Ordinary Council Meeting

Minutes

26 September 2023

BELMONT
CITY OF OPPORTUNITY

Document Set ID: 5823185
Version: 1, Version Date: 30/04/2024

CITY OF BELMONT

Ordinary Council Meeting Minutes

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Alternative Formats

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Minutes of the Ordinary Council Meeting held in the Council Chamber of the City of Belmont Civic Centre, 215 Wright Street, Cloverdale on Tuesday 26 September 2023 commencing at 7.00pm.

Minutes

Present

Cr P Marks, Mayor (Presiding Member)	East Ward
Cr R Rossi, JP (Deputy Mayor)	West Ward
Cr B Ryan	East Ward
Cr N Carter	South Ward
Cr J Davis	South Ward
Cr S Wolff	South Ward
Cr G Sekulla, JP	West Ward
Cr D Sessions	West Ward

In attendance

Mr J Christie	Chief Executive Officer
Mr S Downing	Director Corporate and Governance
Mr W Loh	Director Development and Communities
Mr S Morrison	Acting Director Infrastructure Services
Ms A Bird	Manager Governance, Strategy and Risk
Ms L Chaplyn	Coordinator Media and Communications
Mrs J Cherry-Murphy	Senior Governance Officer
Ms M Phillips	Governance Officer

Members of the gallery

There were 24 members of the public in the gallery and no press representatives.

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1 Official Opening

7.00pm The Presiding Member welcomed all those in attendance and declared the meeting open.

The Presiding Member read aloud the Acknowledgement of Country.

Acknowledgement of Country
Before I begin, I would like to acknowledge the Whadjuk Noongar people as the Traditional Owners of this land and pay my respects to Elders past, present and emerging. I further acknowledge their cultural heritage, beliefs, connection and relationship with this land which continues today.

The Presiding Member invited Cr Davis to read aloud the Affirmation of Civic Duty and Responsibility on behalf of Councillors and Officers. Cr Davis read aloud the affirmation.

Affirmation of Civic Duty and Responsibility
I make this affirmation in good faith and declare that I will duly, faithfully, honestly, and with integrity fulfil the duties of my office for all the people in the City of Belmont according to the best of my judgement and ability. I will observe the City's Code of Conduct and Standing Orders to ensure efficient, effective and orderly decision making within this forum.

2 Apologies and leave of absence

Nil.

3 Declarations of interest that might cause a conflict

3.1 Financial Interests

Nil.

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3.2 Disclosure of interest that may affect impartiality

Nil.

4 Announcements by the Presiding Member (without discussion) and declarations by Members

4.1 Announcements

The Presiding Member invited Councillors whose terms were expiring on 21 October 2023 to say a few words. Councillors Wolff and Rossi and the Presiding Member spoke briefly about their time on Council and thanked residents, current and previous Councillors and City of Belmont staff.

4.2 Disclaimer

7.17pm The Presiding Member drew the public gallery's attention to the Disclaimer.

The Presiding Member advised the following:

'I wish to draw attention to the Disclaimer Notice contained within the Agenda document and advise members of the public that any decisions made at the meeting tonight can be revoked, pursuant to the Local Government Act 1995.

Therefore members of the public should not rely on any decisions until formal notification in writing by Council has been received.'

4.3 Declarations by Members who have not given due consideration to all matters contained in the business papers presently before the meeting

Nil.

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5 Public question time

5.1 Responses to questions taken on notice

5.1.1 Ms L Hollands on behalf of Belmont Resident and Ratepayer Action Group (BRRAG)

The following questions were taken on notice at the 22 August 2023 Ordinary Council Meeting. Ms Hollands was provided with a response on 14 September 2023. The response from the City is recorded accordingly:

1. With regard to the Belvidere Street report, of the 169 survey respondents how many live between Epsom Avenue and Hardey Road and Durban Street and Sydenham Street and have Council surveyed those directly affected or have Councillors bothered to door knock those affected residents and if not why not?

Response

Specific addresses were not recorded as part of the survey results. 65% of responses identified as living within the suburb (i.e. close proximity to the project area).

Businesses and residents in the immediate project area along Belvidere Street were hand delivered a letter outlining information on the project and opportunities for providing feedback.

While delivering the letters, members of the project team spoke directly to business owners and operators about the project. A second letter was sent to businesses and residents in the project area notifying them of the final concept design report being presented to Council.

2. Given the plans seem to have taken into account current availability of parking on the lot that is opposite the tavern, not its potential lack of use for the residents parking down the track when there might be a shopping centre or residential units on the lot, has anyone asked the local homeowners how they might feel about precinct parking in front of their homes?

Response

Opportunities existed within the survey for residents and businesses to provide feedback on parking changes for each of the scenarios.

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5.1.2 Ms L Hollands, Redcliffe

The following questions were taken on notice at the 22 August 2023 Ordinary Council Meeting. Ms Hollands was provided with a response on 14 September 2023. The response from the City is recorded accordingly:

1. In regard to last month's Notice of Motion to do with tree removal, as previously asked and not responded to, did the Chief Executive Officer, staff or any other Councillor, prior to this item going before Council, see any specialist medical report in compliance with this policy?

Response

As previously advised, this matter is confidential and no further information will be supplied.

5. What is the fee per year for the City to use Eventbrite?

Response

There is no yearly fee to use Eventbrite. Over the past few years Eventbrite has charged no fees for free events and a nominal percentage fee per ticket on paid events.

6. Apparently the use of Eventbrite saves the City money on catering costs. How much has been saved on having less food waste for catering with this program and can we look at the breakdown for the 12 months prior to Covid and this last financial year so we can see what the savings are?

Response

The City uses ticketing platforms such as Eventbrite for a number of purposes including:

- **To promote City events**
- **To gauge community interest in events before they are run.**
- **To determine what resources an event will need to support the estimated number of people attending.**
- **To communicate directly with attendees before an event, including to notify of any changes.**
- **To send feedback to attendees after an event to improve events in the future.**

The main rationale for using a registration system isn't to save money on catering. One benefit is ensuring any events that have catering associated with them aren't over-catered nor under-catered and therefore may result in a cost saving or a cost increase depending on the number of people registering for an event.

It is used for large community events, workshops and library events and these events change from year to year in their scale and the number of events run. The comparison proposed between pre-COVID events catering and post COVID events

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catering is difficult to quantify and will not demonstrate direct savings related to using a ticketing platform such as Eventbrite.

7. Only 47% of Belmont residents are members of the BSRC, 53% or more are from outside Belmont. Given ratepayer funds from those in Belmont has over the years paid a considerable amount of money towards the BSRC, why has Council not considered giving only 14% of any current funding arrangement, given that 47% are Belmont people and some are refused membership?

Response

The City makes a contribution to the BSRC equivalent to their property rates.

5.1.3 Mr M Russell, Cloverdale

The following questions were taken on notice at the 22 August 2023 Ordinary Council Meeting. Mr Russell was provided with a response on 13 September 2023. The response from the City is recorded accordingly:

2. In the past 12 months, what is the staff turnover rate per department, what strategies are in place to manage turnover and facilitating handover?

Response

The staff turnover rate per department is not calculated.

Turnover is evaluated to determine any emerging patterns. Handover is facilitated with the outgoing employee and the formal leader and, if applicable the new employee.

3. In the past three years, how many questions as a percentage of total questions have been taken on notice during Public Question Time?

Response

The information requested on how many questions were taken on notice as a percentage of total questions asked over the last 3 years is publicly available on the City of Belmont website and can be accessed using the following link Ordinary and Special Council Meetings | City of Belmont. The CEO will not allocate significant resources to this question other than to note that for the six ordinary council meetings (February 2023 to July 2023) 75 questions were taken on notice or 38% of the 197 questions recorded as being asked on the night.

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5.1.4 Mr M Cardozo, Redcliffe

The following question was taken on notice at the 22 August 2023 Ordinary Council Meeting. Mr Cardozo was provided with a response on 14 September 2023. The response from the City is recorded accordingly:

2. It is apparent that the City commissioned an independent report for the purpose of establishing a traffic management Warrant Ranking System or similar system to establish the need for traffic calming. When was the report completed and can the City publish this report or the section of any larger report that relates to traffic management in full?

Response

The City's Local Area Traffic Management Warrant System was completed in December 2012 by Opus International Consultants (PCA) Pty Ltd. A copy is attached (refer Attachment 5.1.4.1).

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City of Belmont
Local Area Traffic Management Warrant System

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City of Belmont
Local Area Traffic Management Warrant System

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Date: December 2012
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Executive Summary

The City of Belmont has engaged Opus to produce a Local Area Traffic Management Warrant System (LATM-WS) for the City. The role of this project is to work with the City to develop a LATM-WS ensuring as a minimum a system is developed that can prioritize all traffic issues on a city wide basis without the need for zoning introduction.

Opus understands that the City's vision for this project is that through the use of a LATM-WS it will assist staff and residents with standard processes and procedures that will ensure all requests are dealt with in a fair, consistent and transparent manor. The objective is then to rank the specific request in a prioritised order for the allocation of funds.

Research into warrant systems in use within Western Australia has been undertaken and the information gathered has been utilised to create a Warrant System for the City of Belmont.

The warrant system for the City has been developed to enable the capture and to validate request/complaints, to enable all requests/complaints to be saved into a common database, enable a comparison of all saved reports and allow all collated data to be assed and a point score priority to be assigned.

The warrant system considers all traffic related data, including traffic volumes, percentage Heavy Commercial Vehicles (HCV's), 85th percentile speed, crash data and road topography. Further to this, consideration of surrounding trip attractors (activity centres) and pedestrian, cycle and bus facilities are also considered.

Once all data is entered into the system, a total point score is attributed with a priority ranking (low, medium, high) attributed. Suggested recommendations are then given for the project engineer to consider, as well as suggestions to additional considerations, such as are there any other traffic management measures in place, is there on-street parking etc.

The system allows for all the data entered to be summarised into a summary report detailing the value selected for each category, the total score and further recommendations.

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1 Introduction

The City of Belmont has engaged Opus to prepare a Local Area Traffic Management Warrant System (LATM-WS) for the City. This system is required by the City to consider local traffic issues raised by residents and council, and to assist staff and residents with standard processes and procedures that will ensure all requests are dealt with in a fair, consistent and transparent manor. The objective is then to rank the specific request in a prioritised order for the allocation of funds.

For this project Opus has undertaken a review of existing Warrant Systems currently in place within Western Australia. These were the Warrant Systems of the City of Stirling and City of Fremantle, as well as discussions with the City of South Perth and the Town of Victoria Park.

Opus has conducted the study according to the recommendations of Austroads Guide to Traffic Engineering Practice "Local Area Traffic Management' which presents a systematic approach to traffic management in local areas and details the aspects of warrant systems, outlining the principles and practice of influencing driver behaviour on local streets.

The following policy documents have also been reviewed and Opus considers these as an important part to form a background understanding of the City from a city-wide and state-wide view:

- *Directions 2031 and beyond;*
- *Network City;*
- *Perth Metropolitan Transport Strategy 1995 – 2029.*

The City of Belmont municipal boundary is shown in Figure 1 and highlights the suburbs within its control, including Perth Airport, Kewdale, Cloverdale, Rivervale, Belmont, Redcliffe and Ascot.

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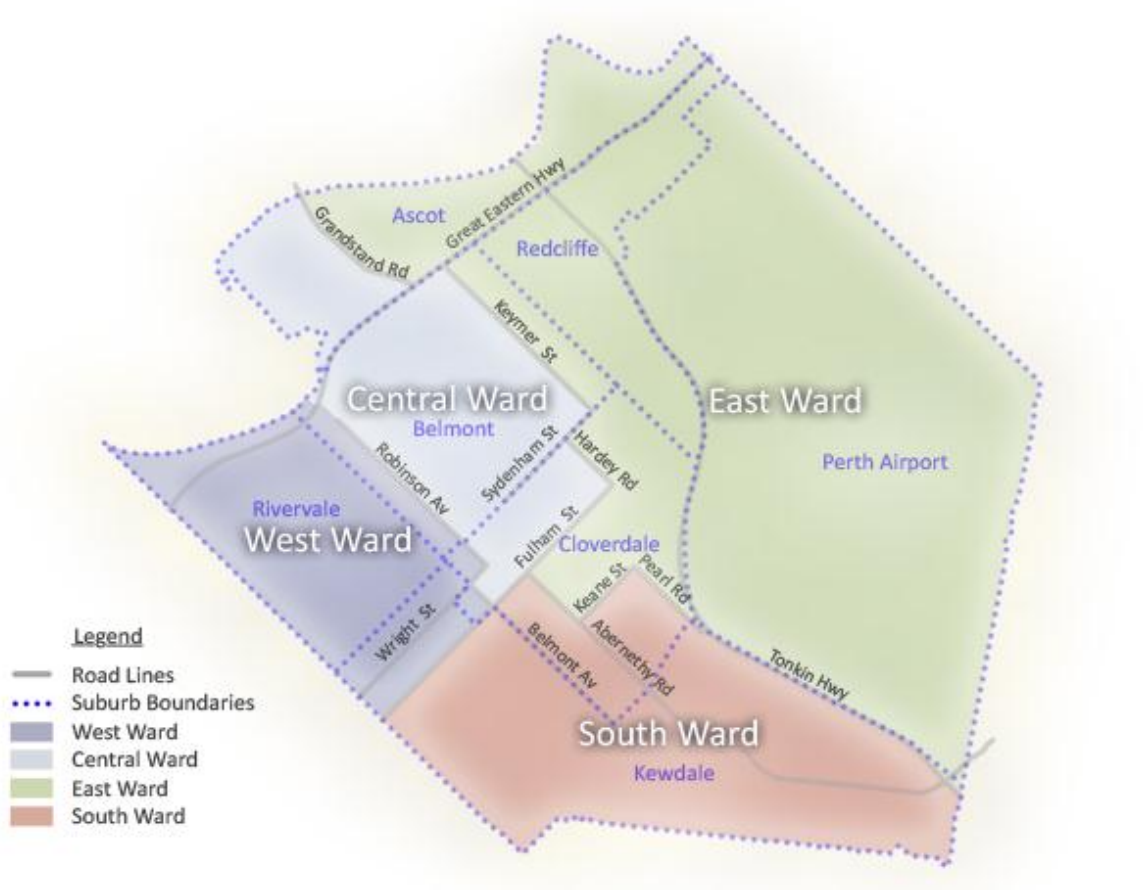


Figure 1 - Study Area

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2 Background and Study Objectives

The City of Belmont receives regular requests from residents, businesses and elected members regarding traffic issues such as speeding, high traffic volumes, hoon behaviour, crashes and pedestrian and bicycle integration. These requests all revolve around the installation of a new traffic management device to completely negate or at least minimize traffic impacts at a particular location.

Currently these requests are reviewed based on data collection (speed, volume, vehicle classification and crash statistics) as well as site inspections to investigate the driving environment. The analysis of the data is performed by experienced Engineering Technical Officers with the end result and the City's proposed actions relayed to the requesting party.

The City of Belmont therefore required LATM-WS to assist staff and residents with a standard procedure that will ensure all requests are dealt with in a fair, consistent and transparent manor. It will also allow requests to be ranked against each other and provide a prioritisation process for the allocation of funds from the annual budget.

The following study objectives were established for the project:

- To ensure existing Warrant Systems in place within Western Australia are assessed to learn from their evolvement and working knowledge;
- To ensure a process is developed to allow for a consistent and transparent manor in responding to requests and issues;
- To ensure a software system is developed that is an user-friendly system; and
- To ensure a scoring system adequate for the types of requests received by the City.

2.1 Scope of Works

Investigations executed under the original brief which consisted of:

- Assess existing traffic management warrants and policies from other Councils across Australia in order to identify similar systems that relate to the City's predominantly grid pattern layout of our road network.

- The LATM Warrants System shall be able to prioritize all traffic issues on a City wide basis without the introduction of multiple zones into the process.

- The use of a variable point scoring system that rates ranges or point items to differentiate between local and distributor roads.

- The LATM Warrant System will be able to: assess the merits of a request, determine whether it is a real or perceived issue and result in a numerical value that will prioritise the request against those already received and 'in the system'.

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- It will assist officers in determining if a selected LATM treatment is the most suitable or appropriate solution to the problem or if a different approach is required.

- The model shall include but not be limited the following parameters:
  - Traffic speed, volume and classification
  - Crash data
  - Road design and topography
  - Vulnerable road users
  - Activity generators
  - Amenity factors
  - Land use and development opportunities

- Testing of the draft system against a number of requests already logged within the City's record management system to gauge its effectiveness.

- Seek officer comments regarding identified traffic parameters and variable point scoring system.

- Workshop Councillors and the general public on the draft system seeking feedback on traffic parameters and variable point scoring system.

- Integrate Councillor and public consultation, officers' comments and the test results to produce the final draft.

- Training of technical staff via a seminar presentation or workshop to a maximum of half a day. This would include a section relating to the types of LATM device's available and their general application. The City would provide the training room, a computer per person and all catering needs at our Wright Street Administration Office.

- Final reporting would include all documentation associated with the provision of the system. This would consist of, but not be limited to: forms, work instructions, processes maps, digital spreadsheets and explanatory notes and references.

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3 Policy Review

Documents considered relevant to the form and function of roads within the City area have been reviewed. A brief summary of the main points relevant to this investigation consists of the following:

3.1 Directions 2031 and Beyond (Metropolitan planning beyond the horizon)

New urban areas must be planned to reduce dependency on private vehicle use and thereby reduce greenhouse gas emissions and air pollution. People living in areas with limited access to public transport or jobs will experience increased travel time to access work, traffic congestion and higher private transport costs to households as well as reduced leisure time, declining community health and increasing obesity as walking and riding become less practical.

Based on the WA Tomorrow (WAPC 2005) report, it is expected that by 2031 the estimated population of Perth will have reached 2.2 million, adding more than half a million new residents to the City. Planning for these extra residents, along with the housing, infrastructure, services and jobs they will require presents a significant challenge.

Directions 2031 is a high level spatial framework and strategic plan that establishes a vision for future growth of the metropolitan Perth and Peel region; and it provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate a range of growth scenarios.

Directions 2031 replace's all previous metropolitan strategic plans for the metropolitan Perth and Peel region and supersedes the draft Network City policy. It provides direction on:

- How you provide for a growing population whilst ensuring that you live within available land, water and energy resources;
- Where development should be focused and what patterns of land use and transport will best support this development pattern;
- What areas need protected so that you can retain high quality natural environments and resources; and
- What infrastructure is needed to support our growth?

To effectively implement Directions 2031, there is also a need to introduce an urban expansion management program to ensure an adequate supply of land that is suitable for urban development to meet medium to long-term residential needs. Directions 2031 is based on a vision:

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"By 2031, Perth and Peel people will have created a world class livable: green, vibrant, more compact and accessible with a unique sense of place".

The vision is supported by five strategic themes and objectives: Liveable, prosperous, Accessible, Sustainable and Responsible. The most vital objectives for transport would be accessibility and sustainability. The main transport themes associated with these objectives include the following:

- Connect communities with jobs and services;
- Improve the efficiency and effectiveness of public transport;
- Encourage a shift to more sustainable transport modes;
- Maximise the efficiency of road infrastructure;
- Manage and reduce congestion;
- Protect freight networks and the movement economy;
- Consider parking in the overall transport picture;
- Plan and develop urban corridors to accommodate medium-rise higher density housing development;
- Plan and develop transit oriented developments to accommodate a mixed;
- Use and medium-rise higher density housing development; and
- Protect our natural and built environments and scarce resources; respond to social change and optimise the land use and transport conditions that create vibrant, accessible, healthy and adaptable communities.

Directions 2031 and Beyond identifies a hierarchy of activity centres where employment, services and infrastructure will be focused. Activity centres will be serviced by interconnected transport links. Density increases around activity centres will account for a large part of population growth, and supply a critical mass of people to support the ongoing development of the activity centres.

Directions 2031 and Beyond intends for medium density development to largely be accommodated along existing transport linkages throughout Perth. These urban corridors will link activity centres and be serviced by sustained public transport.

Directions 2031 and Beyond separates the Perth and Peel region into 6 subregions, following existing local government boundaries. The City of Belmont falls within the Central Metropolitan Sub-Region. The Central Metropolitan and Outer Metropolitan Perth and Peel sub-regions will be guided further to achieving the objectives of Directions 2031 and Beyond by Sub-Regional Strategies.

Belmont is categorised within Directions 2031 as a existing industrial centre. Industrial centres which are not strategic in nature cater for a broad range of manufacturing, fabrication, processing, warehousing and bulk goods handling activities at one end of the scale and provide household needs at the other. Given the nature of their customer base and catchment, these industrial centres rely heavily on the efficient movement of goods and services throughout the metropolitan region. It is therefore important that there be a

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balanced distribution of industrial centres across the city to reduce freight handling and improve the provision of products and services to the broader community.

3.2 Public Transport in Perth in 2031 (Draft for consultation), Department of Transport

In July 2011, the Department of Transport released the Draft Public Transport for Perth in 2031 document, which maps out the future for Perth's public transport network. The plan recognises that the current network will not be able to support the projected increase in public transport use and growth within Perth. Public transport modes which are considered within this document include; railway infrastructure, light rail infrastructure and bus rapid transit infrastructure.

These new proposed measures are to provide connections to strategic centres. These centres have a large workforce or are centres of education and/or health. Public transport to these centres is currently high and is expected to grow significantly. The projects listed here are important in providing city-wide connectivity and transferring large numbers of passengers to public transport. The project proposals are grouped within two categories – Stage One (before 2020) and Stage Two (before 2031).

Priority bus lanes are proposed for Great Eastern Highway between the Victoria Park Bus Interchange and Kooyong Road, and 'queue jump lanes' at intersections from Kooyong Road to Tonkin Highway. This will enable improved access between the Perth CB D and other centres to the Airport for buses and other forms of public transport (e.g. taxis and airport shuttle buses) in the short to medium term.

It will also provide for significantly improved services to Belmont Forum. In the next ten years, when consolidation of the airport terminals is proposed (and prior to construction of a railway to the Airport), options to service a consolidated airport terminal will need to be resolved, but will likely incorporate either Great Eastern Highway and/or services via Belmont Forum.

As bus services are progressively developed along the proposed transit way network there will be a need for bus priority along a number of routes.

Routes that are likely to require bus priority by 2031 include:

- Airport West and the consolidated airport terminal to Victoria Park via Belmont Forum.

3.3 Network City, Western Australian Planning Commission, 2005

The draft Network City was released in 2004 following dialogue with the City process. It emphasised growth management, in an effort to contain fringe urban growth and enhance opportunities for urban regeneration and renewal within the existing urban area. The theme of Network City was to integrate transport and land use in a network of places connected by corridors that allow for the movement of freight and people. These places of exchange were defined as activity centres, and were connected by activity corridors. Public transport was to

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be supported by a range of activities at the centres as well as the land uses along the activity corridors linking the centres.

Network City proposes 60% of new housing should be within established suburbs. Councils are encouraged to support higher density housing around key activity nodes to achieve a more compact urban form. The strategy focuses on diversity of housing type, accessibility and housing affordability.

3.4 Austroads Guide to Traffic Management-Part 8: Local Area Traffic Management, 2008

Throughout this study we have referred to the guidelines and practice for warrant systems identified within this document when identifying the process for implementing a LATM-WS.

