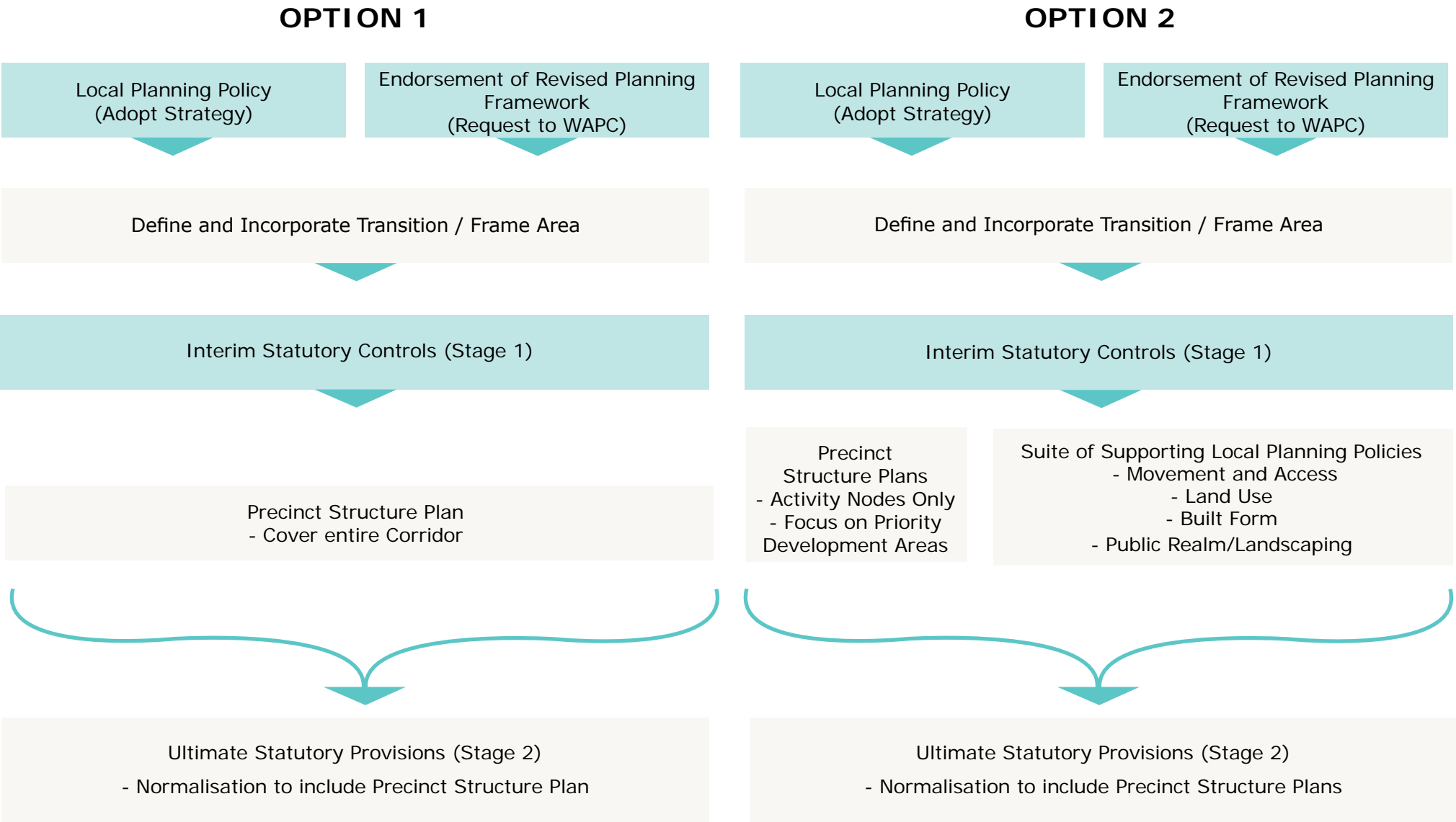
between both zones. For example, a Convenience Store is listed as an 'A' use in the Mixed Use zone, although it is an 'X' use in the Mixed Business Zone, though could be considered as a use which provides convenience to the workforce and be a permitted use in the Mixed Business Zone.