Establishing when LATM action is necessary or desirable is often based on 'warrants' or other objective measures of relative 'need', usually referring to traffic speeds, volumes and crash rates. There is no 'best practice' or standard for warrants or setting priorities for LATM, and it is important to note that there is no agreed or formally-adopted statement of traffic conditions at which LATM must be implemented or below which it cannot be approved. A council must choose a decision process for LATM planning which is appropriate for its needs and circumstances.

The term 'warrant' is used here in a general sense rather than as an imposed rule or requirement to which all schemes must comply. Warrants provide a quantitative and objective basis for taking action. Warrants are related to standards, which are performance targets (for example, for traffic operation, safety outcomes and environmental quality) for the system in question. Standards, in turn, may be planning (or policy) standards or deficiency standards.

Thus, councils usually seek either or both of two sorts of measures of 'need', reflected in the types of prioritising systems:

- thresholds of conditions (of traffic volume, speed, etc.) at which action must be strongly considered at specific locations as a first call on available finance; and
- a means of ranking or establishing priorities between the needs for action in different areas and streets; these typically take the form of a 'points' system, in which the various criteria are used as constituents of a composite measure expressed in terms of a single number.

Warrant systems found in practice fall into three broad groups based on the 'threshold' or 'ranking' approach, depending on the local need and situation:

- 'qualifying conditions' to merit closer examination;
- warrants expressed as acceptable thresholds of stated criteria; and
- warrants usually expressed as points, to provide a basis for priority ranking.

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A council may adopt any or all of these as a basis of its LATM decision making. A points system based on measures of critical variables relative to adopted threshold values is a widely used method of determining need and allocating priorities.

Whatever system is used, the quantitative criteria (if not the threshold values) tend to be similar. A warrant system will typically include some or all of the following (O'Brien et al. 1997):

- traffic speed – usually in terms of 85th percentile;
- traffic volume – both in terms of vehicles per day and highest hourly volume;
- crashes – over the most recent period that gives useable data (say, two to five years), taking separate account of fatalities, serious injuries and other crashes; it may be appropriate to include minor and (if able to be estimated through local reports, debris surveys etc.) unreported crashes; and
- presence of activity generators and/or sensitive land uses – specifically in terms of likely pedestrian and bicycle generation and requirements for people with disabilities.

If data is available, other criteria may be included in the warrants system, such as:

- through traffic – as a proportion of total traffic;
- commercial vehicles – as a proportion of total traffic; and
- noise – relative to adopted local standards.

Sometimes other information about the physical environment (such as road gradient and available sight distances) and local non-residential land uses is also taken into account.

The simplest approaches to indicators of the need for action come in the form of a checklist or 'sieve' of conditions, some of which may be qualitative, that must apply in order for a street to qualify for closer inspection. This approach is compatible with a one-off, street-by-street approach to traffic calming but is also useable in area-wide LATM.

Such a checklist may include:

- character and function of street;
- level of non-local traffic;
- general speed limit;
- traffic volumes and speeds;
- street form and suitability for changes;
- availability of lighting;
- whether or not the street is important for access to an emergency facility;
- presence or absence of major traffic generators or non-residential uses;
- whether or not the street is part of a bus route, bicycle route or bicycle desire line;

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- availability of crash data and/or field assessment;
- within an existing or proposed precinct scheme or not;
- effects and likely benefits of the scheme; and
- degree of local support.

Some council's have adopted a two-stage process, applying an initial sieve and then subjecting the more detailed proposal to a ranking process.

Many council's are finding that, despite having an LATM program that has run for many years, the number of candidate streets and projects is increasing. Knox City Council (Victoria), for instance, reported that it would take 10 years funding at the current rate to deal with the top 10 ranking projects as at 2002. In addition, 26 candidate schemes then ranking above the notional threshold of acceptable conditions for local streets would require funding to be more than doubled if they were to be treated within 10 years.

As a result, a sieving or 'threshold warrant' process as described above is often used to identify qualifying projects but some means of prioritising between projects is then required. On the basis of a review of warrants systems in use, O'Brien et al. (1997) concluded that the best warrants systems incorporate the following features:

- a points scoring system which incorporates increments to reflect the magnitude of each criterion to determine priorities for traffic management;
- a higher weighting is given to the more important criteria, typically traffic speed, crashes and adjacent land use activity;
- different street types and classifications are scored differently for the same data;
- both individual streets and local traffic areas can be treated and can be prioritised;
- the system is readily understood and completely transparent;
- the system allows for potential projects to be quickly identified or rejected with a cut-off point reflecting budget funding for the candidate sites; and
- the system incorporates flexibility to separately fund traffic management projects as part of street reconstruction, streetscape or urban renewal initiatives.

Competing projects and areas can be ranked according to their totals of such points, and a 'threshold points' value can be adopted to identify candidates for funding.

A council can use the points ranking system to evaluate the performance of its local street network and to reassess the level of funding it needs to make available for its LATM program if it wishes to retain the current standards it sets itself for safety and amenity in residential areas.

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For the purpose of this Warrant System development the functional Road Hierarchy for the City has been assumed to follow the following broad categories:

3.4.1 Access Road (Up to 3,000 vehicles per day)

Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are intended to be bicycle and pedestrian friendly.

3.4.2 Local Distributor Road (up to 6,000 vehicles per day)

Carry within a cell and link to District Distributors at the boundary access roads. The route of the local distributor discourages through traffic so that the cell formed by the grid of district distributors only carries traffic belonging to or serves the area.

3.4.3 District Distributor B (above 6,000 vpd)

Perform a similar function to type A district distributors but with reduced capacity due to flow restrictions caused by access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and generally not through them, forming a grid which would ideally space them around 1.5 kilometres apart.

3.4.4 District Distributor A (above 8,000 vpd)

These carry traffic between industrial, commercial and residential areas and generally connect Primary Distributors. They are likely to be truck routes and provide only limited access to adjoining property.

3.4.5 Primary Distributor (above 15,000 vpd)

These provide for major regional and inter-regional traffic movement and carry large volumes of fast moving traffic. Some are strategic freight routes and all are National or State roads.

Through the assessment of the roads within the City area, the majority of the roads are classed as Access Roads and Local Distributer Roads. Local Area Traffic Management treatment measures are traditionally only applied to these types of roads, and as such roads that generally carry traffic of more than 6000 vpd will not be addressed with this system.

3.4.6 Effectiveness of LATM

The speed reducing effects of LATM have proven to be variable, reflecting the nature and quality of the installations. The improvement in safety – the primary goal of speed management – has been consistent, if difficult to verify and scale. While the level of reporting and rigorous analysis of LATM effectiveness in Australia in

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recent years has not been great, a large body of practitioner experience has been built up. This may not constitute an 'evidence base' for the precise effects of individual schemes, but it does provide a convincing knowledge base for LATM in general.

Section 3.3.2 and Commentary 18 of the guide show how knowledge of the speed effects of specific devices can be used to simulate changes in the speed character of a street.

Other conclusions of LATM treatments were:

- Speeds are generally reduced substantially. The numbers of vehicles exceeding 60 km/h are greatly reduced;
- Community perception of the effectiveness of LATM in reducing speeds varies between residents, drivers, and the wider community; around 60% of the public believe that LATM is effective in reducing speeds;
- LATM can be compatible with bicycle use if properly designed;
- Roundabouts are perceived by practitioners to be an effective and most acceptable device; and
- Vertical devices are considered to be more effective in speed control and crash reduction than horizontal devices and, despite their lower popularity in the community, appear to be more acceptable than might have been assumed.

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4 Research

A review of research[1] in the UK into the effectiveness of LATM measures has shown evidence that LATM measures reduce vehicle speeds and volumes. Of the schemes studied for the research utilising a variety of different types of measures the study found that the LATM scheme was associated with an 11mph reduction in the 85th percentile speeds and a 13% to 40% reduction in traffic flows. The research goes onto identify which individual LATM measures attributed to the greatest reduction in speeds and volumes.

A number of studies have examined the effect of LATM on crashes. Elvik[2] conducted a meta-analysis of 33 studies that evaluated the safety effects of area-wide traffic-calming measures in urban residential areas. The studies came from eight countries (seven European countries and Australia) over the period 1971 to 1994. The traffic calming consisted of measures designed to discourage non-local traffic from using residential streets, and reducing the speed of the remaining traffic. From the studies Elvik[2] found that, on average, traffic calming reduced the number of injury accidents by about 15% in the whole area affected by a measure. The accident reduction was greater on local roads (about 25%) than on main roads (about 10%).

Opus proceeded with initial research into the use of LATM-WS in Western Australia prior to the commission of this project. Currently there are a number of systems in use, and Opus began communications with two Local Government authorities about the use of their system. Whilst access to the actual tool used was restricted, through conversations it has been ascertained that warrant systems such as these often require updating to ensure they align with current standards and practices.

Through undertaking LATM study's and research there are often a number of questions that need to be addressed when establishing LATM studies or warrant systems.

The ten key questions that tend to be common across all local governments when processing a Local Area Traffic Management request are:

1 Is there an accident/crash history in that particular street?

2 Is there a speeding problem in the street?

3 Are there problems with the type of traffic using the street or area e.g. heavy vehicles or industrial traffic in a residential street, the street being used as a short cut by non-local traffic?

4 Why do residents want traffic calming?

[1] Austroads local area traffic management schemes (2004) Land Transport Safety Authority of New Zealand research paper
[2] Elvik R (2001) Area-wide urban traffic calming schemes: a meta-analysis of safety effects. Accident Analysis and Prevention

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5 Is the installation of a LATM measure or scheme an appropriate solution?

6 Is the proposed solution supported by the local residents and other affected parties such as the police, emergency services, public transport operators and utility service providers?

7 Is the scheme technically feasible?

8 Does the scheme stack up against other similar schemes vying for limited budgets?

9 Will the establishment of features or devices implemented result in an acceptable level of service for both traffic and residents and be consistent with the road hierarchy?

10 Is the road due for reconstruction or kerb and channel replacement?

With each request it is important that each request be evaluated on a fair and consistent basis taking into account both the road users and the affected community. A key consideration is; what is the most cost effective solution to address any issues that may exist?

It is the above list of questions, on a repeated day to day basis that often leads to the requirement for the development of a LATM-WS.

Further to the experience Opus employees have with developing LATM-WS, the research for this project has also undertaken review meetings with two local governments within the Perth Metropolitan to discuss existing systems currently in place and in-use. The two meetings were conducted individually with the City of Fremantle and the City of Stirling.

Of note the systems for the City of Fremantle and the City of Stirling had points scored for Local Access Road and Local Distributor Roads, with scores differing for either category.

4.1 City of Fremantle Warrant System

The discussion with the City of Fremantle (CoF) was very useful. During this meeting it was explained what the main factors the CoF determine as important within a Warrant System and what they may feel doesn't impact on the overall score, or in fact, they have added to the system, following review and update.

Points of importance include:

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- The scoring (weighting) for the number of fatal crashes recorded should reflect any patterns or clusters, i.e. the scoring should significantly rise should there be more than 1 recorded crash fatality.

- Injury crashes and non-injury crashes should be included; however, scoring should be weighted more toward injury than non-injury.

- Road crash values should reflect the class of road, in that, a higher order road, with a higher traffic volume would expected a higher number of crashes than a lower order road.

- Topography - this can be split over many varying aspects and as such, caution should be taken when including this type of measure, with the aim to keep to a minimum number of questions and scores.

- Activity Centres can be measured by road speed, however double counting could occur here with vulnerable road user scoring i.e. a School is scored as an Activity Centre, but also a high number of vulnerable road users would be attributed to a school so it would also get a high score.

- A reduction factor can be given for existing treatment measures already in place - however, Opus feel this would be double counting and would mask a potential issue(s) as well as the potential failure of the exiting treatment measure (existing treatment could be added in a notes section, but not attributed a score).

- Fremantle Policy notes that if the same issue(s) arise within two years of a large expenditure with no real changes to traffic flow, composition or major development in the area than it is 'usually' not re-visited.

- Following review and an update of the system, the presence of HCV's (percentage of) was included where before it had been omitted.

4.2 City of Stirling Warrant System

The discussion with the City of Stirling (CoS) was very useful. During this meeting it was explained what the main factors the CoS determine as important within a Warrant System and what they may feel doesn't impact on the overall score, or in fact, they have removed all together from the system, following review and update.

Points of importance include:

- The CoS has removed District Distributor from their Warrant System as these types of roads are not usually recommended for LATM type treatment measures.

- Crash fatality point scoring rises rapidly when more than 1 fatality is recorded.

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- Restricted site and topography issues are covered in a minimum number of questions - the scoring is based on road speeds. A point was noted that items such as topography if a steep hill maybe doubled counted as giving a high score, as, on a steep hill the score maybe duplicated if the 85th percentile speed also warrants a high score.

- Vulnerable road users are considered under the guise of, pedestrians (presence of a major crossing point) and cyclists (the presence of an important or strategic cycle route). Points here are scored depending on number of vehicles per day - the higher the traffic volume the higher the score; however, a 'Major Crossing Point' is not clarified - Main Roads WA warrants for zebra and signalised crossings can help with this (i.e. number of pedestrians required).

- The score weightings for the Activity Centres do not appear to be reflective of the predominant for example, a higher score weighting is given to a college being within the area in question and less if a school is within the area. Opus believes this should be the other way around, with the presence of a school, and therefore a higher likelihood of vulnerable road users having a higher score weighting.

- The presence of a park area has been removed from the activity section and from the Warrant System altogether, however, Opus believe this should be included, as Parks, by their nature, attract a number of vulnerable road users and children.

- Percentage of heavy vehicles is included and includes the presence of buses (this should be noted and considered if the presence of a bus route is going to be recorded or scored elsewhere within the system).

- Through traffic is recorded as a percentage i.e. under 10%, 10 - 20% and this is usually based on local knowledge and analysis of traffic volumes and flows, however it should be considered carefully if this is to be included?

Further to these two meetings, information has been gathered from Opus' Information Centre on projects recently completed by Opus International Consultants (globally). Of the information received, of most relevance, was the Warrant System previously completed for a Local Council in New Zealand.

This system had many features similar to the systems of the CoF and CoS, including the common elements such as number and types of crashes, traffic volumes (ADT), activity centres etc. however, this system also includes individual 'Council Ward' information, which, by selecting a specific ward, automatically appoints scores for the vulnerable road user.

Utilising census data and other traffic information, each ward has a pre-recorded number of pedestrians / cyclists as well as the ward age demographics. Those wards that have a high number of pedestrians/cyclists or high number of elderly people would be given a high score weighting.

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Of note, none of the systems assessed allow the user to state what type of area the request has come from, i.e. residential or commercial etc. Opus feels this is important, and that weighting should be altered for specific categories depending on the type of area i.e. the weighting for the percentage of heavy vehicles for a residential area should be higher than those for a commercial area, as heavy vehicles are expected in a commercial area.

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5 Development of Warrant System Software

Upon completion of the Research, a process map was produced to draft out initial thoughts of what should be included in the warrant system software. Following a meeting with the City, comments were incorporated and a draft working spread sheet was produced.

5.1 Warrant System Considerations

Initial research that has been undertaken for similar warrant systems in WA provide, as an output, a score value that can then be ranked in order, highest scoring projects would look to receive funding as a priority.

What the systems do not do, is provide an 'answer' as to what the preferred method of LATM treatment should be used. Opus feels that this is the correct procedure, allowing for engineering technical expertise to be used to decide on the appropriate treatment action. In this way, the warrant system is then used as a tool to identify and rank potential issues allowing all requests/complaints to be mapped enabling the engineer to make a judgement as to the need for an area wide treatment as opposed to a site specific treatment.

From a 'software requirement' perspective, we have produced a system that can deliver to the following requirements:

1. Solution must have user interface form to capture and validate request/complaint;
2. Solution must store previous request/complaints;
3. Solution must be able to compare in a table all request/complaints and sort by priority;
4. Solution could geocode the address that was input by using a Geocoding API;
5. Solution could provide a printable report, perhaps allowing for simple filter criteria such as date from-to etc.

5.2 Production of the Warrant System

Using an excel spreadsheet add-on programme, a system has been developed that allows an easy to use worksheet for the user. Through drop-down boxes and an automatically generated report, a total point score can be attributed to each complaint received. The total points are then ranked into 3 categories, High, Medium and Low priority. An example of what the software screen looks like is shown in Figure 2.

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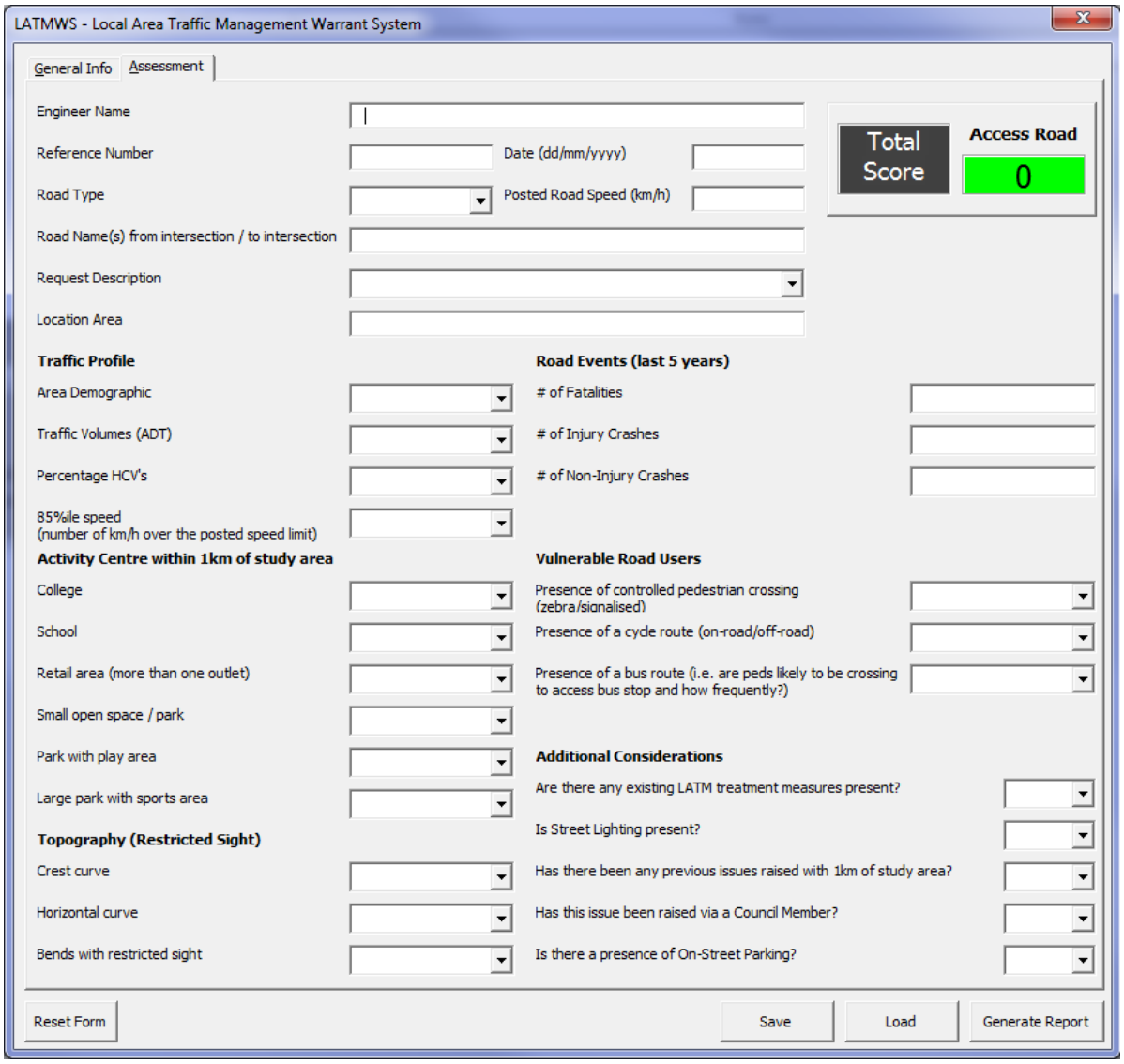


Figure 2 - example of input screen

To accompany the software, will be a brief explanation of the functionality and the points scoring allocated to each section. The following Table 1 illustrates the points that are allocated to each element of the warrant system.

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Table 1 - Warrant Criteria and Weighting

		Points Score for each Parameter	
Traffic Parameter	**Scoring Range**	**Access Road**	**Local Distributer**
Traffic Volumes (ADT)	0 to 2,000 vehicles	0	0
	2,001 to 3,000 vehicles	1	0
	3,001 to 4,000 vehicles	2	1
	4,001 to 6,000 vehicles	5	2
	6,001 to 8,000 vehicles	10	5
	8,001 or more	15	7
Percentage HCV's*	0 to 2%	0	0
	2.1 to 3%	3	0
	3.1 to 5%	7	3
	5.1 to 8%	10	7
	More than 8%	15	12
85th percentile speed (speed over the posted speed limit)	1 to 4 km/hr	2	2
	5 to 15 km/hr	8	8
	16 to 30 km/hr	20	20
	31 or more km/hr	45	45
Road Events (last 5 years)			
Number of Fatalities	1	4	4
	2	10	10
	3	45	45
	3+	45 + 10 per fatal	45 + 10 per fatal
Number of Injury Crashes	1	2	2
	2	8	8
	3	20	20
	3+	20 + 8 per injury	20 + 8 injury
Number of non-injury crashes	1	0	0
	2	1	1
	3	3	3
	3+	5+3 per crash	5 + 3 per crash
Vulnerable Road Users			
Presence of controlled pedestrian crossing (zebra / signalised)	Yes or No (if Yes – score attributed to traffic volumes)	0	0
		1	0
		2	1
		5	2
		7	5
		10	7
Presence of a cycle route (on road / off road)	Yes or No (if Yes – score attributed to traffic volumes)	0	0
		1	0
		2	1
		5	2
		7	5
		10	7

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Presence of a bus route (i.e. are peds likely to be crossing to access the bus stop and frequently)	Yes or No (if Yes – score attributed to traffic volumes)	0 1 2 5 7 10	0 0 1 2 5 7
Activity Centre within 1km of study area			
College	**Yes or No	0 1 2 5 9 12	0 0 2 5 9 12
School	**Yes or No	0 1 2 5 11 15	0 0 2 5 11 15
Retail Area (more than one outlet)	**Yes or No	0 0 2 5 7 11	0 0 2 5 7 11
Small open space/park	**Yes or No	0 1 2 5 7 11	0 0 2 5 7 11
Park with play area	**Yes or No	0 1 2 5 9 12	0 0 2 5 9 12
Large park with sports area	**Yes or No	0 1 2 5 11 15	0 0 2 5 11 15

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Topography (Restricted Sight)			
Crest Curve	***Yes or No	2 5 9 15	2 5 9 15
Horizontal Curve	***Yes or No	2 5 9 15	2 5 9 15
Bends with restricted sight	***Yes or No	2 5 9 15	2 5 9 15

** if Yes – score attributed to traffic volumes
***if Yes – score attributed to 85th percentile speed

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*the points score for Heavy vehicles is dependent on the demographic of the area, i.e. if the area the complaint/issue is from is a residential area in nature then the allocated scores will be as follows:

Area Demographic = **Residential**

Table 2 - Heavy Vehicle scoring (residential)

Traffic Parameter	Scoring Range	Access Road	Local Distributer
Percentage HCV's*	0 to 2%	0	0
	2.1 to 3%	3	0
	3.1 to 5%	7	3
	5.1 to 8%	10	7
	More than 8%	15	12

Alternatively, if the area the complaint/issue is from is a commercial area in nature then the allocated scores will be as follows:

Area Demographic = **Commercial/Industrial**

Table 3 - Heavy Vehicle scoring (commercial)

Traffic Parameter	Scoring Range	Access Road	Local Distributer
Percentage HCV's*	0 to 2%	0	0
	2.1 to 3%	1	0
	3.1 to 5%	2	1
	5.1 to 8%	5	3
	More than 8%	8	5

The scoring for percentage HCV's has been scored like this to ensure that the nature of the road / area is taken into account within the scoring system e.g. you would expect to have a greater percentage of heavy vehicles in a commercial area than in a residential area.