- The Industry – Light land use is listed as a 'D' use in both the Mixed Business and Mixed Use zones, as well as in the Industrial zone, resulting in light industrial uses being located outside of the Industrial zone.
- Ensure that an appropriate interface is achieved between development along the corridor and adjacent lower scale residential development.
- Review of Service Station permissibility and zone.
 - There are a large number of service stations which are located along the Corridor; which are permitted under the current Scheme provisions.
 - The Scheme includes a 'Service Station' zone, which is intended to allow for the development of service stations and appropriate support activities which do not generate nuisances detrimental to the amenity of the district and having particular regard for the health, welfare and safety of any residents and workforce associated with any immediately abutting zoned land.
 - Although the Service Station zone exists, the 'Service Station' land use is listed as an 'A' use within the Mixed Use zone. Therefore,

the City can exercise discretion by granting planning approval, reducing the integrity of having a separate Service Station zone if this use has the potential to be developed outside of this zone along the Corridor.

- Therefore, a review of the land use table in zones other than the service station zone should be undertaken to determine if it is appropriate.
- If it is determined service stations are incompatible within the Mixed Use zone, the Scheme Amendment will have to address existing service stations within the Mixed Use zone to allow the ongoing operation as service stations and minor upgrades to existing structures, prior to significant redevelopment. The provision of Additional Uses assigned to these lots and included in Schedule 2 – Additional Uses in the Scheme should be considered as option.
- The Additional Use provisions should be conditional to ensure any upgrades to existing structures on the service station sites are in accordance with certain built form standards, to ensure the Vision and objectives of the Urban Corridor Strategy are achieved. The provisions of each Additional Use will vary depending on the location of the service station, and if it is located within an Activity Node within the Strategy.

Figure 114: Statutory planning recommendations



Funding strategies

Development contribution plan

A Development Contribution Plan may be prepared to provide a mechanism for the City to collect contributions for elements which may include road upgrades, utilities, infrastructure upgrades, public spaces, pedestrian paths/cycle paths or investment in public transport services.

Where used elsewhere in the Perth metropolitan area, a per lot (or per m² rate is used to calculate the contribution owing for a particular development, with this being a condition of development approval.

The payment of this contribution discharges the landowner/ developer obligations and provides the City with some funds to use on common works.

Community benefits framework

A community benefits framework may be prepared to facilitate the delivery of public spaces and new streets.

In exchange for specific works, the City may offer development bonuses. These works include the development of spaces or connections as proposed in this Strategy.

Development bonuses that could be offered by the City include but are not limited to height, plot ratio or residential density coding bonuses.

Public works implementation

Beyond the planning framework, delivery of the Urban Corridor Strategy will rely on the cooperation of a range of stakeholders including State Government agencies and the City in the delivery of public works.

Public works such as major road upgrades and improved road connections will require the input of State Government agencies to commence, whilst works such as minor connections, cycle paths, shared paths, landscaped verges and public spaces may be commenced by the City with input from State Government authorities as well as the private sector.

The Action Plan provides a framework which includes the actions required to realise the physical improvements as well as the statutory planning framework to achieve the Vision of the Corridor. Each action has specific mechanisms of delivery, responsibility assigned to the relevant stakeholder/s, and associated timeframes required to enable development to occur in a coordinated, timely approach.

Market led development

It is likely that new development and redevelopment along the Corridor aligning with the Urban Corridor Strategy will occur over a protracted timeframe of a number of decades. This is because the development will be predominantly private sector led and associated with the incremental build out of individual lots. Private sector development may be encouraged as a result of public sector investment in infrastructure and major projects such as the completion of the Forrestfield to Airport rail link to the eastern end of the Corridor, future Priority public transit along the Highway and the potential future Knowledge Arc Light Rail project beyond the western edge of the Corridor. Other catalysts for redevelopment will be incentivised performance based development guidance within the local planning framework, improvements to the public realm as a result of public works program, which will need to give priority to key locations along the Corridor, and a general uplift in the regional economy and consistent population driven demand for increased services, facilities and trade.