For HCV's a vehicle class classification of 3 or more should be classed as a HCV.

Additional Considerations include:

- Are there any existing LATM treatment measures present?
- Is Street Lighting present?
- Have there been any previous issues raised with 1km of study area?
- Has this issue been raised via a Council Member?
- Is there a presence of On-Street Parking?

Following the weighting scores for each aspect of the Warrant System, the overall total score is then categorised, as illustrated in **Table 4**.

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Table 4 - Total Score Categories

Total Point Score	Priority	Action/Response
81 or more	High Priority	Indicates a LATM treatment measure will provide significant improvements in terms of safety and amenity Suitable solutions should be considered and progressed to capital programme works (note 3 or more fatalities indicates the solution should be considered to be included on the present year's budget)
61 to 80	Medium – High Priority	Indicates that LATM measures will provide some improvements in terms of safety and amenity Consider funding options (e.g. assess against Black Spot criteria) – if unlikely consider low-cost solutions.
36 to 60	Medium – Low Priority	Indicates that LATM measures will provide some improvements in terms of safety and amenity Consider low-cost solutions (if appropriate), monitor the effects and review again in 2 years if required – (inclusion into the following years capital works programme)
35 or less	Low Priority	Indicates that LATM measures are unlikely to provide any marked improvements in terms of safety and amenity Consider any low cost measures (if appropriate) – no further action required

NB: low cost measures could be such things are improving line markings on the road, or pruning/removal of vegetation to improve sight distances

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5.3 Warrant System Scoring - justification

The research undertaken as part of this study highlighted the type of scoring that is usually attributed to the criteria used for warrant systems, with the majority using scoring methods that increase in a non-linear state to represent the that there is no direct coherence to the scoring range value but demonstrates a relationship with the importance of the value as it increases. For example an increase in fatalities does not give a corresponding equal increase in score value, in fact the score value increases dramatically with every increase in the number of fatalities to reflect the importance and highlight a very dangerous issue.

Further to this, the scoring has also been determined by existing criteria set for other transportation measurements. These are highlighted as follows:

Crash Data

The crash criteria has been influenced by the existing Main Roads WA Blackspot submission requirements providing a significant increase in points to reflect the importance of highlighting a cluster of crashes, when 3 or more crashes are recorded.

Traffic Volume

The traffic volume criteria are based on the Main Roads WA Metropolitan Road Hierarchy requirements (based on Access Road < 3000 vehicles per day / Local Distributer Roads < 6000 vehicles per day), which is reflected with the scoring distribution between the two road standards, where a higher score is attributed to Access Roads than Local Distributer Roads.

Percentage Heavy Commercial Vehicles (HCV's)

When assigning point scores for percentage HCV's the vehicle fleet mix (composition) has been assessed. For this study, it has been taken that the most accurate reflection of vehicle composition would be achieved by analysing a quantum of local classified count data, this has been provided by the City to allow testing of the system. Unfortunately the data has not been classified by road type (i.e. residential or commercial) therefore, for the purpose of this assessment we have calculated an average of percentage HCV's for roads that have been assumed residential and/or commercial, this information is detailed below:

- Assumed residential roads having 4% HCV's or less – average = 2.6%
- Assumed mixed use road having 4% to 8% HCV's – average = 5.7%
- Assumed commercial road having more than 8% HCV's (capped at 100%) = average 15%.

Further to this, Opus have also recently undertaken an assessment of vehicle fleet composition information available as part of its project to re-write the Metropolitan Regional Road Group Road Improvement submission guidelines. The investigation assessed the available vehicle fleet mix data in metropolitan areas for New Zealand and Australia. The available information was compared and a recommendation reached.

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The fleet mix data assessed and compared were the NZTA Economic Evaluation Manual Volume 1 (EEM1), Austroads, RTA Traffic Estimation Report and Australian Bureau of Statistics. From the comparison the NZTA EEM data was shown to be relatively accurate in replicating RTA urban Australian conditions during week days, although it is not specific to Western Australia. The comparison found that the average commercial percentage (daily inc peak times) was 5%, however this was not classified by road type.

These two differing assessments were used to determine the point score allocation, with percentages of less than 3% given a low score to be reflective of the two assessments.

85th percentile speed

It is recognised within this warrant system that any 85th percentile speed recorded over the posted speed limit of the study road be given a point score value. The non-linear increase in the score reflects the importance of speeding and that the higher the recorded 85th percentile speed is, the larger the increase in point scoring attributed.

Although documented evidence cannot be located to determine by how much over the posted speed limit is deemed acceptable, discussions with Main Roads WA has highlighted that in general, the 85th percentile speed is 3 to 5km/h greater than the mean (average) vehicle speed, with the rational being that average vehicle speeds is what the majority of motorists actually drive at.

Therefore, an 85th percentile speed within 1 to 4km/h over the posted speed limit would have a mean speed of approximately the posted speed limit and an 85th percentile speed between 5 to 15km/h over the posted speed limit equates to a mean speed of between the posted speed limit and up to 10km/h over and therefore warrants a higher point score. Using this method, 85th percentile speeds more than 15km/h over the posted speed limit warrant a large point score as it can be assumed that the mean speed is at least 10km/h over the posted speed limit and is what the majority of motorists actually drive at.

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6 Testing Stage

The software for the LATM-WS for the City of Belmont has been tested using thirteen road section resident complaint issues and one intersection resident complaint issue as supplied by the city. These road sections and intersection are listed in table 5 below, with a description of the type of complaint issue and the priority the issue has been categorised as (shown in table 4 above).

Table 5 – Road Section and Intersection Resident Complaints

Road Section or Intersection	Resident Complaint Issue	Score	Priority
Aitken Way (Abernethy Road to Reggio Road)	Speeding issue and visibility issue going around a bend. Some "near miss" crashes.	57	Medium - High
Alexander Road (Kooyong Road to Belmont Avenue)	Speeding issue	57	Medium - High
Armadale Road (Wright Street to Oats Street)	Concern with vehicles using road as a "rat-run". Speeding issue and traffic noise issues.	60	Medium - High
Barker Street (Belgravia Street and Daly Street)	High traffic volumes (cars and trucks) and speeding issue. Concern with vehicles using road as a "rat-run".	57	Medium - High
Belgravia Street (Blacklock Street to Alexander Road	Speeding issue	46	Medium - Low
Daly Street (Frederick Street to Connel Street)	"Hoon" behaviour, speeding and traffic noise issue.	36	Medium - Low
Durban Street (Keymer Street to Epsom Avenue)	High traffic volumes and speeding issue.	31	Medium - Low
Frederick Street (Belgravia Street to Hardey Road)	Concern with vehicles using road as a "rat-run". High Traffic Volumes (heavy vehicles). "Hoon" behaviour issue.	55	Medium - High

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Fulham Street (Kooyong Road to Orrong Road)	High traffic volumes and speeding issue. "Hoon" behaviour issue.	47	Medium - High
Keane Street (Fisher Street to Belgravia Street)	Speeding issue	5	Low
Kew Street (Abernethy Road to Belgravia Street)	Speeding and crash issue.	17	Low
Kooyong Road (Alexander Road to Wright Street)	Speeding issue	103	High
Kooyong Road / Newey Street Intersection	Speeding, crash and visibility issue.	35	Medium - Low

There were a few issues identified during the testing these included the following:

- Individual report saving issues;
- Issues with the scoring and adding up to the final overall scoring total; and
- Editing issues with some of the titles and explanation text within the tables.
- These issues will be rectified within the final version of the LATM-WS software.

6.1 Summary

As a result of the testing of the system, the point scores attributed to each assessment criteria have resulted in a series of priority scores. Of the 14 tests that have been undertaken, 2 resulted in a high priority (15%) 9 resulted in a medium priority (65%) and 3 resulted in a low priority (20%).

This is deemed an acceptable mix of priorities resulting in the majority requiring low-cost short term solutions (if appropriate), and monitoring of the effects for a review again in 2 years if required.

Please note, that since the testing of the draft Warrant System, changes have been made to the scoring following review of this report, however it is not envisages that the parameters presented in this report would need to be changes further.

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7 Conclusion

Through the research and the development of the Warrant System software the scope of work set by the City has been met. The warrant system allows for prioritisation of traffic management issues and complaints, as they are received by the City, and allows for a single system to assess all issues and complaints from within any area of the city (residential and commercial).

The point scoring system has been devised and justified, as highlighted in section 5 of this report, and allows a differentiation between local access roads and local distributor roads.

The point scoring method that has been devised for the City's warrant system enables the City to determine if an issue or complaint has been raised is a high, medium or low priority, and as such allows for real and perceived issues to be identified and if necessary actioned. Through the testing of the system that Opus has completed the point scores attributed to each assessment criteria seem appropriate as the testing demonstrated a good mix of priority attributed to each issue. Through the on-going testing in earnest by the City of the system, any changes or amendments required can be made very quickly.

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Appendix A – Warrant System Guidelines

The following are the guidelines written to accompany the use of the Warrant System computer programme to assist the user in utilising all information they have to make an informed decision.

It should be noted here however, that this system is a tool to be used alongside the project engineers experience and judgement. And where discrepancies or disputes regarding the final point score arise, the engineer's professional judgement should be the deciding factor.

Create a New Report

Upon opening the warrant system the macros will need enabling to allow the software to process the data and generate the reports.

Step 1 – *click start to bring up the Home Screen, here you have the choice to*:

- Generate a New Report
- Load a Report
- View Comparison Table
- Close

Step 2 *– Click Create a New Report, this then takes you to Screen 1 General Information*

Step3 *– Within the General Information screen the following information is required:*

- Name of the resident or council member who is submitting the complaint/issue;
- The contact details (phone number) of the resident or council member;
- The date the issue/complaint was raised (or email/letter was received);
- The address of the resident or council member;

Step 4 *– Following step 3, still within the General Information screen, the complaint specific information is required as follows:*

- A description of the complaint;
- The complaint location, if different from the address of the resident or council member submitting the complaint/issue;

Step 5 *– if required, click the Geocode Address Button, this will find the latitude and longitude of the issue location and find the location using Google Map.*

Step 6 *– the options for the user are then reset the form, save the form, load an existing form or, in most cases, click Go to Assessment – Screen 2.*

Step 7 *– The assessment screen then requires the information to allow for an assessment of the issue/complaint to be undertaken, in the following order:*

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- The engineer name completing the assessment;
- An In-House reference number;
- The date the assessment is being undertaken;
- The Hierarchical Road Type (Access or Local Distributer);
- The posted speed limit of the study road;
- The road name (from intersection to intersection);
- Request road description (intersection, road section or intersection and road section); and
- Location Area (i.e. suburb).

Traffic Profile *– here the traffic data specifics are required, including:*

- Area Demographic (Residential / Commercial);
- The Average Daily Total traffic flows for the road section (or the highest recorded for roads leading into the intersection);
- Percentage Heavy Commercial Vehicles, vehicle classification 3 or above, (as recorded in the roads classified traffic count); and
- The 85th percentile speed for the study road (as recorded in the road classified traffic count).

Road Events *– here the crash data specifics for the last 5 years are required, including:*

- Number of recorded fatal crashes;
- Number of recorded injury crashes; and
- Number of recorded non-jury (Property Damage) crashes.

Activity Centre *(within 1km of the study area) – here the surrounding land use is taken into account and is to give note of the fact that these surrounding land-uses will attract a certain number of vulnerable road users through or to the study area, the specifics required, include:*

- Is a college present in the area?
- Is a school present in the area?
- Is there a retail area (more than one outlet) present in the area?
- Is there a small open space or park present in the area?
- Is there a park with a children play area present in the area? and
- Is there a large park with sports area present the area?

Topography *(restricted sight lines) – here the road topography specifics are required:*

- Is there a crest curve within the road section that is causing vehicles travelling along or turning onto the road visibility issues?
- Is there a horizontal curve within the road section that is causing vehicles travelling along or turning into the road visibility issues? and
- Is there a horizontal curve with very tight radii (bend with restricted sight) that is causing vehicles travelling along or turning into the road visibility issues?

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***Vulnerable Road Users** – here the presence of pedestrian crossings, cycle routes and bus routes need to be considered and is to give note that there is a high likelihood that there may be pedestrian and cyclists in the area, including pedestrian crossing the road to access the bus stop:*

- Is there a pedestrian crossing (zebra crossing or signalised crossing) in the study area?
- Is there a cycle route (on road or off road) in the study area? and
- Is there a bus route within the study area?

***Step 8** – following the data input for step 7 (above) additional considerations are then required, as follows:*

- Are there any existing Local Area Traffic Management (LATM) measures present?
- Is there any street lighting present?
- Have there been any previous issues raised within 1km of the study area?
- Has this issue been raised via a Council Member? and
- Is there a presence of On-Street Parking?

***Step 9** – before generating the report, always save the assessment, this will ensure the data entered will not be lost.*

***Step 9** – following the input of the above data, click Generate Report, this will automatically produce a new workbook with the generated report, which can then easily be saved into your system folders.*

The report pulls together all the information entered into the two previous screens, and presents the total score given for the specific issue/complaint. Under the total score, the priority level (low, medium or high) attributed to the score is also given, as is the date the report was prepared and an indication if a black spot submission maybe possible.

(Please note the black spot submission criterion for this Warrant System is taken solely from the crash data entered).

Below this information, is a suggested recommendation and a series of points to make note of, which correspond to the further information given to the Additional Questions section, presented toward the end of the report.

During the creation of a new report, within the General Information screen and the Assessment screen, the data can be saved and loaded at any point, if only a partial assessment had been completed (such as waiting for certain data etc).

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Comparison Tables

From the Home screen, there is an option to view comparison tables. Here, all saved assessments will be shown with the total scores highlighted by the colour code as present in the generated reports. Saved reports can be sorted by using the filter arrows in each column.

To enable the sorting of data, you will be required to filter out the data you do not require, as seen in *Figure 3*.

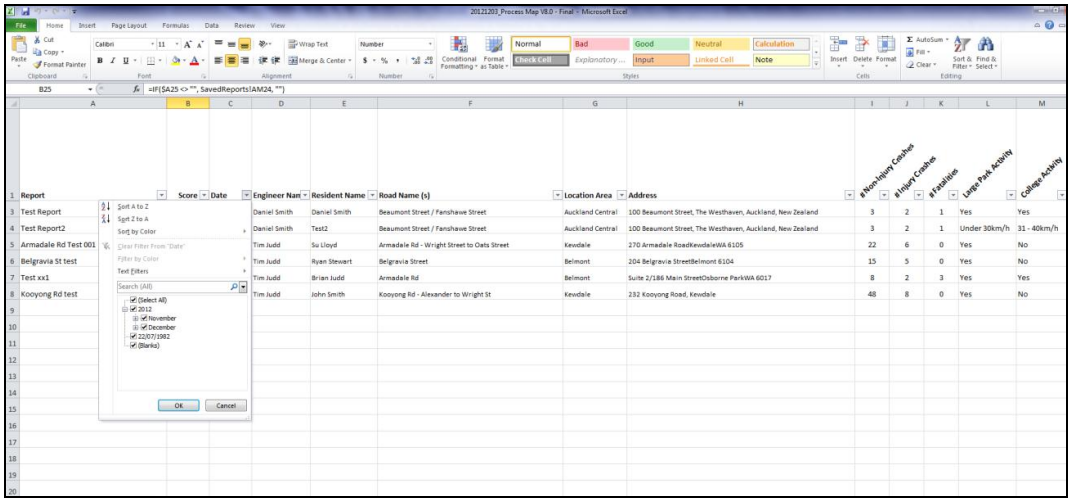


Figure 3 - Comparison Table Screen

Saving all generated reports

It is recommended that a project folder be set up for each individual assessment, and where possible the Geo-code map, the assessment forms and the report generated be saved into the project folder. Any future assessment can then be made and saved within the same project folder for comparison.

Further to this, a site visit should always be undertaken to ensure an appreciation of the issues local to the complaint and taken into consideration. Judgement as to how far around the study area is taken when looking at pedestrian movements etc. should be taken by the engineer, as a guide we have suggested 1km.

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5.1.5 Mr A Bell, Redcliffe

The following questions were taken on notice at the 22 August 2023 Ordinary Council Meeting. Mr Bell was provided with a response on 14 September 2023. The response from the City is recorded accordingly:

1. Can the City publish their Warrant System Ranking System or similar template, points allocation and points threshold utilised to assess any need for traffic calming?

Response

A copy of the City's Local Area Traffic Management (LATM) Warrant System Report is attached (refer Attachment 5.1.4.1).

2. In relation to the Lyall Street petition for traffic calming assessed within the February 2022 minutes. Why didn't the City provide a complete point ranking assessment and why didn't the City consider the Warrant System criteria as it applies to traffic volumes, road design and topography, vulnerable road users, activity generators and both amenity factors?

Response

At the time of the petition for Lyall Street in Feb 2022, a warrant assessment was completed with a score of 35 calculated.

This score equates to a low priority – indicating that LATM measures are unlikely to provide any marked improvements in terms of safety and amenity.

The warrant criteria assessment did not add any value to the report.

5.1.6 Ms J Cardozo, Redcliffe

The following questions were taken on notice at the 22 August 2023 Ordinary Council Meeting. Ms Cardozo was provided with a response on 14 September 2023. The response from the City is recorded accordingly:

1. Has the City completed or undertaken any draft or unpublished traffic calming designs and/or proposals for Lyall Street specifically or that include Lyall Street generally in the past three years?

Response

No, the City has not explored any traffic calming measures for Lyall Street.

2. Can the City publish the City's Local Area traffic management or warrants policy that is the basis for assessing the need for traffic calming?

Response

A copy of the City's Local Area Traffic Management Warrant System Report is attached (refer Attachment 5.1.4.1).

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5.1.7 Ms N Celenza, Redcliffe

The following questions were taken on notice at the 22 August 2023 Ordinary Council Meeting. Ms Celenza was provided with a response on 14 September 2023. The response from the City is recorded accordingly:

3. What was the Warrant System Ranking System point score for the Moreing Street 2021 traffic approval and what was the Warrant System Ranking system point score from the Lyall Street 2022 traffic calming leading to the petition decline?

Response

A formal Warrant System assessment was not completed for Moreing Street.

In February 2022, a point score of 35 was calculated for Lyall Street.

4. Based on the partial and simple application of the Warrant System on Lyall Street in August 2023 what point score is derived by the City bearing in mind we had 19 crashes on Lyall Street to December 2022 compared to five to six on Moreing Street, traffic volume of 2538 and 5% commercial vehicles?

Response

The City has not calculated a score using the warrant assessment criteria for Lyall Street based on recent data. Data will be collected and reviewed on completion of the Stanton Road project between Central Avenue and Epsom Avenue and the completion of the Tonkin Gap project.

5.1.8 Mr L Rosolin, Belmont

The following question was taken on notice at the 22 August 2023 Ordinary Council Meeting. Mr Rosolin was provided with a response on 13 September 2023. The response from the City is recorded accordingly:

1. What was the reason to consult lawyer Jackson McDonald resulting in a payment of approximately $23,000?

Response

The City uses two firms of solicitors to provide legal advice as per Accounts for Payment (July 2023) Report Item 12.11.

McLeods was used for advice on:

- **Lease at City of Belmont facility**
- **Contributions Agreement**
- **Health prosecution**
- **Business registration of a food premises**
- **Statutory Planning compliance matter**

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Jackson McDonald was used for advice on:

- **EMRC legal matter**
- **Human resource advice**

5.1.9 Mr R Padua, Redcliffe

The following questions were taken on notice at the 22 August 2023 Ordinary Council Meeting. Mr Padua was provided with a response on 14 September 2023. The response from the City is recorded accordingly:

1. Can the City publish the hourly traffic volume data in a table format from the 15 June traffic count surveys at all five survey locations along Lyall Street?

Response

Hourly traffic counts for Lyall Street recorded between 14 – 22 June 2023 are attached (refer Attachment 5.1.9.1).

3. Apart from community support and a complete and proper application of the Warrant System ranking process, what other factors need to be considered other than those detailed in the February 2022 Ordinary Council Meeting Minutes for Lyall Street?

Response

The main factors to be considered are the completion of the Stanton Road and Tonkin Gap Projects.

4. In 2021, the City modified the intersection of Moreing Street and Victoria Street based on seven crashes over a five year period. Main Roads crash data confirms there were six crashes at the intersection of Lyall Street and Stanton Road over a one year period just last year and 19 crashes over a five year period. Why hasn't the City taken any action to modify this intersection?

Response

The Stanton Road traffic calming works scope includes the construction of a raised plateau at the Lyall Street intersection to improve safety.

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MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-60 -- English (ENA)

Datasets:

Site:	**[3325] Lyall St - between Great Eastern Highway & Miller Ave Redcliffe <50>**
Attribute:	[-31.935472 +115.937527]
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration:	14:24 Wednesday, 14 June 2023 => 10:24 Thursday, 22 June 2023,
Zone:	
File:	3325 0 2023-06-22 1024.EC0 (Plus)
Identifier:	EP753076 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**14:25 Wednesday, 14 June 2023 => 10:24 Thursday, 22 June 2023 (7.83309)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound), P = East, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 100 metre
Name:	Default Profile
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile:	Vehicles = 20625 / 20643 (99.91%)

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Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-60
Site: 3325.0.1EW
Description: **Lyall St - between Great Eastern Highway & Miller Ave Redcliffe <50>**
Filter time: **14:25 Wednesday, 14 June 2023 => 10:24 Thursday, 22 June 2023**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	41.0	52.0	53.0	32.0	42.0	68.0	23.0	42.0	42.9
0100-0200	28.0	13.0	25.0	26.0	26.0	32.0	26.0	24.0	25.3
0200-0300	21.0	13.0	12.0	20.5	9.0	34.0	26.0	16.0	19.5
0300-0400	20.0	30.0	33.0	23.0	9.0	12.0	8.0	23.0	19.8
0400-0500	95.0	101.0	131.0	121.5	69.0	25.0	14.0	106.5	84.8
0500-0600	116.0	102.0	107.0	112.0	95.0	57.0	23.0	107.3	90.5
0600-0700	103.0	124.0	98.0	106.0	94.0	83.0	55.0	105.2	96.1
0700-0800	108.0	131.0	119.0	113.5	123.0	55.0	45.0	118.0	101.0
0800-0900	153.0	124.0	131.0	139.5	**154.0**	75.0	66.0	140.2	122.8
0900-1000	137.0	136.0	129.0	125.0	139.0	104.0	113.0	131.8	126.0
1000-1100	153.0	**185.0**	**173.0**	93.5	130.0	100.0	113.0	138.0	130.1
1100-1200	**170.0**	141.0	129.0	**147.0**	152.0	**147.0**	**127.0**	**147.8**	**144.7**
1200-1300	191.0	166.0	159.0	163.0	153.0	154.0	145.0	166.4	161.6
1300-1400	153.0	161.0	165.0	148.0	158.0	141.0	144.0	157.0	152.9
1400-1500	157.0	168.0	141.5	164.0	182.0	154.0	**191.0**	159.0	162.4
1500-1600	**222.0**	151.0	201.5	**223.0**	**206.0**	**161.0**	175.0	200.8	192.6
1600-1700	215.0	**235.0**	**204.5**	219.0	186.0	149.0	138.0	**210.7**	**193.9**
1700-1800	160.0	218.0	182.0	217.0	176.0	158.0	186.0	189.2	184.9
1800-1900	152.0	146.0	170.0	158.0	159.0	103.0	135.0	159.2	149.1
1900-2000	75.0	109.0	102.0	94.0	104.0	49.0	41.0	97.7	84.5
2000-2100	64.0	79.0	93.5	98.0	76.0	60.0	87.0	84.0	81.4
2100-2200	101.0	186.0	120.5	110.0	99.0	68.0	93.0	122.8	112.3
2200-2300	70.0	64.0	100.0	90.0	116.0	58.0	106.0	90.0	88.0
2300-2400	72.0	85.0	69.0	77.0	66.0	42.0	70.0	73.0	68.8
Totals									
0700-1900	1971.0	1962.0	1904.5	1910.5	1918.0	1501.0	1578.0	1918.0	1821.9
0600-2200	2314.0	2460.0	2318.5	2318.5	2291.0	1761.0	1854.0	2327.7	2196.1
0600-0000	2456.0	2609.0	2487.5	2485.5	2473.0	1861.0	2030.0	2490.7	2352.9
0000-0000	2777.0	2920.0	2848.5	2820.5	2723.0	2089.0	2150.0	2809.5	2635.5
AM Peak	1100	1000	1000	1100	0800	1100	1100		
	170.0	185.0	173.0	147.0	154.0	147.0	127.0		
PM Peak	1500	1600	1600	1500	1500	1500	1400		
	222.0	235.0	204.5	223.0	206.0	161.0	191.0		

*** - No data.**

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MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-61 -- English (ENA)

Datasets:

Site:	**[3326] Lyall St - outside 35 & 42A Lyall St Redcliffe <50>**
Attribute:	[-31.936290 +115.938432]
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration:	14:31 Wednesday, 14 June 2023 => 10:27 Thursday, 22 June 2023,
Zone:	
File:	3326 0 2023-06-22 1028.EC0 (Plus)
Identifier:	EP7185KN MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**14:32 Wednesday, 14 June 2023 => 10:27 Thursday, 22 June 2023 (7.83037)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound), P = East, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 100 metre
Name:	Default Profile
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile:	Vehicles = 19906 / 19908 (99.99%)

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Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-61
Site: 3326.0.1EW
Description: **Lyall St - outside 35 & 42A Lyall St Redcliffe <50>**
Filter time: **14:32 Wednesday, 14 June 2023 => 10:27 Thursday, 22 June 2023**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	41.0	52.0	52.0	31.5	41.0	67.0	22.0	41.5	42.3
0100-0200	26.0	14.0	25.0	25.5	26.0	31.0	26.0	23.7	24.9
0200-0300	21.0	13.0	11.0	20.0	9.0	33.0	25.0	15.7	19.0
0300-0400	21.0	31.0	33.0	23.0	10.0	13.0	8.0	23.5	20.3
0400-0500	90.0	101.0	129.0	118.5	68.0	22.0	14.0	104.2	82.6
0500-0600	114.0	102.0	108.0	111.0	90.0	57.0	23.0	106.0	89.5
0600-0700	102.0	117.0	92.0	96.5	88.0	79.0	48.0	98.7	89.9
0700-0800	100.0	116.0	101.0	99.0	115.0	51.0	44.0	105.0	90.6
0800-0900	137.0	111.0	127.0	135.0	**148.0**	67.0	59.0	132.2	114.9
0900-1000	142.0	127.0	116.0	122.5	132.0	108.0	115.0	127.0	123.1
1000-1100	141.0	**174.0**	**164.0**	96.5	123.0	109.0	108.0	132.5	126.5
1100-1200	**163.0**	137.0	123.0	**142.0**	142.0	**148.0**	**124.0**	**141.4**	**139.9**
1200-1300	189.0	158.0	156.0	159.0	144.0	150.0	141.0	161.2	156.7
1300-1400	142.0	136.0	152.0	140.0	133.0	128.0	134.0	140.6	137.9
1400-1500	141.0	174.0	126.0	153.0	178.0	148.0	184.0	149.7	153.8
1500-1600	**224.0**	148.0	196.0	212.0	**209.0**	**158.0**	171.0	197.5	189.3
1600-1700	213.0	**237.0**	**201.5**	**220.0**	195.0	147.0	134.0	**211.3**	**193.6**
1700-1800	162.0	211.0	180.0	204.0	181.0	147.0	**185.0**	186.3	181.3
1800-1900	148.0	142.0	166.0	144.0	145.0	102.0	133.0	151.8	143.3
1900-2000	77.0	103.0	100.0	93.0	99.0	47.0	42.0	95.3	82.6
2000-2100	59.0	75.0	88.0	97.0	69.0	58.0	88.0	79.3	77.8
2100-2200	91.0	185.0	114.5	110.0	98.0	66.0	90.0	118.8	108.6
2200-2300	67.0	65.0	100.0	89.0	114.0	57.0	106.0	89.2	87.3
2300-2400	69.0	82.0	67.5	76.0	65.0	42.0	69.0	71.2	67.3
Totals									
0700-1900	1902.0	1871.0	1808.5	1827.0	1845.0	1463.0	1532.0	1836.5	1750.7
0600-2200	2231.0	2351.0	2203.0	2223.5	2199.0	1713.0	1800.0	2228.7	2109.6
0600-0000	2367.0	2498.0	2370.5	2388.5	2378.0	1812.0	1975.0	2389.0	2264.1
0000-0000	2680.0	2811.0	2728.5	2718.0	2622.0	2035.0	2093.0	2703.5	2542.6
AM Peak	1100	1000	1000	1100	0800	1100	1100		
	163.0	174.0	164.0	142.0	148.0	148.0	124.0		
PM Peak	1500	1600	1600	1600	1500	1500	1700		
	224.0	237.0	201.5	220.0	209.0	158.0	185.0		

*** - No data.**

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MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-62 -- English (ENA)

Datasets:

Site:	**[3327] Lyall St - between Victoria St & Smiths Ave Redcliffe <50>**
Attribute:	[-31.937605 +115.939973]
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration:	14:42 Wednesday, 14 June 2023 => 10:36 Thursday, 22 June 2023,
Zone:	
File:	3327 0 2023-06-22 1036.EC0 (Plus)
Identifier:	EP49BVRF MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**14:43 Wednesday, 14 June 2023 => 10:36 Thursday, 22 June 2023 (7.82883)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound), P = East, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 100 metre
Name:	Default Profile
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile:	Vehicles = 16179 / 16186 (99.96%)

Document Set ID: 5823185
Version: 1, Version Date: 30/04/2024

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-62
Site: 3327.0.1EW
Description: **Lyall St - between Victoria St & Smiths Ave Redcliffe <50>**
Filter time: **14:43 Wednesday, 14 June 2023 => 10:36 Thursday, 22 June 2023**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	40.0	50.0	49.0	29.0	0.0	68.0	19.0	32.8	35.5
0100-0200	26.0	10.0	23.0	23.0	0.0	28.0	25.0	17.5	19.8
0200-0300	20.0	13.0	11.0	19.5	0.0	29.0	21.0	13.8	16.6
0300-0400	20.0	30.0	31.0	23.5	0.0	11.0	7.0	21.3	18.3
0400-0500	90.0	97.0	131.0	117.0	0.0	19.0	13.0	92.0	73.0
0500-0600	106.0	91.0	94.0	104.0	0.0	55.0	19.0	83.2	71.6
0600-0700	87.0	109.0	80.0	81.0	0.0	70.0	43.0	73.0	68.9
0700-0800	78.0	86.0	86.0	78.5	48.0	39.0	40.0	75.8	66.8
0800-0900	129.0	112.0	117.0	**126.0**	139.0	59.0	47.0	**124.8**	106.9
0900-1000	116.0	109.0	94.0	113.0	113.0	97.0	95.0	109.7	106.3
1000-1100	123.0	**159.0**	**145.0**	99.5	111.0	103.0	92.0	122.8	**116.5**
1100-1200	**147.0**	132.0	109.0	6.0	**139.0**	**119.0**	**110.0**	106.6	108.9
1200-1300	168.0	134.0	138.0	0.0	128.0	137.0	128.0	113.6	119.0
1300-1400	119.0	123.0	135.0	0.0	113.0	114.0	127.0	98.0	104.4
1400-1500	123.0	157.0	99.0	0.0	165.0	140.0	168.0	107.2	118.9
1500-1600	199.0	145.0	179.5	0.0	189.0	144.0	153.0	148.7	148.6
1600-1700	**206.0**	**247.0**	**194.0**	0.0	**190.0**	122.0	127.0	**171.8**	**160.0**
1700-1800	158.0	199.0	177.5	0.0	169.0	**155.0**	**177.0**	146.8	151.6
1800-1900	128.0	126.0	153.0	0.0	130.0	92.0	126.0	115.0	113.5
1900-2000	64.0	93.0	93.5	0.0	81.0	36.0	30.0	70.8	61.4
2000-2100	52.0	70.0	79.0	0.0	65.0	40.0	83.0	57.5	58.5
2100-2200	81.0	183.0	109.5	0.0	93.0	55.0	87.0	96.0	89.8
2200-2300	68.0	64.0	95.0	0.0	111.0	51.0	103.0	72.2	73.4
2300-2400	68.0	83.0	66.0	**0.0**	63.0	34.0	68.0	57.7	56.0
Totals									
0700-1900	1694.0	1729.0	1627.0	423.0	1634.0	1321.0	1390.0	1440.9	1421.3
0600-2200	1978.0	2184.0	1989.0	504.0	1873.0	1522.0	1633.0	1738.2	1699.8
0600-0000	2114.0	2331.0	2150.0	504.0	2047.0	1607.0	1804.0	1868.0	1829.2
0000-0000	2416.0	2622.0	2489.0	820.0	2047.0	1817.0	1908.0	2128.7	2063.9
AM Peak	1100	1000	1000	0800	1100	1100	1100		
	147.0	159.0	145.0	126.0	139.0	119.0	110.0		
PM Peak	1600	1600	1600	2300	1600	1700	1700		
	206.0	247.0	194.0	0.0	190.0	155.0	177.0		

*** - No data.**

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Version: 1, Version Date: 30/04/2024

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-63 -- English (ENA)

Datasets:

Site:	**[3328] Lyall St - outside 61A & 62 Lyall St Redcliffe <50>**
Attribute:	[-31.938297 +115.940758]
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration:	14:47 Wednesday, 14 June 2023 => 10:38 Thursday, 22 June 2023,
Zone:	
File:	3328 0 2023-06-22 1039.EC0 (Plus)
Identifier:	EP791AYN MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**14:48 Wednesday, 14 June 2023 => 10:38 Thursday, 22 June 2023 (7.82705)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound), P = East, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 100 metre
Name:	Default Profile
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile:	Vehicles = 17841 / 17856 (99.92%)

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Version: 1, Version Date: 30/04/2024

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-63
Site: 3328.0.1EW
Description: **Lyall St - outside 61A & 62 Lyall St Redcliffe <50>**
Filter time: **14:48 Wednesday, 14 June 2023 => 10:38 Thursday, 22 June 2023**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	40.0	47.0	49.0	29.0	34.0	67.0	16.0	38.0	38.9
0100-0200	26.0	10.0	24.0	23.0	22.0	28.0	22.0	21.3	22.3
0200-0300	19.0	13.0	10.0	19.5	7.0	29.0	19.0	14.7	17.0
0300-0400	21.0	30.0	31.0	24.5	9.0	11.0	7.0	23.3	19.8
0400-0500	92.0	96.0	132.0	118.5	70.0	20.0	13.0	104.5	82.5
0500-0600	101.0	93.0	96.0	103.5	87.0	56.0	19.0	97.3	82.4
0600-0700	89.0	108.0	77.0	81.0	75.0	72.0	43.0	85.2	78.3
0700-0800	79.0	84.0	75.0	78.5	87.0	42.0	44.0	80.3	71.0
0800-0900	131.0	114.0	113.0	119.5	**137.0**	56.0	47.0	122.3	104.6
0900-1000	114.0	108.0	90.0	115.0	106.0	83.0	91.0	108.0	102.8
1000-1100	118.0	**145.0**	**140.0**	102.5	118.0	95.0	86.0	121.0	113.4
1100-1200	**146.0**	126.0	110.0	**124.0**	135.0	**122.0**	**107.0**	**128.2**	**124.3**
1200-1300	165.0	127.0	130.0	133.0	130.0	138.0	129.0	137.0	136.0
1300-1400	117.0	118.0	128.0	119.0	108.0	108.0	122.0	118.0	117.1
1400-1500	123.0	155.0	85.5	153.0	157.0	134.0	163.0	126.5	132.0
1500-1600	203.0	143.0	174.0	205.0	184.0	141.0	154.0	180.5	172.3
1600-1700	**203.0**	**247.0**	**188.0**	**215.0**	**187.0**	123.0	116.0	**204.7**	**183.4**
1700-1800	150.0	190.0	174.5	186.0	159.0	**155.0**	**171.0**	172.3	170.0
1800-1900	125.0	124.0	146.0	117.0	123.0	84.0	123.0	130.2	123.5
1900-2000	58.0	91.0	89.5	86.0	72.0	35.0	27.0	81.0	68.5
2000-2100	57.0	69.0	73.5	91.0	62.0	35.0	86.0	71.0	68.4
2100-2200	80.0	183.0	109.0	100.0	88.0	50.0	89.0	111.5	101.0
2200-2300	64.0	63.0	95.0	83.0	110.0	56.0	104.0	85.0	83.8
2300-2400	68.0	83.0	66.0	74.0	58.0	31.0	69.0	69.2	64.4
Totals									
0700-1900	1674.0	1681.0	1554.0	1667.5	1631.0	1281.0	1353.0	1629.0	1550.3
0600-2200	1958.0	2132.0	1903.0	2025.5	1928.0	1473.0	1598.0	1977.7	1866.4
0600-0000	2090.0	2278.0	2064.0	2182.5	2096.0	1560.0	1771.0	2131.9	2014.6
0000-0000	2389.0	2567.0	2406.0	2500.5	2325.0	1771.0	1867.0	2431.0	2277.3
AM Peak	1100	1000	1000	1100	0800	1100	1100		
	146.0	145.0	140.0	124.0	137.0	122.0	107.0		
PM Peak	1600	1600	1600	1600	1600	1700	1700		
	203.0	247.0	188.0	215.0	187.0	155.0	171.0		

*** - No data.**

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Version: 1, Version Date: 30/04/2024

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-64 -- English (ENA)

Datasets:

Site:	**[3329] Lyall St - between Drummond St & Stanton Rd Redcliffe <50>**
Attribute:	[-31.938977 +115.941618]
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration:	14:55 Wednesday, 14 June 2023 => 10:43 Thursday, 22 June 2023,
Zone:	
File:	3329 0 2023-06-22 1044.EC0 (Plus)
Identifier:	FS11491G MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.08)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**14:56 Wednesday, 14 June 2023 => 10:43 Thursday, 22 June 2023 (7.82476)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound), P = East, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 100 metre
Name:	Default Profile
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile:	Vehicles = 18518 / 18528 (99.95%)

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Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-64
Site: 3329.0.1EW
Description: **Lyall St - between Drummond St & Stanton Rd Redcliffe <50>**
Filter time: **14:56 Wednesday, 14 June 2023 => 10:43 Thursday, 22 June 2023**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	40.0	48.0	48.0	31.0	33.0	64.0	15.0	38.5	38.8
0100-0200	29.0	9.0	26.0	23.0	22.0	28.0	22.0	22.0	22.8
0200-0300	19.0	14.0	10.0	18.5	6.0	29.0	18.0	14.3	16.6
0300-0400	22.0	32.0	29.0	23.5	7.0	11.0	8.0	22.8	19.5
0400-0500	93.0	96.0	132.0	117.5	71.0	23.0	14.0	104.5	83.0
0500-0600	100.0	95.0	101.0	104.0	85.0	59.0	18.0	98.2	83.3
0600-0700	96.0	102.0	86.0	81.0	81.0	63.0	42.0	87.8	79.0
0700-0800	74.0	85.0	85.0	83.0	87.0	45.0	39.0	82.8	72.6
0800-0900	137.0	130.0	125.0	128.0	**139.0**	51.0	47.0	131.2	110.6
0900-1000	123.0	109.0	85.0	111.5	119.0	86.0	87.0	109.8	104.0
1000-1100	130.0	**150.0**	**142.0**	110.0	126.0	91.0	77.0	128.0	117.0
1100-1200	**154.0**	131.0	117.0	**133.0**	129.0	**130.0**	**112.0**	**132.8**	**129.4**
1200-1300	174.0	142.0	136.0	138.0	135.0	136.0	121.0	145.0	140.3
1300-1400	120.0	130.0	135.0	124.0	121.0	115.0	121.0	126.0	123.7
1400-1500	127.0	156.0	76.0	153.0	170.0	140.0	153.0	126.3	131.4
1500-1600	217.0	179.0	188.0	**232.0**	**200.0**	144.0	165.0	200.7	189.1
1600-1700	**217.0**	**250.0**	**206.0**	224.0	191.0	129.0	131.0	**215.7**	**194.3**
1700-1800	166.0	206.0	184.0	191.0	168.0	**157.0**	**183.0**	183.2	179.9
1800-1900	140.0	132.0	149.5	128.0	134.0	84.0	127.0	138.8	130.5
1900-2000	69.0	96.0	91.5	91.0	81.0	41.0	28.0	86.7	73.6
2000-2100	60.0	74.0	76.5	96.0	64.0	40.0	87.0	74.5	71.8
2100-2200	79.0	189.0	104.0	99.0	92.0	55.0	92.0	111.2	101.8
2200-2300	70.0	72.0	96.5	82.0	111.0	57.0	105.0	88.0	86.3
2300-2400	71.0	86.0	67.5	71.0	57.0	31.0	68.0	70.0	64.9
Totals									
0700-1900	1779.0	1800.0	1628.5	1755.5	1719.0	1308.0	1363.0	1720.3	1622.8
0600-2200	2083.0	2261.0	1986.5	2122.5	2037.0	1507.0	1612.0	2080.5	1948.9
0600-0000	2224.0	2419.0	2150.5	2275.5	2205.0	1595.0	1785.0	2238.5	2100.1
0000-0000	2527.0	2713.0	2496.5	2593.0	2429.0	1809.0	1880.0	2538.8	2363.9
AM Peak	1100	1000	1000	1100	0800	1100	1100		
	154.0	150.0	142.0	133.0	139.0	130.0	112.0		
PM Peak	1600	1600	1600	1500	1500	1700	1700		
	217.0	250.0	206.0	232.0	200.0	157.0	183.0		

*** - No data.**

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5.2 Questions from members of the public

7.19pm The Presiding Member drew the public gallery's attention to the rules of Public Question Time as written in the Public Question Time Form.

In accordance with rule (l), the Mayor advised that he had registered nine members of the public who had given prior notice to ask questions.

The Presiding Member invited members of the public who had yet to register their interest to ask a question to do so. No further registrations were forthcoming.

5.2.1 Mr S Walker, Bentley

1. Are City of Belmont Officers interested in participating in a Maylands bus bridge project linking to Rivervale?

Response

The Chief Executive Officer stated that the City would welcome representations from the Public Transport Authority and Main Roads of Western Australia in relation to opportunities to improve public transport connectivity.

Future discussions and implementation would be subject to a comprehensive project management process incorporating options, planning approvals, environmental clearances extensive public consultation and budget considerations.

2. Have City of Belmont Officers undertaken any discussions with the Town of Bassendean to create a pedestrian bridge from Redcliffe near Fauntleroy Avenue or Ivy Street, to Ashfield?

Response

The Chief Executive officer stated that there is no record of City Officers having discussions with counterparts from the Town of Bassendean to build a bridge between Redcliffe and Ashfield.

3. Please reveal the various changing amounts of different City of Belmont staff that have worked on or overseen the Great Eastern Highway Urban Corridor study from 2017 to current day 2023?

Response

The Chief Executive officer stated that there have been three officers who have worked on the draft Great Eastern Highway Urban Corridor Strategy.

One officer was involved with engaging the planning consultant to prepare the document and subsequent liaison. Another officer reviewed the document prepared

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by the consultants and arranged advertising of the document. A third officer has reviewed the submissions and prepared the September Agenda item for Council's consideration.

5.2.2 Ms L Hollands on behalf of Belmont Resident and Ratepayer Action Group (BRRAG)

1. In August there was another Code of Conduct matter, the minutes indicate there were seven councillors in attendance and voted on the matter, the Mayor was an apology. Unless the Mayor is prepared to acknowledge the complaint was about him, the only conclusion I can come to was that the person who was the subject of the complaint voted for themselves. How can a reasonable person consider that this is fair to the complainant?

Response

The Chief Executive Officer stated that the question would be taken on notice.

2. Did Council decide if the person which the complaint was about could participate and vote and why was this not recorded in the minutes in accordance with Section 5.68 (2) of the *Local Government Act 1995* which reads "a decision under this section is to be recorded in the minutes of the meeting relating to the matter together with a) the extent of the participation allowed by the Council or committee"?

Response

The Chief Executive Officer stated that the question would be taken on notice.

3. According to Section 5.21 (4) of the Local Government Act, the minutes must include the total votes cast for, total votes cast against and the individual vote of each member of Council or Committee. There was no recording of the voting on the Code of Conduct matter in the February Council Minutes, could this be rectified, and if not why not?

Response

The Chief Executive Officer stated that the question would be taken on notice.

4. Who is the complaints officer?

Response

The Mayor stated Mr Stuart Downing.

Note: Ms Anthea Bird, Manager Governance, Strategy and Risk is also a City Complaints officer in conjunction with Mr Downing.

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5. Could Mr Downing advise the difference between a Code of Conduct matter and a breach of the regulations which amounts to a minor breach, which matters come under what headings?

Response

The Director Corporate and Governance stated that the question would be taken on notice.

5.2.3 Ms L Hollands, Redcliffe

1. Last week I attended a public advertised Special Council Meeting. I came to the door and was told by the Ranger that I am not to be let in until 6.45pm. I told them that the meeting is a public meeting that starts at 6.30pm. The Ranger went upstairs and then came back and let us in. Why does it appear we were being prevented to attend a public meeting?

Response

The Chief Executive Officer stated that there was a slight misunderstanding between the Ranger and the officer at that meeting. The issue was rectified immediately when brought to the Rangers attention and Ms Hollands and others were able to enter.

2. When the next person came in, the message was the same. Can you explain how that happened?

Response

The Chief Executive Officer stated that the Ranger assumed that person was coming to attend the Agenda Briefing Forum and generally the doors open at 6.45pm for that meeting. When the individual made it clear they were attending the Special Council Meeting, the Ranger allowed them access.

3. How many others may have been turned away?

Response

The Mayor stated that the City are not aware of any others.

4. Does the City of Belmont, either now or are they likely to in the future, refuse entry to any resident for ticketed events for any reason whatsoever if they fail to get a ticket through Eventbrite?

Response

The Chief Executive Officer stated that the question would be taken on notice.

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5. In respect to SpacetoCo, can I have a total cost of the booking fees received by the City for use of their venues as well as the cost associated or paid to SpacetoCo over the same period for use of this service?