Action Plan

Generic Item	Specific Item	Priority/ Timing I, S, M, L	Implementation mechanism	Action	Strategy Reference	Notes
Statutory Planning						
Corridor and Transition Area Local Planning Scheme Amendment	<ul style="list-style-type: none"> Transition Area Study Local Planning Scheme Amendment Precinct Structure Plans Design guidelines Developer Contributions/ Infrastructure Funding Strategy 	I, S	<ul style="list-style-type: none"> CoB /consultants to undertake Transition Area Study Interim LPP Scheme Review / Scheme Amendment Structure Planning Development Contribution Plan and Community Benefits Framework 	CoB/ DPLH/ WAPC	LU: All BF: All PR: All M: All	Commence Transition Area Study immediately Adopt Urban Corridor Strategy as interim LPP immediately Urban Corridor Strategy and Outcome of Transition Area Study will require Local Planning Scheme Amendment
Roads, Cycle Paths, Shared Paths						
Major Road Upgrades	Upgrade Corridor east of Tonkin Highway	I, S	<ul style="list-style-type: none"> MRWA Forward works 	MRWA	M: All	Linked to requirements in Landscape Zone regarding cycle paths, as identified in Urban Corridor Strategy.
Improved Connections	<ul style="list-style-type: none"> Urban Connections (Kooyong Road, Belmont Avenue, Belgravia Street, Coolgardie Avenue) Green Connections (various) Local Connections (various) 	L	<ul style="list-style-type: none"> City of Belmont to prepare preliminary concepts MRWA (consultation and endorsement of line markings and signage) 	MRWA/ CoB	PR: 1, 3, 4, 5 BF: 7 M: All	As redevelopment occurs

Figure 115: Action Plan

Action Plan						
New minor pedestrian connections	<ul style="list-style-type: none"> Between Abernethy Road and Hehir Street Between Ivy Street and Fauntleroy Avenue Between Fauntleroy Avenue and Ben Street 	S, M, L	<ul style="list-style-type: none"> CoB forward works Potential LPS Amendment 	CoB/ Developers (Residential/ mixed use)	PR: 5 M: All	As redevelopment occurs
Cycle paths/ Shared paths	<ul style="list-style-type: none"> Corridor pedestrian/cycle crossings including overpass and underpass infrastructure 	S, M, L	<ul style="list-style-type: none"> MRWA forward works CoB forward works Potential for negotiated outcome at public/private property interface 	CoB/ MRWA/ Department of Transport / Private Developers	PR: 1, 2 BF: 1, 3, 12 M: 6-18, 21-23	linked to Corridor improvements east of Tonkin Highway
Lot accessways	<ul style="list-style-type: none"> As identified on Movement and Accessways plan 	I, S, M, L	<ul style="list-style-type: none"> CoB prepare detailed guidance on arrangements and requirements Land assembly Preparation of legal agreements or ceding of land for shared accessways 	CoB/ Developers / DPLH	M: 3	<p>To take place as redevelopment occurs</p> <p>Potentially impacted by Transition Area Study</p>
Public Transport						
Bus routes / Street Furniture	<ul style="list-style-type: none"> Review of bus routes associated with transition area Review of street furniture at existing bus stops in the Corridor 		<ul style="list-style-type: none"> PTA Business Case 	PTA/DPLH/CoB	PR: 3, 12 BF: 2 M: 19, 20	Linked to Transition Area Study

Utilities and Infrastructure						
Sewer	<ul style="list-style-type: none">Utility and Servicing Infrastructure Strategy to assess existing and future requirements for redevelopment of the CorridorLocal Water Management Strategy to determine Urban Water Management Plan requirements	The need for these strategies will be further considered as part of the next stage of planning.	<ul style="list-style-type: none">CoB engage consultant servicesState Agency Forward Works	Department of Water / WaterCorp		Discuss yields with State Agencies/ Service providers
Water				Department of Water / WaterCorp		Dependent on Transition Area Study
Power				Western Power		
Gas				Alinta/ATCO Gas		
National Broadband Network				Federal Government		
Drainage				Department of Water / WaterCorp		
Landscaping						
Spaces	<ul style="list-style-type: none">Urban PlazaPocket ParksUrban GardensLarger Green Spaces	I, S, M, L	<ul style="list-style-type: none">CoB to prepare design for spaces located in public spacesCoB to prepare guidance on spaces located on private spacesCoB to prepare guidance on species selections	CoB/ Developers	LU: 3, 4, 5, 6 PR: 1, 5, 6, 7 BF: 2, 6, 7, 8, 12	As redevelopment occurs

Appendix A

Background Report

Appendix B

Transport Strategy