Response

The Chief Executive Officer stated that the question would be taken on notice.

5.2.4 Mr J Harris, Cloverdale

1. During public question time at the August Ordinary Council Meeting, I highlighted the discrepancies between the City's resistance to providing the sustainable transport plan over 10 months and the City's Information Policy. I then asked the City to reaffirm its commit to transparency, the question alone made no sense without that discrepancy. The City decided to delete the preamble when recording the question in the minutes, this rendered the transparency question provided in writing days in advance meaningless. Can the supplied preamble to question 5.2.1 please be restored to the record before approving last month's Ordinary Council Meeting minutes?

Response

The Director Corporate and Governance stated that a response was sent to Mr Harris. Mr Harris sent in three questions with large preambles for the August Ordinary Council Meeting. Two of the questions to understand the questions the officer involved believed it was necessary to record the preamble. The other question, it was believed that the preamble was not required to understand the question and the response required. The Director Corporate and Governance stated he understands that Mr Harris disagrees with the City's assessment. Mr Harris provides his questions in writing which is always good. The purpose of the minutes is to record the question and the response, the City's understanding is that the preamble was not required to understand the question and the response provided.

2. If the concern is the length of the questions, what is the purpose of cutting the length of a pre-submitted public question when copying and pasting it into a minute's document that already runs to 403 pages, is there an ink shortage?

Response

The Chief Executive Officer stated that the Director Corporate and Governance has provided a reasonable response.

5.2.5 Mr M Cardozo, Redcliffe

1. Lyall Street residents recognise that the 85th percentile speed parameter is one of the eight or nine criteria needed to assess the need for traffic calming. We are however unable to find any reference to any requirement that 3,000 vehicles per day needs to be breached or exceeded in order for traffic calming to be considered. To assist Council

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and Lyall Street residents, can the City confirm whether or not 3,000 vehicles needs to be exceeded in order to progress the application of traffic calming measures?

Response

The Acting Director Infrastructure Services stated that he does not believe traffic volumes need to exceed 3,000 vehicles per day to initiate traffic calming measures. It is based on speed and accidents, although volumes play a part, it is not the overriding factor.

2. Landgate records as of 2023 indicate Moreing Street has 85 homes or 117 homes including The Crescent that can only exit via Moreing Street and a traffic volume of 400 vehicles per day since the 2021 traffic calming. This indicates a traffic movement of between 3.4 and 4.7 vehicles per dwelling per day. Lyall Street by comparison has a lower 73 homes and a traffic volume of 2,500 vehicles per day, which indicates a traffic movement of 34 vehicles per dwelling per day. Lyall Street and Moreing Street share an identical length and an identical connectivity with Great Eastern Highway and is the best comparable access road to compare vehicle movements per dwelling. Lyall Street essentially has 10 times more vehicle movement per dwelling than Moreing Street. This is an excellent measurement tool to assess through traffic, resident safety and amenity and is used by other Local Government agencies in support of the need for traffic calming for their residents. Why didn't the City address the vehicle movement per dwelling factor as a measurement tool to support the need for traffic calming in the first Lyall Street petition?

Response

The Acting Director Infrastructure Services stated that he does not believe the City have ever factored in the average vehicles per household in any assessment for traffic management within the City. The assessment for the first petition used the most recent traffic data and did not include a component for average vehicles per day for the calculated score of 35. The City did not use that average per household and the Acting Director Infrastructure Services does not believe the City will be using it in the future.

3. Mindful that access roads are available to all road users, does the City believe that vehicle movement takes priority over resident safety and amenity?

Response

The Acting Director Infrastructure Services stated that while vehicle movement is important for everyone, the City still takes into consideration everyone's safety. Amenity is also a factor, but safety would be considered. The Acting Director Infrastructure Services stated that both are important.

4. The City has an Engagement – Community and Stakeholders Policy that states as an objective as quoted "To foster and support an engagement culture that keeps people informed on matters that affect them and respects and encourages the participation of community and stakeholders in decision-making processes." When there are only two roads that share an identical connectivity to Great Eastern Highway, does the City

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believe that it has met this community engagement threshold with respect to Lyall Street residents and the traffic calming decision for Moreing Street?

Response

The Acting Director Infrastructure Services stated that the question would be taken on notice.

5.2.6 Mr A Bell, Redcliffe

1. Recently the City of Vincent installed traffic calming measures due to a very high percentage of through traffic by supporting local residents on the basis of the Primary Criteria of the Main Roads WA Hierarchy and definition of an access road. Why didn't the City address the primary criteria of an Access Road to support the need for traffic calming like the City of Vincent example in the first Lyall Street petition?

Response

The Acting Director Infrastructure Services stated that the question would be taken on notice.

2. Can the City advise their formula to calculate the percentage of through traffic?

Response

The Acting Director Infrastructure Services stated that the question would be taken on notice.

3. The City intends to complete traffic counts post the installation of traffic calming on Stanton Road to assess their effectiveness. Lyall Street resident research reveals that Local Government Authorities are completing traffic engineering modelling prior to traffic calming installation based on recognised traffic engineering principles and known industry standards. Has the City completed any traffic modelling to confirm that the proposed traffic calming will make Stanton Road the slower route to Great Eastern Highway?

Response

The Acting Director Infrastructure Services stated that the question would be taken on notice.

4. Based on the June traffic data, can the City advise Council and Lyall Street residents whether or not Lyall Street meets or satisfies all of the primary criteria of an access road under the Main Roads WA Road Hierarchy?

Response

The Acting Director Infrastructure Services stated that the question would be taken on notice.

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5.2.7 Mr R Padua, Redcliffe

1. The City's Local Area Traffic Management Warrant System published in the September Agenda was completed in December 2012 and reflects an older point scoring system and action threshold summary that does not match the current Australian road guidelines or that is used by other Local Government Authorities including the City of Fremantle, City of Stirling and the City of Melville. Can the City publish the updated or current criteria and weighting and the updated or current action thresholds?

Response

The Acting Director Infrastructure Services stated the traffic warrant criteria that was developed in 2012 is the most recent version of the document that the City have. There are no updated calculations at this stage.

2. Can the City publish the breakdown of warrant criteria and point allocation that resulted in a total score of the 35 points used for the Lyall Street first petition preliminary traffic calming assessment?

Response

The Acting Director Infrastructure Services stated that the question would be taken on notice.

3. Hourly traffic data provided by the City shows that between 8am and 6pm Monday to Friday there were on average 152 vehicles per hour or one vehicle every 24 seconds using Lyall Street. During the peak pm period, this weekday average increased to 215 vehicles per hour or one vehicle every 17 seconds. This is an excellent measurement tool to assess through traffic, resident safety and amenity and is used by other Local Government authorities to support the need for traffic calming. The City must concur that the current Lyall Street traffic conditions are not compatible with providing for a liveable and safe neighbourhood. Why wasn't this measurable factor addressed in the first Lyall Street petition?

Response

The Acting Director Infrastructure Services stated that when officers first used the Traffic Warrant Criteria to assess Lyall Street for that petition the City used all the available data. Since that time volume and speeds have not changed significantly therefore any re-calculation would realise the same result. It should be noted the City is happy to revisit the criteria and calculation once Stanton Road and the Tonkin Gap project are completed.

4. Simple Google mapping confirms that it is still one to three minutes quicker to traverse five permanent watts profile road humps on Moreing Street to get to Great Eastern Highway from Terminals 3 and 4 and Costco. Google maps is just finding the quickest route. Based on the Google map evidence, why does the City believe that four or five temporary and less aggressive road humps on Stanton Road prior to the Lyall Street turnoff will result in a longer time to reach Great Eastern Highway and in turn convince Google maps to send cars via the main Dunreath Drive exit instead?

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Response

The Acting Director Infrastructure Services stated that traffic calming measures on Stanton Road is to discourage people, it is not necessarily to satisfy a google algorithm to redirect people somewhere else. The City believes the implementation of those measures in Stanton Road from Central Avenue to Epsom Avenue will have an impact on traffic volumes and speed.

5.2.8 Mr M Russell, Cloverdale

1. The Director of Governance said in response to a question by Cr Wolff at the July Ordinary Council Meeting that a guide will be required for what is a public document against an operational document. Has this guide been completed, if so, can this information be released to the public?

Response

The Director Corporate and Governance stated that the question would be taken on notice.

2. What is the turnover rate for the City in the last 12 months?

Response

The Chief Executive Officer stated that the question would be taken on notice.

3. Have the recipients of the last Community Contribution Fund round been announced?

Response

The Director Development and Communities stated that the question would be taken on notice.

5.2.9 Mr L Rosolin, Belmont

1. What is the cost of replacing a bus stop seat and what is the point of continuing to replace them?

Response

The Acting Director Infrastructure Services stated that the City is responsible for installing and maintaining the infrastructure of bus stops, e.g. bins, seats, shelters. When infrastructure is damaged the City will go and repair it, whether it be one slat, two slats or replacement of the whole chair. The Acting Director Infrastructure Services stated that the cost of replacing a bus stop seat will be taken on notice. The City continues to replace bus stop seats as each bus stop services a certain number of patrons, these residents may complain if the City does not repair the seat and it

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would be unfair on residents. The City has a maintenance budget for bus seat repairs.

2. What exactly do officers who conduct inspections do?

Response

The Acting Director Infrastructure Services stated that the City has different officers for different tasks e.g. Road Maintenance Officers, Parks Officers. It would be very proactive if all officers notice everything, but most officers are focused on their immediate task e.g. a Road Maintenance officer may not notice a park's issue and vice versa. The City encourage officers to report what they see but this does not always happen and the City is trying to improve this.

3. Did Council borrow money for the Hub, how much do we still owe the State, how much is the interest and how much and in what does the City invest?

Response

The Chief Executive Officer stated that he believed the City borrowed $15M from the WA treasury and the City pay back $500,000 a year, however stated that the question would be take on notice.

8.00pm As there were no further questions, the Presiding Member declared Public Question Time closed.

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6 Confirmation of Minutes/receipt of Matrix

6.1 Ordinary Council Meeting held 22 August 2023

Officer Recommendation

Sekulla moved, Carter seconded

That the Minutes of the Ordinary Council Meeting held on 22 August 2023, as printed and circulated to all Councillors, be confirmed as a true and accurate record.

Carried Unanimously 8 votes to 0

For: Carter, Davis, Marks, Rossi, Ryan, Sekulla, Sessions and Wolff

Against: Nil

6.2 Matrix for the Agenda Briefing Forum held 19 September 2023

Officer Recommendation

Wolff moved, Sessions seconded

That the Matrix of the Agenda Briefing Forum held on 19 September 2023, as printed and circulated to all Councillors, be received and noted.

Carried Unanimously 8 votes to 0

For: Carter, Davis, Marks, Rossi, Ryan, Sekulla, Sessions and Wolff

Against: Nil

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7 Questions by Members on which due notice has been given (without discussion)

Nil.

8 Questions by members without notice

8.1 Responses to questions taken on notice

Nil.

8.2 Questions by members without notice

Nil.

9 New business of an urgent nature approved by the person presiding or by decision

Nil.

10 Business adjourned from a previous meeting

Nil.

11 Reports of committees

Nil.

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12 Reports of administration

Officer Recommendation
Sekulla moved, Wolff seconded The Officer Recommendations for Items 12.1, 12.2, 12.3, 12.4, 12.5, 12.6 and 12.7 be adopted en bloc. **Carried Unanimously 8 votes to 0** For: Carter, Davis, Marks, Rossi, Ryan, Sekulla, Sessions and Wolff Against: Nil

12.1 Draft Activity Centre Planning Strategy

Voting Requirement	:	Simple Majority
Subject Index	:	116/136 – Activity Centre Planning Strategy
Location/Property Index	:	Various
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	Nil
Applicant	:	N/A
Owner	:	Various
Responsible Division	:	Development and Communities

Council role

Executive	The substantial direction setting and oversight role of the Council eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

For Council to consider adopting the draft Activity Centre Planning Strategy (ACPS) for public advertising (refer Attachment 12.1.1).

Summary and key issues

- Several sub-strategies are being prepared to inform the preparation of a new local planning strategy and local planning scheme.

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- The ACPS is a sub-strategy of the Local Planning Strategy that will guide the future planning and co-ordination of activity centres and includes actions relating to zoning, density, movement and place.
- The preparation of the draft ACPS has been informed by a Retail Needs Assessment (RNA), a review of census data, site audits, resident workshops and surveys, and contemporary planning principles.
- It is recommended that Council endorse the draft ACPS for public advertising.

Officer Recommendation

That Council endorses the draft Activity Centre Planning Strategy for the purpose of public advertising for a period of 28 days by way of:

- Publishing a notice in the Perth Now Newspaper.
- Sending letters to landowners and occupiers of land within activity centres.
- Displaying a notice and information on the City's website.
- Posting information on the City's Facebook page.

Officer Recommendation adopted en bloc - Refer to Resolution appearing at Item 12.

Location

The draft Strategy relates to the activity centres located within the City of Belmont as shown in Figure 1.

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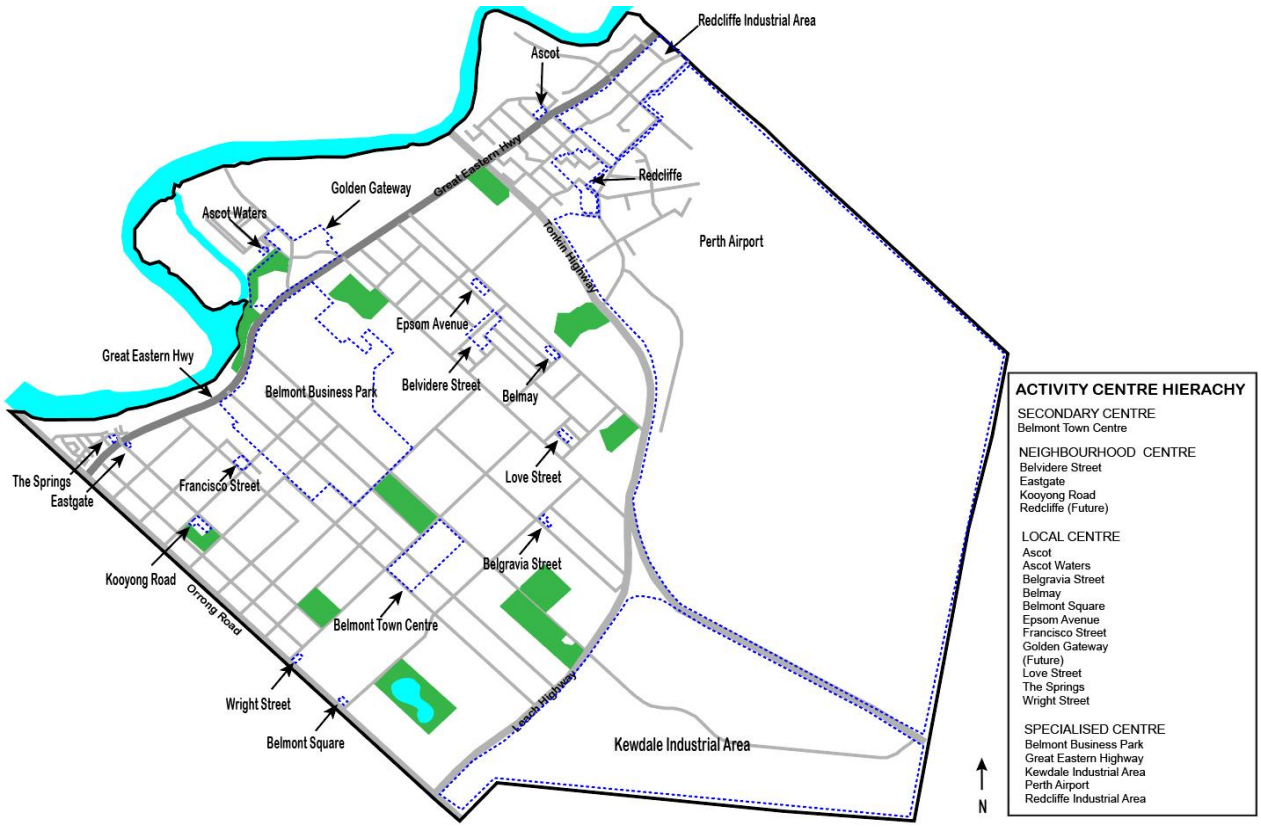


Figure 1: Activity Centres in City of Belmont

Consultation

As a first step to developing the City's new planning strategy and scheme, officers undertook five resident workshops in June and July 2019. The workshops provided the community with an opportunity to participate in the future planning of the City. More specifically, the workshops aimed to:

- Establish a vision for future planning of housing, activity centres and public open space in the City.
- Identify the perceived strengths, weaknesses, opportunities and threats in relation to housing, activity centres and public open space in the City.

Meetings were also held with several activity centre land and business owners to gauge the business community's perceptions of activity centres. This included understanding their views on the indicative catchment area, enhancements to the public realm and safety, as well as identifying potential development opportunities.

At the conclusion of the workshops and meetings, two surveys, one for residents and one for businesses, were distributed to the community. These surveys aimed to gain a further understanding of resident and business aspirations for the City.

There are no regulatory requirements for advertising a sub-planning strategy. However, given the draft ACPS will provide input for the preparation of a new local planning strategy

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and local planning scheme it is considered appropriate to advertise the document. It is proposed that advertising be undertaken for 28 days by way of:

- Publishing a notice in the Perth Now Newspaper.
- Sending letters to landowners and occupiers of land within activity centres.
- Display a notice and information on the City's website.
- Posting information on the City's Facebook page.

Following the conclusion of public advertising, any submissions will be reviewed and the Strategy presented to Council for further consideration. It is anticipated that this will occur in April 2024.

Strategic Community Plan implications

In accordance with the 2020 – 2040 Strategic Community Plan:

Goal 1: Liveable Belmont

Strategy: 1.1 Respect, protect and celebrate our shared living histories and embrace our heritage

Strategy: 1.2 Plan and deliver vibrant, attractive, safe and economically sustainable activity centres

Strategy: 1.3 Ensure activity centres have a thriving economy

Strategy: 1.4 Attract public and private investment and businesses to our City and support the retention, growth and prosperity of our local businesses

Strategy: 1.5 Encourage and educate the community to embrace sustainable and healthy lifestyles

Goal 2: Connected Belmont

Strategy: 2.1 Design our City so that it is accessible by people of all ages and abilities

Strategy: 2.2 Make our City more enjoyable, connected and safe for walking and cycling

Strategy:2.3 Facilitate a safe, efficient and reliable transport network

Strategy: 2.4 Promote alternative forms of transport

Goal 3: Natural Belmont

Strategy: 3.1 Protect and enhance our natural environment

Strategy: 3.4 Provide green spaces for recreation, relaxation and enjoyment

Strategy: 3.6 Encourage sustainable development to guide built form

Goal 4: Creative Belmont

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Strategy: 4.1 Promote the growth of arts and culture

Strategy: 4.2 Embrace technology, creativity and innovation to solve complex problems and improve our City

Goal 5: Responsible Belmont

Strategy: 5.1 Support collaboration and partnerships to deliver key outcomes for our City

Strategy: 5.3 Invest in services and facilities for our growing community

Strategy: 5.4 Advocate and provide for affordable and diverse housing choices

Strategy: 5.5 Engage and consult the community in decision-making

Strategy: 5.7 Engage in strategic planning and implement innovative solutions to manage growth in our City

Policy implications

The draft ACPS proposes a series of actions which could have implications for the following local planning policies:

- Local Planning Policy No. 1 – Town Centre Density Bonus Requirements and Town Centre Frame Additional Uses.
- Local Planning Policy No. 2 – Orrong Road.
- Local Planning Policy No. 10 – Residential Land Uses in the 'Mixed Business' Zone.
- Local Planning Policy No. 11 – Public Art Contribution
- Local Planning Policy No. 15 – Belvidere Main Street Precinct Design Guidelines.

Furthermore, a number of actions contained within the draft ACPS recommend that new built form provisions be developed. To achieve this, amendments to existing policies, or new local planning policies may be needed.

Statutory environment

Strategic Planning Framework

Perth and Peel @ 3.5 Million

The Western Australian Planning Commission's (WAPC) 'Perth and Peel @ 3.5 million' guides the planning direction of the City. It recognises that a 'business-as-usual' approach to planning will not adequately accommodate Perth's growth and will likely result in significant detriment to the liveability of the Perth metropolitan area. There is a directive from the State Government to plan areas in such a way that will:

- Promote a more energy efficient and consolidated urban form.

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- Reduce the overall need to travel.
- Support the use of public transport, cycling and walking for access to services, facilities and employment.

Activity centres are crucial for meeting the objectives of Perth and Peel @ 3.5 million as they serve as focal points for the community and are appropriate locations for integrated residential development.

Liveable Neighbourhoods

Liveable Neighbourhoods is a State Government policy that guides planning in greenfield and large urban infill areas. It provides guidance on the design of movement networks, activity centres and public open space. The document aims to facilitate the development of:

- Walkable neighbourhoods which have access to employment retail and community facilities.
- A strong sense of place and community identity.
- Active land uses which address the street.
- A variety of lot sizes and housing typologies to cater for a diverse range of people.

The above principles are integrated into actions prescribed by the ACPS.

City of Belmont Local Commercial Strategy

The City of Belmont Local Commercial Strategy (2008) is the existing strategic planning document that guides commercial development within the City of Belmont. It is noted that:

- The document was prepared prior to the gazettal of the *Planning and Development (Local Planning Schemes) Regulations 2015* and State Planning Policy 4.2 – Activity Centres (SPP 4.2). The Local Commercial Strategy therefore contains inconsistent terminology to these documents.
- The document does not recognise activity centres proposed within the Development Area 6 and Golden Gateway precincts.
- The document does not provide guidance on appropriate density codes for land located within activity centres.

The draft ACPS has been prepared having regard to the abovementioned points and will replace the existing Commercial Strategy.

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Draft Great Eastern Highway Urban Corridor Strategy

The City's draft Great Eastern Highway Urban Corridor Strategy provides a framework to guide future development of the corridor.

The document proposes three 'focus areas' which include activity nodes, the activity corridor and mixed employment. The Strategy encourages retail land uses to locate within the activity nodes. However, the current activity nodes cover land beyond the designated activity centres.

As shop retail uses should be focused within activity centres, it is proposed that amendments are made to align the documents and include only the activity centres mentioned in the draft ACPS as activity nodes.

Statutory Planning Framework

Planning and Development (Local Planning Schemes) Regulations 2015

A local planning strategy sets out the long-term planning direction for a local government, applies the principles of State Planning Policies (e.g. SPP 4.2), and provides the rational for zones and densities under a local planning scheme.

In accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*, a local planning strategy and local planning scheme are required to be reviewed every five years. Therefore, in 2020, Council endorsed a Report of Review which recommended that the City of Belmont Local Planning Scheme and Local Planning Strategy be repealed, and new documents be prepared in their places. The WAPC endorsed the City's recommendations on 21 December 2020.

State Planning Policy 4.2 – Activity Centres

State Planning Policy 4.2 sets out the principles and design criteria for the planning and development of activity centres. It deals with the distribution, function, land use and urban design of activity centres and their integration with public transport. It also seeks to provide an even distribution of jobs, services and amenities throughout the Perth and Peel region. In doing so, the document establishes an activity centre hierarchy that categorises activity centres based on their function and characteristics.

The City of Belmont's activity centres hierarchy is illustrated in Figure 2 below:

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Figure 2: Activity Centre Hierarchy



A description of the hierarchy relevant to the City of Belmont is included below.

Secondary Centres

Secondary centres are intended to act as regional activity hubs. A secondary centre performs an important role in the overall Perth Metropolitan economy, whilst providing essential services to their defined catchment. State Planning Policy 4.2 outlines that department stores, supermarkets and specialty shops are typical retail land uses located within secondary centres. A secondary centre is also intended to be supported by major offices and professional and service businesses.

Neighbourhood and Local Centres

State Planning Policy 4.2 explains that neighbourhood and local centres should provide for daily and weekly household shopping needs, contain community facilities and a small range of convenience services. Typically, a neighbourhood centre would consist of a supermarket, personal services and convenience shops, supported by small scale offices. Local Centres share the same characteristics of a neighbourhood centre; however, operate on a smaller scale.

Specialised Centres

Specialised Centres have a focus on regionally significant economic or institutional activities which generate a high volume of work and visitor trips. Specialised Centres are typically characterised by a primary function. Opportunities exist for the development of a range of land uses that complement the Specialised Centre's primary function, provided that these land uses will not detract from other centres within the hierarchy.

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New Centres

In accordance with SPP 4.2, the establishment of new activity centres should be identified by an adopted local planning strategy and supported by an analysis of the 'retail needs' of a precinct and the wider community.

Background

On 21 December 2020, the WAPC endorsed Council's resolution that the City of Belmont Local Planning Scheme and Local Planning Strategy be repealed, and new documents be prepared in their places. Accordingly, various sub-strategies are currently being prepared to inform the preparation of a new planning strategy and scheme, one of which is the ACPS.

The ACPS will guide the future planning and coordination of activity centres. To support the development of the ACPS, an RNA was conducted. This measured the demand for retail floorspace across the City of Belmont and identified appropriate levels of floorspace to service the community now and into the future. The document also modelled the economic impacts of increased residential densities within and surrounding activity centres.

Additionally, officers undertook an in-depth analysis of each activity centre and census data to pinpoint strengths, weaknesses, opportunities, and threats. The findings from this analysis have influenced the recommendations and actions included within the Strategy.

Community input, as outlined in the Consultation section of this report, also played a crucial role in preparing the Strategy. The consultation revealed the community's vision for the future direction of the City, with the following key themes identified:

- A desire for a wide variety of land uses, including a mix of residential and commercial;
- A diverse range of good quality sustainable development;
- Liveable green spaces, including treelined streets;
- Public art and community events; and
- Safe and inclusive street design.

The Strategy also adheres to contemporary planning principles, which envision activity centres as vibrant community hubs. These hubs should attract people to shop, work, study and live through a range of land uses including retail, entertainment, tourism, civic/community, medical services, medium to high density housing, and open space. In addition, activity centres should seek to maximise use of public transport and accessibility for pedestrians, cyclists and other modes of transport.

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Report

The ACPS is structured as follows:

Part One

Part one provides an overarching background and includes a description of demographic trends, strategic and economic context, details of previous community consultation, and sets out the future vision, strategies and objectives.

Part Two

Part two provides an in-depth analysis of each activity centre and sets out actions under three key focus areas as follows:

Centre Context

The context section analyses the current centre boundary, associated catchment area, and the zoning and residential densities within and surrounding the activity centres. This section provides guidance on:

- Whether any changes to the boundary of the activity centres should be investigated;
- The future zoning of land within activity centres;
- The future residential density code applied to activity centres; and
- The future residential density code and zoning of land surrounding the activity centres.

The majority of recommendations made in this section will be investigated through the development of the new local planning scheme.

Movement

The movement section analyses the current movement network (walking, cycling, public transport) within and surrounding each activity centre, and details areas which can be investigated for improvement. A variety of transport related measures are discussed including:

- Pedestrian and cycling connections and priority;
- Wayfinding;
- Public transport;
- Private vehicles and the road network; and
- Car parking.

Contemporary activity centre planning, as designated through SPP 4.2 promotes increased priority for alternative modes of transport with a particular focus afforded to pedestrian and cyclist movements. Therefore, specific actions are proposed which seek to promote alternative transport modes.

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Place

The place section focusses on the potential to improve the overall attractiveness of activity centres through the investigation of actions relating to streetscape improvements, open spaces/meeting places and public art.

The RNA prepared to assist in the development of the ACPS identified that the City's activity centres would need to increase their appeal as social meeting places to ensure economic sustainability. State Planning Policy 4.2 promotes this and states that an activity centre should provide for a mix of land uses, while functioning as community focus points. Therefore, the place section seeks to acknowledge this and provide analysis on the opportunities available for each activity centre. Land use permissibility is also discussed with the intention of ensuring that appropriate land uses can establish within the City's activity centres.

While the place section recommends the investigation of a number of public realm and streetscape improvements, it is intended that the implementation of these actions will follow detailed and holistic streetscape project planning. The ACPS also acknowledges that these would be delivered over an extended period of time (10 plus years).

Implementation

The actions included in Part two have been compiled into a table. The table is split into sections for each activity centre and provides indicative implementation timeframes, details of the relationship to the Strategic Community Plan 2020 - 2040and other strategic documents, and designates a responsible team at the City of Belmont.

The implementation of the actions will occur in one or more of the following ways:

- The preparation of a new local planning scheme;
- Further studies/investigations to inform implementation or further actions;
- Capital works planning and budget approval;
- Advocacy to a public authority; and/or
- Community development, marketing and placemaking initiatives.

The timeframes surrounding the implementation of each action will be dependent on organisational priorities and commitments, as established by the City's Corporate Business Plan 2023 - 2027.

Next Steps

Following advertising, any submissions will be reviewed, and the draft Strategy amended if necessary. The draft ACPS will then be presented back to Council for final consideration.

Officers are also in the process of preparing several other sub-strategies for the City including Local Housing Strategy, Public Open Space Strategy, Corridor Strategy and Environment Strategy. These documents along with the ACPS will serve as the foundation for an overarching Local Planning Strategy, which will inform the preparation of a new Local Planning Scheme.

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In terms of timeframes, it is anticipated that the sub strategies will be finalised by late 2025. Following this, the overarching Local Planning Strategy and new Local Planning Scheme will be developed. It is anticipated this will occur in 2026 and 2027.

Prior to advertising the Local Planning Strategy and Local Planning Scheme, WAPC consent is required. Following advertising, the WAPC will determine whether to endorse the Strategy. Final gazettal of a new Local Planning Scheme would be subject to the WAPC's assessment and endorsement, followed by the Minister's approval.

Each document will be advertised to the community and officers will ensure that there are numerous opportunities for landowners/occupiers to participate in the process.

Conclusion

The ACPS is a comprehensive strategic document for shaping the City's new local planning strategy and planning scheme. The ACPS will guide the economic sustainability of the City's activity centres into the future and should be progressed to ensure the preparation of a contemporary and appropriate planning framework.

It is recommended that Council endorses the draft ACPS for the purposes of public advertising.

Financial implications

The identified actions will have financial implications which will predominantly consist of officer time and future funding will be required for capital expenditure. New projects will be undertaken in accordance with the City's Project Management Framework and Corporate Business Plan 2023 - 2027.

Environmental implications

There are no overarching environmental implications associated with the consideration of the draft ACPS.

Social implications

- There are currently limited built form controls in place to guide development within activity centres. One action proposed by the draft ACPS is to develop and implement built form provisions for activity centres, to facilitate street activation and encourage pedestrian activity.
- The draft ACPS also proposes actions to improve the public realm associated with activity centres to further encourage people to visit these areas.

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Attachment details

Attachment No and title
1. Draft Activity Centre Planning Strategy Parts 1 and 2 [**12.1.1** - 506 pages]

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CITY OF BELMONT

Activity Centre Planning Strategy Part 1



www.belmont.wa.gov.au

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Acknowledgement of Country

"The City of Belmont acknowledges the Whadjuk Noongar people as the Traditional Owners of this land and we pay our respects to Elders past, present and emerging. We further acknowledge their cultural heritage, beliefs, connection and relationship with this land which continues today. We acknowledge all Aboriginal and Torres Strait Islander peoples living within the City of Belmont."

Activity Centres Planning Strategy Document Suite

The City of Belmont Activity Centre Planning Strategy (the Strategy) is a holistic guide for the future planning of our activity centres. The Strategy has been formed following a review of the current strategic planning framework, future economic trends and analysis of best practice activity centre planning. The Strategy is intended to be read in two parts as detailed below.

Part 1

Part one of the Strategy contains:

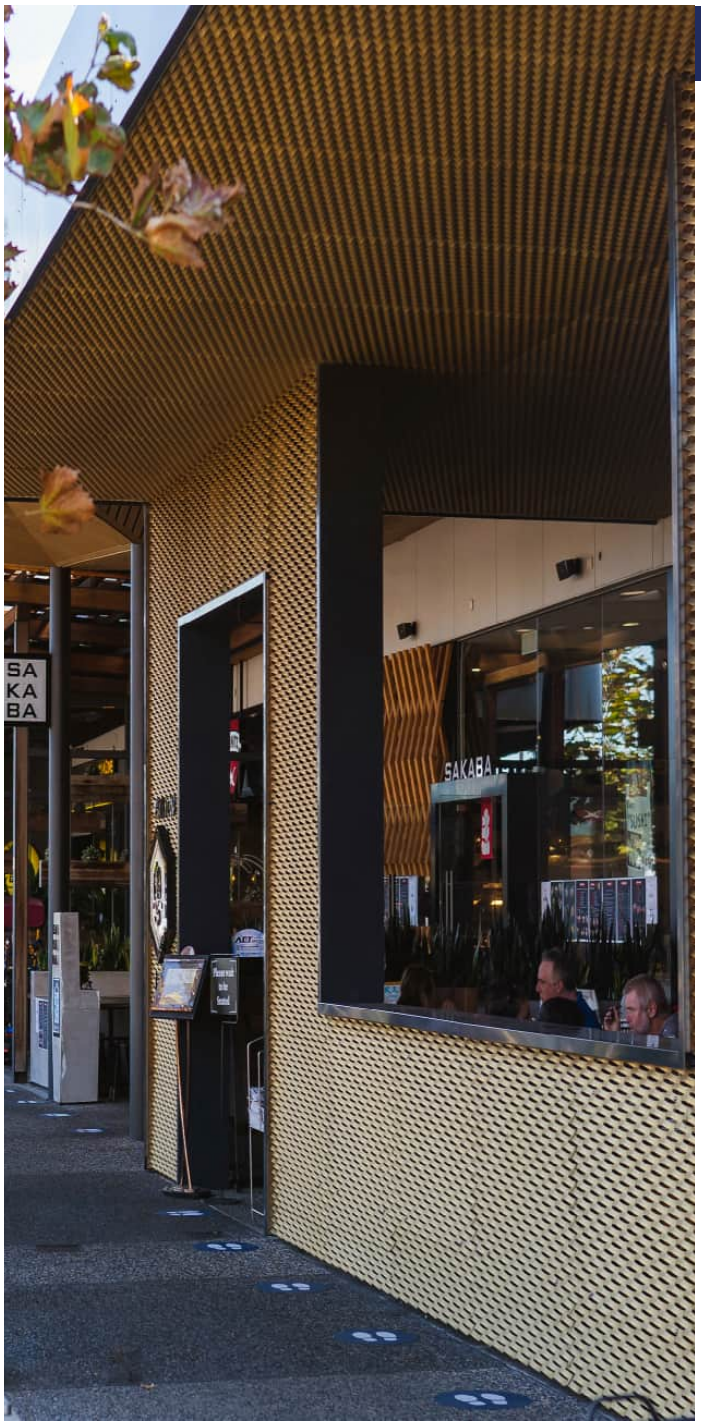
- an introduction/ background;
- demographic, economic and strategic context;
- outcomes from community consultation; and
- a vision, objectives and strategies.

Part 2

Part two of the Strategy focuses on individual activity centres detailing:

- an in-depth analysis of each activity centre; and
- an accompanying actions and implementation table.

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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats inlcuding electronic format by email, in hard-copy both in large and standard print and in other formats as requested.

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Part 1 - Activity Centres Planning Strategy

Introduction

What are Activity Centres?

Activity centres are community focal points, attracting people for a variety of reasons including, to shop, work, study and live. Activity centres typically contain a range of land uses including retail, entertainment, tourism, civic/community, and medical services. They are often combined with a varying proportion of medium to high density housing and open space. Activity centres vary in size, role and function, and should be designed to maximise use of public transport and accessibility for pedestrians, cyclists and other modes of transport. This is with the exception of specialised centres which perform their own unique functions.

What is an Activity Centre Planning Strategy?

An Activity Centre Planning Strategy is prepared to guide the future planning and coordination of activity centres. In doing so, it is responsible for guiding:

- The future zoning and use of land within and surrounding activity centres.
- Accessibility to and from activity centres.
- The preparation of future policies for activity centres, addressing street activity and built form.
- Public realm improvements and the facilitation of arts and culture.

In addition, this Strategy will also identify how planning can support the economy of activity centres and ensure that they continue to remain viable as community focal points within the City of Belmont.

Why Prepare an Activity Centre Planning Strategy?

The *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) requires the City to prepare a local planning strategy for the local planning scheme that applies to land within the district. The Regulations require a local government to review its local planning strategy and local planning scheme every five years. To inform the preparation of a new local planning strategy, and subsequent local planning scheme, the City is preparing a range of sub-strategies, one of which includes this Strategy. This Strategy will replace the City's 2008 Local Commercial Strategy.



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Snapshot

The structure and function of activity centres is influenced by a range of factors including:

- Population;
- Dwelling typology; and
- Employment and expenditure.

Population

- In 2016 the City had a population of 41,418 people.
- The 25-54 year old age bracket accounted for the largest percentage of the population in 2016.
- By 2036 the population is predicted to grow to 60,831 people.
- Population projections inform the surrounding communities future retail needs, which will be fundamental for determining the extent of activity centres and the goods and services offered within them.

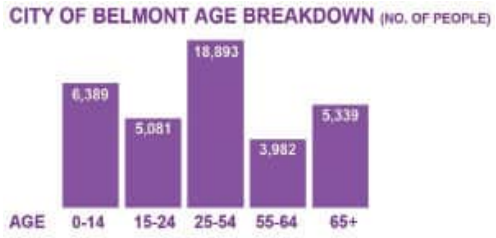
Dwellings

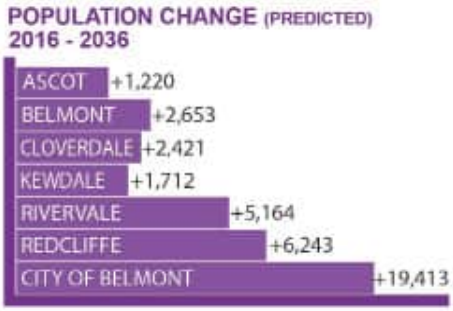
- In 2016, separate houses accounted for a total of 11,827 dwellings within the City, making this the most common housing type.
- It is predicted by 2036 that there will be a total of 27,514 dwellings within the City.
- Contemporary planning prioritises an increase in the number of dwellings surrounding activity centres.

Economic

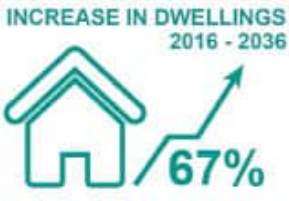
- In 2020, a total of 55,384 square metres of activity centre floor area was located within the City. A large portion of this floor area is located within the Belmont Town Centre.
- In 2020, 4,120 businesses operated within activity and industrial centres across the City.
- In 2020, there were a total of 51,807 jobs located within the City of Belmont.
- The largest employer within the City of Belmont is the Transport, Postal and Warehouse industry, focused within the Kewdale Industrial Area.
- Economic forecasting has identified the need for an increase in retail floor area within various activity centres by 2036.

At a Glance

















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Community Aspirations

Strategic Community Plan

The City of Belmont recently prepared a new Strategic Community Plan (SCP) for 2020-2040. The SCP was developed through a wide array of community consultation resulting in a community vision for the City which is:

"We will be home to a diverse and harmonious community, thriving from the opportunities of our unique, riverside City."

The community consultation also resulted in the development of five overarching goals. The goals contained within the SCP and their implications for the Strategy are listed below. It will be important to ensure that neighbourhoods are well serviced by highly accessible, exciting, attractive and sustainable activity centres, which appeal to businesses and in turn provide for people of all ages to live, work and play within the community.



Goal 1: Liveable Belmont

The City will be a great place to live through the provision of entertainment and dining experiences, supporting community and sporting groups and focusing on history and culture.

Goal 2: Connected Belmont

The City of Belmont neighbourhoods will be safe, walkable, cyclist friendly and well serviced by public transport, providing a sense of opportunity for everyone and an acceptance of all abilities. Achieving a 'Connected Belmont' will require free, safe and sustainable movement of people and goods around the City. The City will be a leader in transportation, and create high quality, connected infrastructure.

Goal 3: Natural Belmont

The City of Belmont community will be known for its strong connection to the environment, in particular the river and trees. The City's neighbourhoods will be highly rated as places to live, with tree lined streets to facilitate walking, cycling, health and environmental benefits. There will be a focus on sustainable planning and development.

Goal 4: Creative Belmont

The City's diversity will be reflected in both residents and those working within, attracting development with an atmosphere for change. Innovative businesses will look to the City as a preferred location due to its proximity to the airport and links to universities. A wide variety of public art will be located across the City, supported by local schools and businesses.

Goal 5: Responsible Belmont

The City of Belmont will advocate for the best community services and infrastructure. The City will strive to provide housing opportunities for everyone and undertake a high level of community engagement on all projects to foster trust.

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Local Planning Scheme Review Community Engagement

To help inform the Strategy, a range of community engagement was undertaken including:

- Workshops with residents;
- Meetings with business/landowners of activity centres within the City; and
- Surveys completed by residents, landowners and businesses across the City.

The consultation revealed the community's vision for the future direction of the City, with the following key themes identified:

- A desire for a wide variety of land uses, including a mix of residential and commercial;
- A diverse range of good quality sustainable development;
- Liveable green spaces, including treelined streets;
- Public art and community events; and
- Safe and inclusive street design.

The community identified the following aspirations:

Context

Community members identified a desire for good quality and diverse housing, in addition to the provision of apartments integrated with commercial development within neighbourhood and local centres.

To facilitate the community's vision, the Strategy examines appropriate zoning and built form standards to guide future development within activity centres. The Local Housing Strategy will examine overall housing supply and types to complement the City's Activity Centres.

Movement

The community expressed a desire for high quality pedestrian infrastructure, better accessibility to public transport (particularly connecting surrounding train stations) and safer bicycle paths.

This Strategy encourages active transport and public transport usage, whilst seeking to find a balance between all modes of transport. This strategy also aims to facilitate universal accessibility within activity centres.

Place

The community seeks high quality and safe and secure centres, with greater lighting and after hours security patrols. The local community also outlined a desire for events and an increase in land use mix, particularly cafes and restaurants and alfresco dining within activity centres. There was a strong desire for the following activity centres to be upgraded as a priority:

- Kooyong Road Centre
- Belgravia Street Centre
- Belvidere Street Centre

Contemporary activity centre planning seeks to enable safe and secure centres through an increase in street activity and passive surveillance from surrounding development.

This Strategy aims to increase the vibrancy and activity of centres through built form provisions, street activation, universal design and improved streetscapes.

Whilst the City can undertake improvements within the public realm (i.e. within public roads and verges), the City can only encourage improvements to private property as it is individual landowners who are ultimately responsible for their property.

Lighting improvements require further investigation by the City and may be explored through future detailed planning for activity centres.

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Planning and Strategic Context

A Strategy gives due regard to the principles and objectives contained within a range of planning documents. A summary of relevant documents is provided below.

Perth and Peel @ 3.5 Million: Central Sub-Regional Planning Framework

The Perth and Peel @ 3.5 Million suite of documents provides state level strategic guidance on future land use planning and infrastructure provision for the Perth and Peel Region. Perth and Peel @ 3.5 Million includes locational based sub-strategies for four regions across Perth and Peel.

The Central Sub-Regional Planning Framework is one of the locational based sub-strategies, which includes the City of Belmont.

Activity centres are envisioned as places that attract people to live and work by optimising land use and transport linkages between centres; protecting identified employment land and avoiding linear or ribbon development of commercial activities beyond activity centres.

In addition, the Central Sub-Regional Planning Framework includes density targets, employment goals and movement network guidance.

Planning and Development (Local Planning Schemes) Regulations 2015

The Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations) are a state government document responsible for governing the way in which local planning strategies and local planning schemes are prepared.

The Regulations guide:

- Standard and consistent local planning scheme zonings
- Exemptions from the need for planning approval, including certain land uses within activity centres.
- Exemptions from car parking requirements for certain businesses within activity centres.

State Planning Policy 4.2 - Activity Centres for Perth and Peel

SPP4.2 provides specific guidance for the form and function of activity centres across the Perth and Peel Metropolitan Region.

The key objectives of SPP 4.2 include:

- Establish an activity centre hierarchy and distribute activity centres in accordance with this hierarchy.
- Provide for a range of land uses within activity centres.
- Facilitate employment self-sufficiency.
- Increase housing density and diversity within and surrounding activity centres.
- Maximise access to activity centres by walking, cycling and public transport.

State Planning Policy 7.2 - Precinct Design

State Planning Policy 7.2 - Precinct Design Guidelines (SPP7.2) provide guidance on detailed planning for specific precincts, including:

- Activity Centre Precincts;
- Station Precincts;
- Urban Corridor Precincts; and
- Residential/Mixed Use Precincts

SPP7.2 focuses on six key design elements, including:

- Urban Ecology;
- Urban Structure;
- Public Realm;
- Movement;
- Land Use; and
- Built Form.

Despite SPP7.2 being specific to the preparation of Precinct Structure Plans, it is beneficial to adopt the six key elements to form a robust Strategy.

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Figure 1 below illustrates the key documents associated with the preparation of the Strategy.



Figure 1: Planning and Strategic Context

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Activity Centre Hierarchy

State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2) designates a hierarchy for activity centres ranging from Capital City (Perth CBD) to Local Centre. In addition, SPP4.2 provides guidance on specialised activity centres and other activity generating land uses/hubs which do not neatly fit into the overall hierarchy of activity centres.

The City of Belmont contains one secondary centre, and a range of neighbourhood, local and specialised centres. The full activity centre list can be seen in Table 1, while their locations can be seen in Figure 2.

Secondary Centres

Secondary centres are intended to act as regional activity hubs, which serve a smaller catchment area (up to 150,000 persons) than a designated strategic metropolitan centre. A secondary centre performs an important role in the overall Perth Metropolitan Area's economy, whilst providing essential services to their defined catchment.

SPP 4.2 outlines that department stores, supermarkets and speciality shops are typical retail land uses located within secondary centres. A secondary centre is also intended to be supported by major offices and professional and service businesses.

Neighbourhood and Local Centres

It is the responsibility of the City to appropriately categorise neighbourhood and local centres. SPP 4.2 explains that neighbourhood and local centres should provide for daily and weekly household shopping needs, contain community facilities and a small range of convenience services.

Typically a neighbourhood centre would consist of a supermarket, personal services and convenience shops, supported by small scale offices. Local centres share the same characteristics of a neighbourhood centre; however operate on a smaller scale.

Specialised Centre

Specialised Centres have a focus on regionally sigificant economic or institutional activities, which generate a high volume of work and visitor trips. Specialised Centres are typically characterised by a primary function. Opportunities exist for the development of a range of land uses that complement the specialised centre's primary function, provided that these land uses will not detract from other centres within the hierarchy.

Hierarchy

The Activity Centre Hierarchy shown in Table 1 is intended to guide the future level of service and provision for the community.



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Activity Centre Overview

	Secondary	Neighbourhood	Local	Specialised
Name of Centres	• Belmont Town Centre	• Belvidere Street • Eastgate • Kooyong Road • Redcliffe (Future)	• Ascot • Ascot Waters • Belgravia Street • Belmay • Belmont Square • Epsom Avenue • Francisco Street • Golden Gateway (Future) • Love Street • The Springs • Wright Street	• Belmont Business Park • Kewdale Industrial Area • Perth Airport • Redcliffe Industrial Area • Great Eastern Highway
Role & Function	• Multipurpose centres that contain a diversity of uses. • Contain economic and community services.	• Provide for daily and weekly household shopping needs. • Contain community facilities and a small range of other convenience services. • Provide a meeting place for social interaction.	• Provide daily convenience retailing. • Provide a meeting place for social interaction.	• Variable
Typical Uses	• Department stores • Supermarkets • Speciality shops • Major offices • Professional and service businesses	• Supermarkets • Personal services • Convenience shops • Restaurant/ Cafes	• Convenience shops • Restaurant/ Cafes	• Variable
Walkable Catchments	400m	200m	200m	N/A

Table 1: Activity Centre Hierarchy and Overview

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Activity Centre Locations

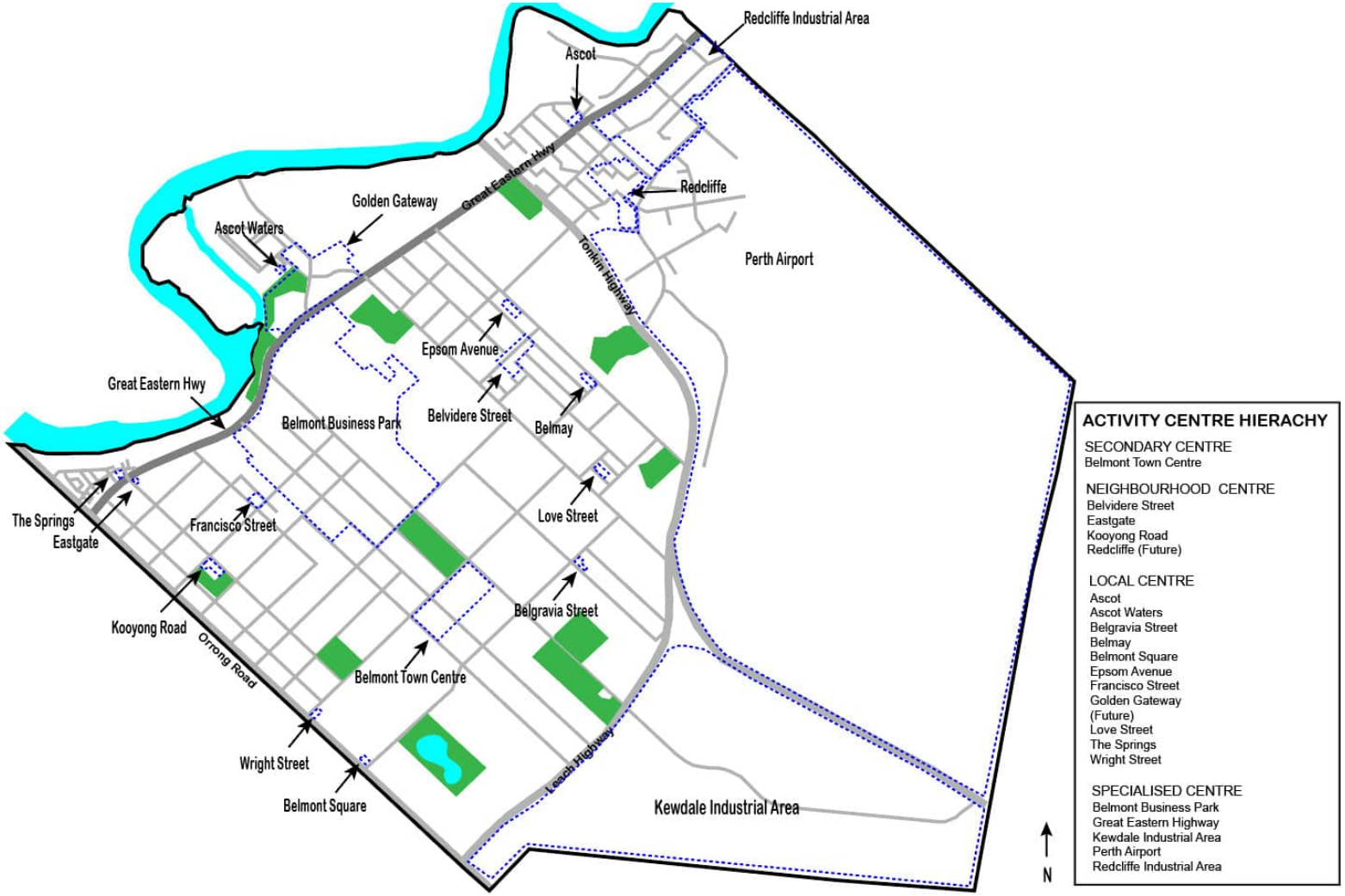


Figure 2: Activity Centre Locations

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Secondary, Local & Neighbourhood Centres

Vision

The vision for the secondary, neighbourhood and local centres within the City of Belmont is as follows:

"The secondary, neighbourhood and local centres within the City of Belmont will be highly accessible vibrant hubs containing a mix of land uses, to facilitate employment and meet the commercial, social and cultural needs of the community. Diverse housing options are encouraged within and surrounding these vibrant hubs to support their ongoing function and performance."

Objectives

The key objectives for these centres include:

- Providing the community with equitable access to activity centres.
- Supporting a range of retail and commercial land uses within activity centres to service the community.
- Promoting commercial competition of land uses within activity centres.
- Promoting the development of attractive, vibrant and universally designed centres that serve as focal points for the community.
- Protecting activity centres from inappropriate land uses to ensure that they continue to provide goods and services to the community and support the local economy.
- Encouraging residential development and complementary land uses within and surrounding activity centres to support their ongoing sustainability and prosperity.
- Support employment self-sufficiency within the City of Belmont.
- Maximising universal access to activity centres through public transport, cycling and walking.
- Maintain a local road network that is responsive to business needs and economic development.
- Adopting a local planning framework and practices that are consistent, flexible and responsive to business and community needs and foster economic growth.



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Strategies

Context

i. Ensure that activity centres perform and operate in line with their intended role under the activity centre hierarchy.

ii. Appropriately zone land within and surrounding activity centres.

iii. Facilitate an appropriate level of residential density within and surrounding activity centres.

iv. Adopt development standards that protect the ongoing viability and growth of activity centres.

Movement

i. Create and facilitate the development of an attractive, universally accessible and legible movement network.

ii. Ensure that activity centres are accessible by all modes of transport, with a particular focus on walking, cycling and public transport.

Place

i. Facilitate development of attractive and universally designed public spaces within activity centres.

ii. Facilitate development of activity centres that serve as focal points for the community.

iii. Engage the community in the future growth and development of activity centres.

iv. Facilitate and encourage activities and events to be held within activity centres.

v. Encourage a diverse range of land uses to locate within activity centres.

vi. Ensure that the planning framework can meet and respond to the ongoing needs of businesses, to facilitate in their growth and sustainability.

vii. Facilitate high quality development outcomes within activity centres, with a particular focus on street activation.

viii. Facilitate activation of under-utilised land parcels within activity centres.

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Specialised Centres

Vision

The vision for the specialised centres within the City of Belmont is as follows:

"Specialised centres within the City of Belmont will be highly accessible and vibrant business hubs facilitating employment and meeting the commercial, social, and business needs of the community."

Objectives

The key objectives for these centres include:

- Promoting the development of attractive economic hubs.
- Facilitating the development of complementary land uses that do not detract from the primary function of these centres or other centres across the City of Belmont.
- Encourage a robust and adaptable built form that can facilitate intensification and change of use over time.
- Maximising universal access to specialised centres through public transport, cycling and walking.
- Maintaining a road network that is responsive to business needs and which facilitates economic development.
- Adopting a local planning framework and practices that are consistent, flexible and responsive to business needs and foster economic growth.



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Strategies

Context

i. Ensure that specialised centres perform and operate in line with their intended role under the activity centre hierarchy.

ii. Protect specialised centres from encroachment of inappropriate development.

iii. Appropriately zone land within and surrounding specialised centres.

iv. Facilitate an appropriate level of amenity within and surrounding specialised centres.

Movement

i. Ensure that the road network is designed to accommodate vehicles necessary to service specialised centres.

ii. Ensure that specialised centres are accessible by appropriate modes of transport.

Place

i. Ensure that the planning framework can meet and respond to the ongoing needs of businesses, to facilitate their ongoing growth and economic viability.

ii. Facilitate high quality development outcomes within specialised centres with a particular focus on encouraging a robust yet attractive built form that can facilitate economic growth over time.

iii. Facilitate the activation of under-utilised land parcels within specialised centres.



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Actions and Implementation

Actions

This Strategy has designated a range of actions, aimed at achieving the objectives and strategies listed above. Actions are detailed within Part 2 for each of the City's activity centres, along with more detailed analysis.

Implementation

The Strategy actions and implementation table for each activity centre designates broad timeframes, broken into short, medium and long term.

Short, medium and long term timeframes are intended to provide an indicative timing range.

- Short Term - 1-5 years.
- Medium Term - 5-10 years.
- Long Term - 10+ years.

Short term actions primarily pertain to tasks related to the review of LPS 15 and the preparation of a new Local Planning Strategy and Local Planning Scheme. For example, the Strategy suggests investigating zones and density codes applicable to various centres. On the other hand, medium and long term timeframes are applied when actions necessitate an analysis of current infrastructure and infrastructure renewal over an extended period. An example is the Strategy's proposal to explore public realm improvements for various centres. Here, the Strategy acts as a guiding document for future improvements which require careful investigation and analysis as needs arise.

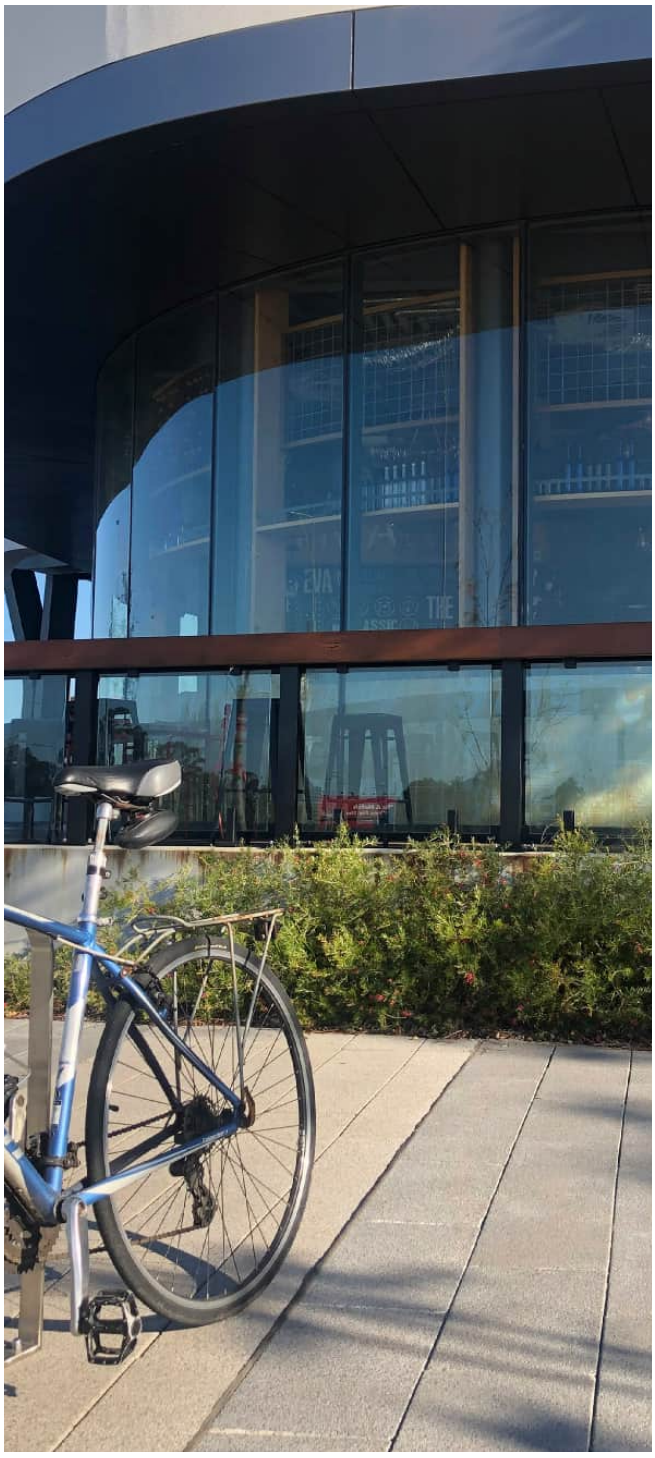
Detailed action priority, timing and implementation should be determined through the City's long term financial planning and Corporate Business Plan, with consideration given to the following aspects when determining priority actions:

- community input;
- associated risk;
- financial implications; and
- resourcing implications.

Monitoring & Review

Monitoring of the Strategy will be managed through the continued operational reporting of the Corporate Business Plan.

This Strategy will be reviewed periodically to ensure that the objectives, strategies and actions are implemented. A formal review should be undertaken prior to the five year review period for the City's local planning scheme, as set out by the Regulations.



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Part 2
Secondary Centre

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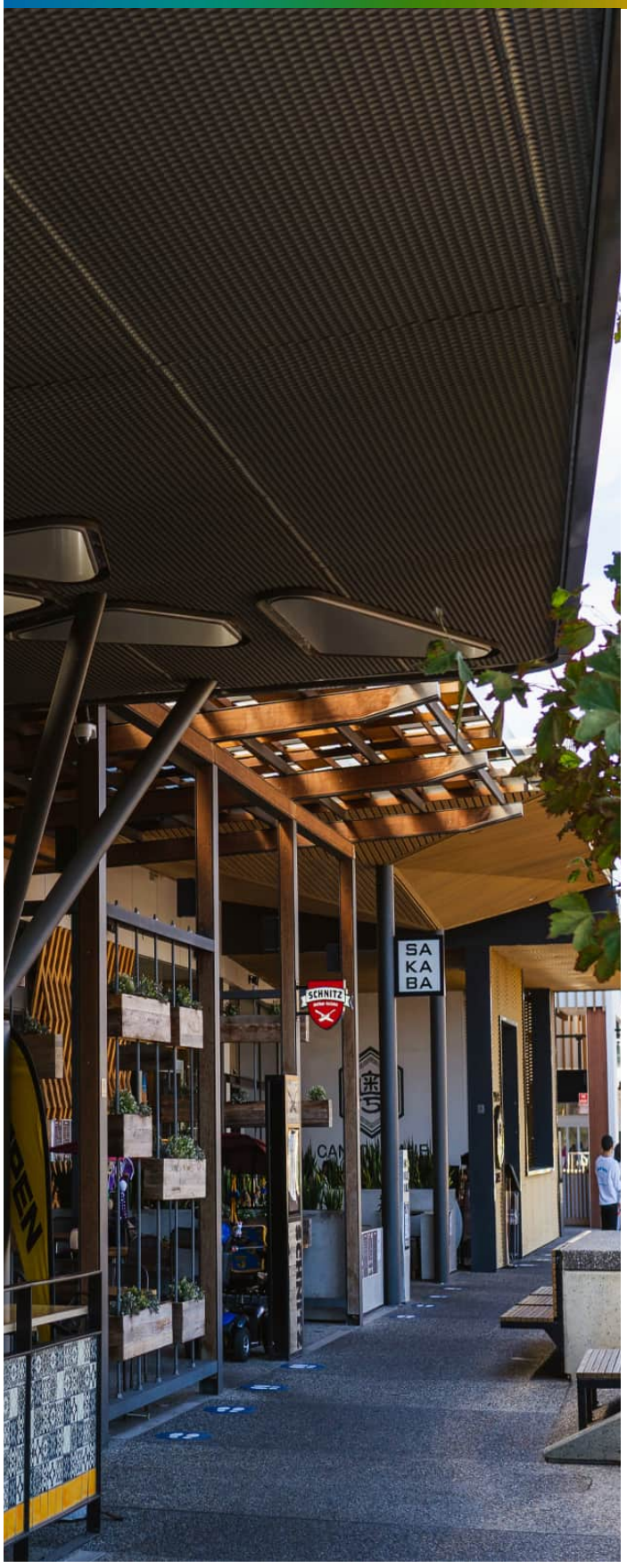
CITY OF BELMONT

Activity Centre Planning Strategy - Belmont Town Centre



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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in any other formats as requested.

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Belmont Town Centre

Belmont Town Centre is located within the suburb of Cloverdale, and is bound by Abernethy Road, Fulham Street, Knutsford Avenue and Wright Street (see location plan at Figure 1). The Centre has been operating as a major commercial hub for approximately 50 years and is a focal point of the City of Belmont.

The Centre is characterised by one main building which contains a range of businesses internally and a number of smaller buildings containing numerous tenancies. Immediately surrounding the Belmont Town Centre there are a range of businesses and residential properties that assist in supporting the Centre's function and operation.

The Belmont Town Centre has steadily grown over time and in a Retail Needs Assessment prepared for the City, it has been identified that the Centre will be required to more than double in size by 2036. The Town Centre presents opportunities to be a vibrant regional hub for the City of Belmont community, providing a range of retail and entertainment offerings in addition to containing housing options.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Belmont Town Centre, with recommendations on zoning, residential density, movement and place.

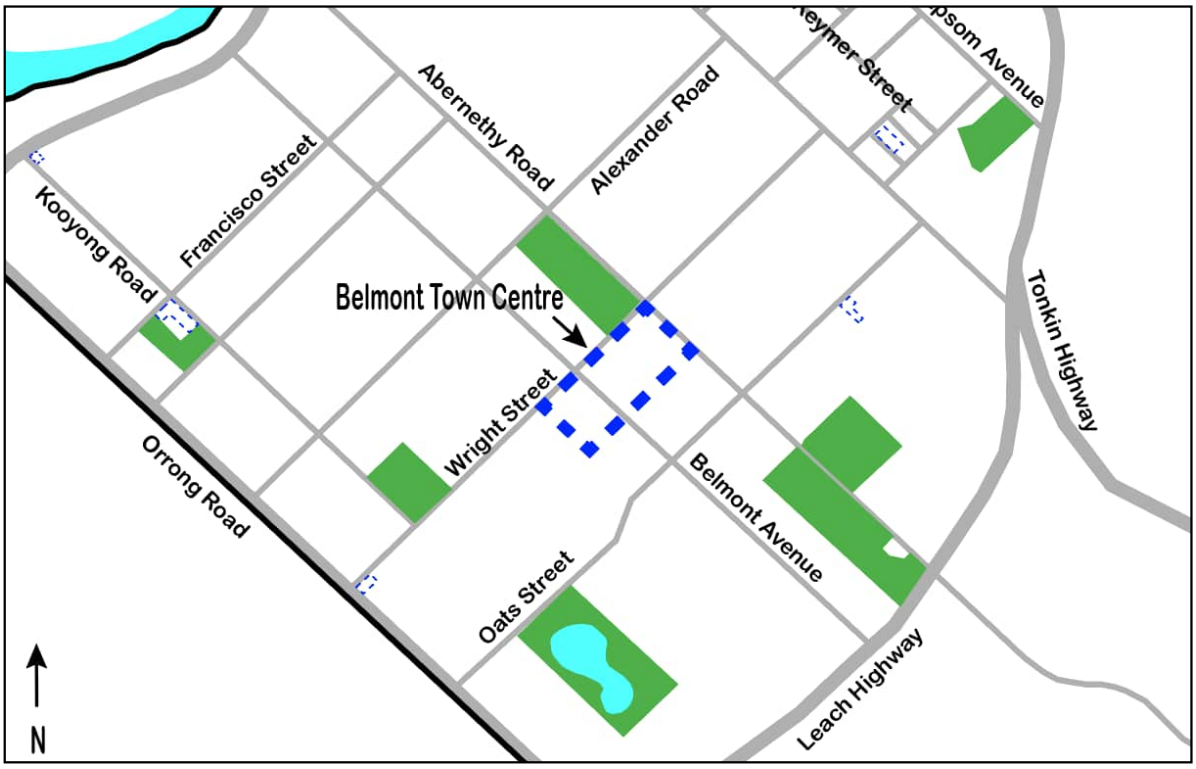


Figure 1: Belmont Town Centre Location Map

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1. Centre Context

Land within the Centre is currently zoned 'Town Centre' under Local Planning Scheme No. 15 (LPS15), with no associated residential density coding. Land surrounding the Belmont Town Centre located within the Town Centre Frame (see Figure 5) and also subject to Local Planning Policy No. 1 (see Figure 3 overleaf), is zoned 'Residential' with a flexible residential density coding of R20/50/100. A number of additional land uses can be considered by the City on the properties within the Town Centre Frame as evident by some uptake of commercial land uses along Wright Street and Fulham Street. However, land surrounding the Town Centre predominantly remains characterised by single houses and grouped dwellings. This is despite the provision for additional land uses and the density coding of R100 enabling the development of high density multiple dwellings.

In addition to the overall residential population, Belmont Town Centre is supported by surrounding activity generators and employment areas including the Belmont Oasis, Faulkner Civic Precinct, Cloverdale Primary School, and Belmont City College as visualised by Figure 2. Faulkner Civic Precinct contains several community and civic land uses, as well as providing public open space. In particular, activity is generated by visitors to the Civic Centre, Belmont Hub and Belmont Oasis. Belmont City College also forms an area of employment and activity generation.

Belmont Town Centre acts as both a local community and broader regional focal point. The local community catchment can be defined broadly by dwellings within a 400 metre walkable catchment area (as shown in Figure 2). The Town Centre however also provides a more regional context with patrons likely to visit from the entirety of the City of Belmont and possibly neighbouring local government areas.

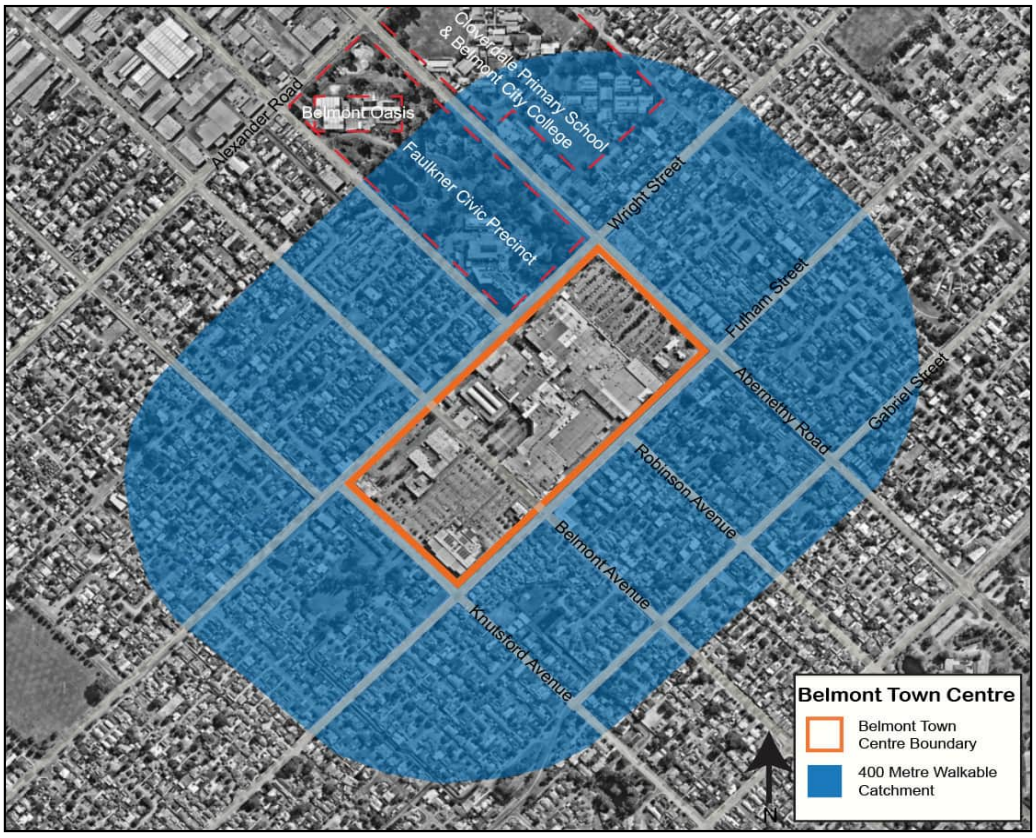


Figure 2: Town Centre 400m walkable catchment

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Local Planning Policy No. 1 - Town Centre Density Bonus Requirements

Local Planning Policy No. 1 applies to all 'Residential' zoned land outlined in Figure 3 below. The Policy outlines the criteria (in addition to the provisions of the Residential Design Codes and Local Planning Scheme No. 15) against which all residential development, proposed above a density coding of R50, will be assessed against. The provisions aim to facilitate the highest standard of residential development.

To date there has been limited developments undertaken above a density coding of R50, which has meant that very few applications have been assessed against the provisions of Local Planning Policy 1.

It is appropriate that the Policy is reviewed further as part of the review and preparation of the City's Local Housing Strategy. The Policy will also need to be reviewed in light of recent modifications to the Residential Design Codes.

Action 1.1

Review the provisions of Local Planning Policy 1 in light of the recent modifications to State Planning Policy 7.3 (Residential Design Codes).



Figure 3: LPP 1 Policy Area

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Belmont Town Centre Zoning

Belmont Town Centre is formally identified by the 'Town Centre' zoning shown in Figure 4 below.

In 2015, the Department of Planning, Lands and Heritage (DPLH) released the *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations).* As part of the Regulations a schedule of standard zones were included to achieve greater consistency across Local Governments. The 'Town Centre' zone is not listed as a standard zone within the Regulations.

After reviewing the standard zones contained within the Regulations, it is considered that a 'Centre' zone may be appropriate to replace the 'Town Centre' zone. The 'Centre' zone would provide a basis for further detailed planning, in the form of a structure plan, to be prepared to guide future development of the land.

This will ensure that future development of the land is undertaken in a coordinated manner. It will also designate areas for future retail floorspace, which will help to meet the ongoing needs of the community.

The City should investigate whether it is appropriate to modify the current 'Town Centre' zoning to 'Centre' through the preparation of a new local planning scheme.

Action 1.2

Investigate whether it is appropriate to modify the current 'Town Centre' zoning to 'Centre' through the preparation of a new Local Planning Scheme.

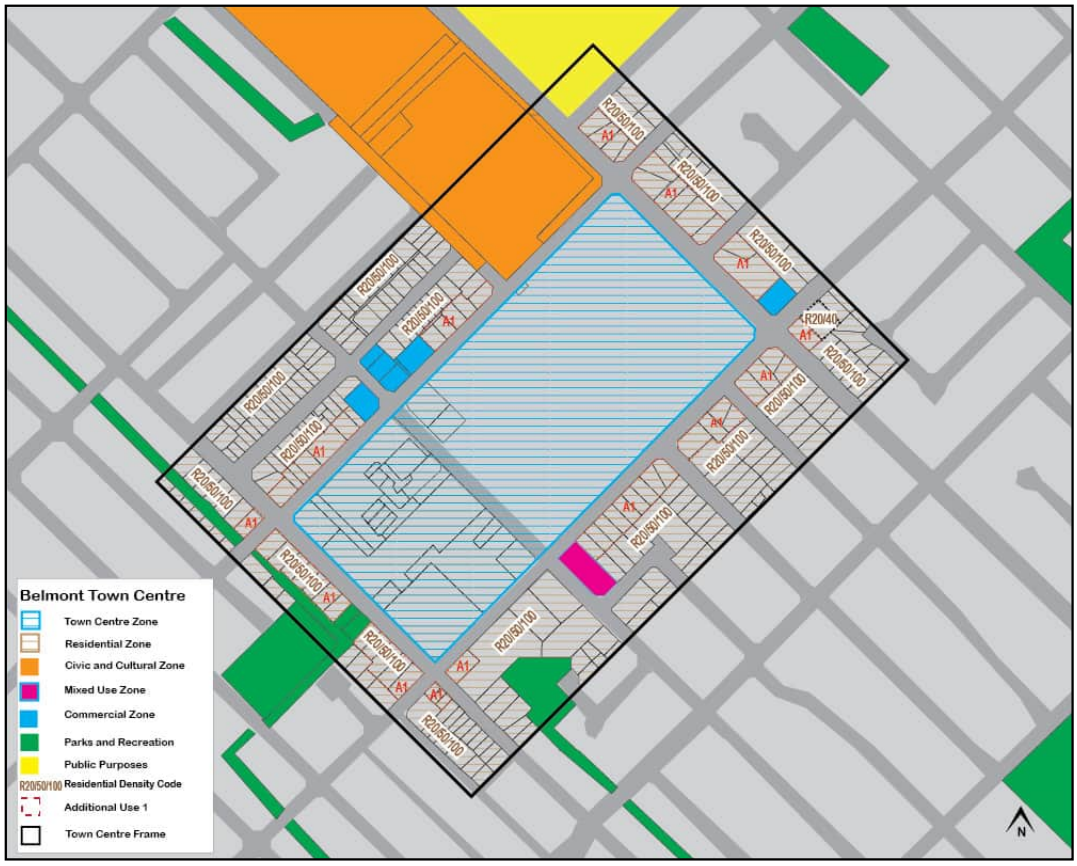


Figure 4: Existing Zoning and Town Centre Frame Area

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Belmont Town Centre Frame Area

The hatched land parcels in Figure 5 are currently classified as the Town Centre Frame. This land is either zoned 'Mixed Use', 'Commercial', 'Residential' or reserved 'Civic and Cultural', or 'Public Purpose'. 'Residential' zoned land within the Town Centre Frame has an associated density coding of R20/50/100. Schedule 2 of LPS 15 provides for the following 'Additional Uses' to be considered for sections of this land immediately opposite the Centre as identified in Figure 4:

- Art Gallery;
- Consulting Rooms ;
- Office; and
- Studio.

Schedule 2 also divides the land subject to 'Additional Uses' into seven precincts (refer to Figure 5), each with unique development controls. These development controls are primarily aimed at encouraging small scale retail land uses to support the Belmont Town Centre operations, achieving an appropriate mix of land uses, and guiding built form to achieve a high architectural standard which respects the amenity of adjacent residential properties.

Land within Precinct A is also subject to the following two additional land uses:

- Showroom
- Video Outlet

There has been an uptake of additional uses within the seven precincts particularly along Wright Street, Abernethy Road, and Fulham Street. Uses predominantly consist of offices with a small number of consulting rooms and retail land uses.

The intent of the Frame Area is to provide for a mix of residential and commercial land uses which appropriately support the operation of the Town Centre. Given this, it is considered that it may be appropriate to retain the existing zoning of 'Residential' with 'Additional Uses' being applied. This would allow for the development of a mix of varied but compatible land uses which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.

Some retail floor space may be considered appropriate, whilst still maintaining land within the 'Town Centre' zone as the focal point for retail activity. The City will further investigate the appropriateness of this and land use control mechanisms as part of preparing the new Local Planning Scheme. Such measures may include designating 'shop-small' and 'shop-large' land uses within the scheme with a view to making 'shop large' an 'x' use in the Town Centre Frame.

This would restrict large retail premises establishing, whilst still providing for limited/appropriate retail (shop-small).This approach is supported by SPP4.2 which details that a secondary centre such as Belmont Town Centre, should be complemented by major offices and professional service businesses, and small amounts of out of centre retail may be appropriate where they present minimal impacts to the activity centre hierarchy.

The City will also need to review the existing development provisions associated with the 'Additional Uses' to determine whether these are still appropriate. This will be undertaken as part of the preparation of a new Local Planning Scheme.

Certain interface provisions may need to be retained given the Town Centre Frame abuts 'Residential' zoned land in some sections. These may include provisions which assess the extent to which the design of a proposal harmonises with adjoining and nearby buildings and the general streetscape. The City will also investigate retaining the requirement for developments to include a mixture of land uses including a substantial residential component. This requirement is considered to assist in generating activitiy within the frame area.

Action 1.3

Investigate whether it is appropriate to retain the 'Residential' zoning to land currently identified as being subject to 'Additional Uses' under Local Planning Scheme No. 15.

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Action 1.4

Investigate the appropriate land use control mechanisms for the Town Centre Frame, through the preparation of a new Local Planning Scheme.

Action 1.5

As part of the preparation of a new Local Planning Scheme, include provisions to ensure that an appropriate interface is achieved between residential development and commercial uses within the Town Centre Frame.

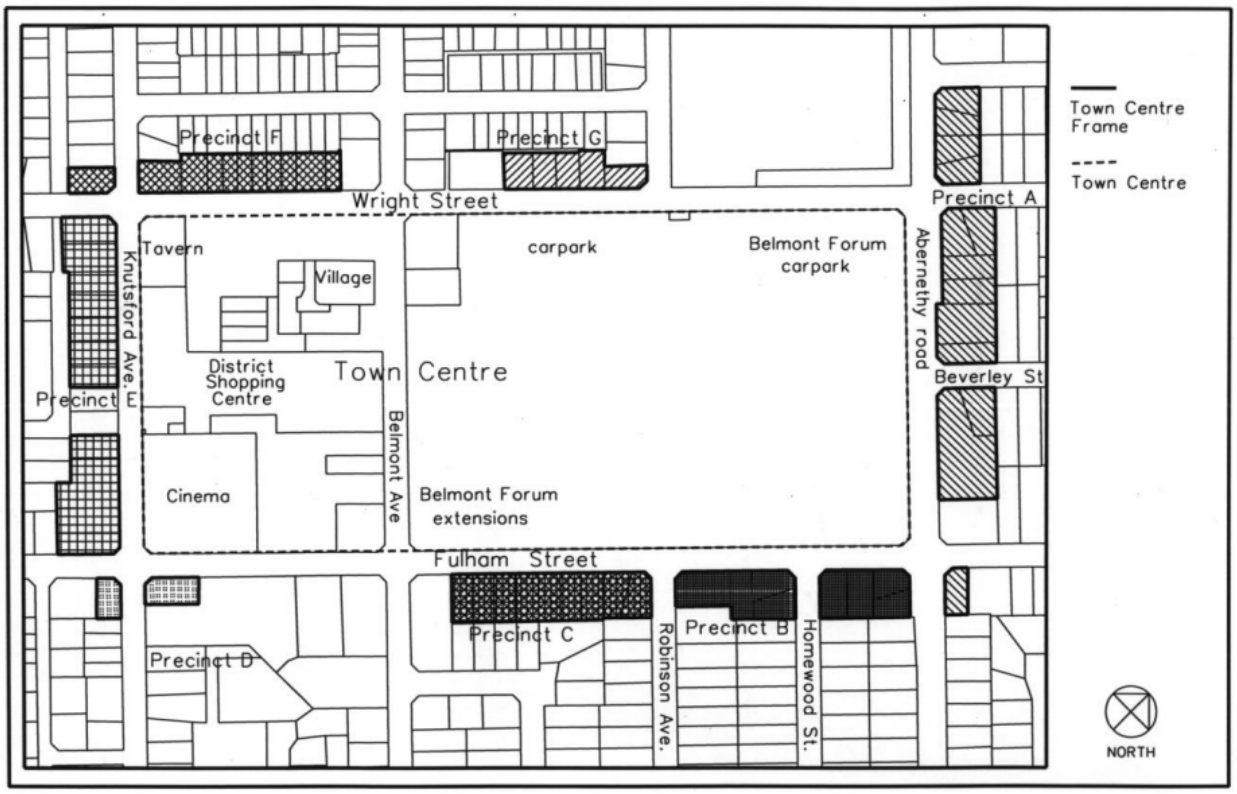


Figure 5: Belmont Town Centre Frame Area sub-precincts

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Preparation of Precinct Structure Plan

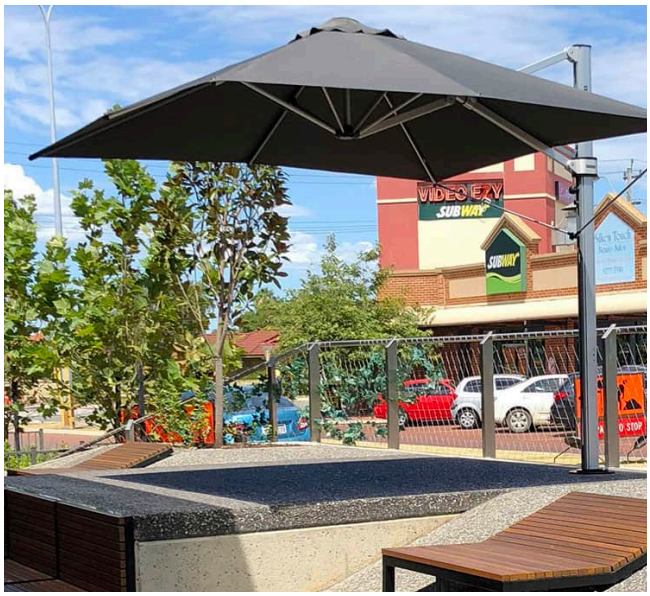
Belmont Town Centre is identified as a Secondary Centre by SPP 4.2 which requires the preparation of a Precinct Structure Plan. The proposed 'Centre' zoning of land also provides a basis for a Precinct Structure Plan to be prepared in accordance with the Regulations, SPP 4.2 and SPP 7.2 - Precinct Design.

A Precinct Structure Plan is responsible for guiding land use, built form, residential density, housing typologies, broad transport requirements and infrastructure (including public realm improvements). In addition, a Precinct Structure Plan will look at how the Centre can expand holistically to accommodate a doubling of retail floor area. Overall, the Precinct Structure Plan is intended to provide a consolidated and consistent planning framework for the Belmont Town Centre and surrounding land.

The City will liaise with landowners regarding the preparation of a Precinct Structure Plan for Belmont Town Centre and surrounding properties contained within the 400m walkable catchment visualised by Figure 2.

Action 1.6

Liaise with landowners regarding the preparation of a Precinct Structure Plan for Belmont Town Centre and surrounding land.



Residential Density Within the Centre and Town Centre Frame

Land within the Centre does not currently have an allocated residential density coding. There is also currently no residential development within the Centre.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within centres , through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail commercial land uses, whilst promoting economic sustainability. In this regard, it is recommended that a residential density code of R-AC0 be investigated for the Centre which will guide residential development in accordance with a Precinct Structure Plan. The provision of residential dwellings above commercial tenancies will generate activity, increase population, contribute to better passive surveillance, and has the potential to incentivise redevelopment within the Centre.

With regard to the portions of the Town Centre Frame Area currently zoned 'Residential' with a density coding of 'R20/50/100', a residential density coding of R160 may be appropriate. This coding allows for a maximum building height of five storeys, a minimum primary and secondary street setback of 2m, a rear setback of 6m and a side setback of 3m. The coding also has the potential to contribute to an increased population base surrounding the town centre.

Action 1.7

Investigate whether it is appropriate to introduce a residential density code of R-AC0 over 'Centre' zoned land through the preparation of a new local planning scheme.

Action 1.8

Investigate whether it is appropriate to introduce a residential density code of R160 over the Town Centre Frame Area through the preparation of a new local planning scheme.

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Residential Density surrounding the Town Centre

Residential zoned land surrounding Belmont Town Centre is designated a flexible residential density coding of R20/50/100, as shown in Figure 4. Development within this flexible residential density coding area is capable of a maximum R100 coding, provided that the requirements of LPS15 and LPP1 are met.

Since the implementation of LPP1 there has been limited uptake of the maximum residential density coding, with the vast majority of the area still characterised by low scale single or grouped dwelling housing types.

SPP 4.2 proposes a residential density target of more than 40 dwelling per gross hectare within an 800m walkable catchment.

As part of a holistic local planning scheme review process the City is undertaking the preparation of a Local Housing Strategy. The Local Housing Strategy will be responsible for investigating the appropriate residential density coding for the area surrounding Belmont Town Centre. Ultimately the results of the investigation should be incorporated through the development and finalisation of the Belmont Town Centre Precinct Structure Plan.

Action 1.9

Investigate the appropriate residential density coding for the area surrounding Belmont Town Centre through the preparation of a Local Housing Strategy and Precinct Structure Plan.

Action 1.10

Ensure that a minimum density target of 40 dwellings per gross urban hectare is achieved within an 800m walkable catchment.







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2. Movement

Belmont Town Centre provides goods and services for both the local and broader community. Belmont Town Centre is accessible by all modes of transport except rail, however due to the Centre's broad catchment area, people utilise motor vehicles as the primary mode of transport. Despite the private vehicle dominance, the Centre is well serviced by public transport, with a number of bus routes stopping within the Town Centre. The Town Centre is also accessible via walking and cycling for the local community through the surrounding grid pattern of streets and designated crossing points.

State Planning Policy 4.2 - Activity Centres outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to Belmont Town Centre and look at ways that access can be improved.



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Pedestrian and Cycling Connections and Priority

Pedestrian and cyclist infrastructure leading to the Belmont Town Centre primarily consists of a range of footpaths. Wright Street in between Abernethy Road and Belmont Avenue provides a more pedestrian and cycling friendly environment with dedicated crossing points, refuge islands, and slower vehicle movements (posted speed limit of 40km/h). There is however a lack of on-street cycle lanes to separate cyclists from motorists within and surrounding the Centre.

Within the Belmont Town Centre, a mixture of raised crossing points and zebra crossings provide a level of pedestrian priority within car parking and maneuvering areas.

The City's Belmont on the Move strategy recommends a number of changes to pedestrian and cyclist infrastructure within and surrounding Belmont Town Centre, including:

- Increasing the level of pedestrian priority at all roundabouts within and surrounding the Belmont Town Centre through the provision of zebra crossings.
- Developing a Bicycle Boulevard treatment for Knutsford Avenue, supporting north-south move ment.
- Dedicated on-street cycling lanes on Wright Street between Knutsford Avenue and Abernethy Road.
- Seeking pedestrian prioritised stop lights at intersections within the Belmont Town Centre as a matter of priority.

In addition, the City should investigate further measures to prioritise pedestrian and cyclist movement including:

- The development of raised platforms along Wright Street adjacent to Belmont Hub, Faulkner Civic Precinct and bus stops.
- Maintain the level of pedestrian priority along Belmont Avenue between Fulham Street and Wright Street.
- Increasing pedestrian and cyclist piority and safety at the crossing points along Abernethy Road.
- Introduce a pedestrian and cyclist connection between Belmont Town Centre and Wicca Reserve.

Both the Belmont on the Move and additional pedestrian and cyclist infrastructure identified can be seen in the image below.

Action 2.1

Investigate and implement the recommendations made by 'Belmont on the Move', in relation to the Belmont Town Centre.

Action 2.2

Investigate improvements to pedestrian and cycling priority within and surrounding the Belmont Town Centre.

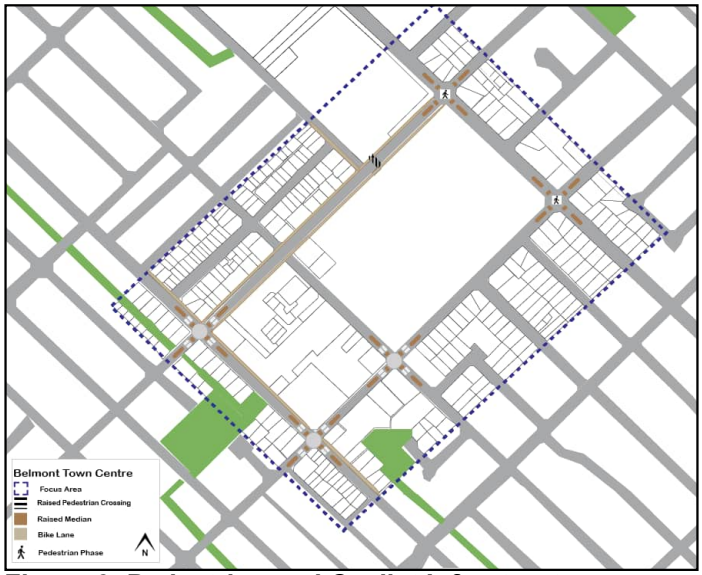


Figure 6: Pedestrian and Cyclist Infrastructure

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Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists in locating points of interest, in this case Belmont Town Centre. Residents who live within walking (commonly 400m) and cycling (commonly 1.5km) distance are unlikely to have clear lines of sight or an understanding of intuitive routes to Belmont Town Centre. Wayfinding maps and signage are able to clearly define these walking and cycling routes making it a more pedestrian friendly environment.

'Belmont on the Move' proposes the development of a wayfinding strategy for Belmont Town Centre which will enable a holistic approach to the strategies/methods implemented.

It is recommended that wayfinding measures within 1.5km of the Belmont Town Centre be identified through the preparation of the Activity Centre Structure Plan.

Action 2.3

Investigate wayfinding measures at select locations within 1.5km of the Belmont Town Centre.



Public Transport

High frequency bus routes 935, 998 and 999 service the Belmont Town Centre from Wright Street and Abernethy Road. Bus routes 38, 39, 280, 284, 286, 287, 288, 293, 298, and 380 also service the Centre from Abernethy Road, Wright Street, Fulham Street, and Belmont Avenue. These bus routes provide connections to Perth Airport, Perth CBD, rail corridors, and many of the surrounding suburbs.

The level of service and connectivity to the Belmont Town Centre provided by the various routes makes travel by bus a relatively convenient and attractive mode of transport.

The uptake of public transport can further be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle. Users may also look to combine trips. For example, a trip to work in the CBD could be combined with a shopping trip to Belmont Town Centre.

Action 2.4

Implement travel behavior programs to encourage the use of alternative modes of transport to and from Belmont Town Centre.



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Private Vehicles and Road Network

Belmont Town Centre is bound by Abernethy Road, Fulham Street, Knutsford Avenue and Wright Street. While contemporary planning seeks to prioritise the use of alternative transport modes, the regional relevance of Belmont Town Centre will ultimately rely on some level of private vehicle movement.

The road network surrounding Belmont Town Centre should seek to facilitate an increase in the use of alternative transport modes, as detailed by SPP4.2.

'Belmont On the Move' details potential modifications to the road network surrounding Belmont Town Centre, including:

- The implementation of a 40km/h speed limit on all roads surrounding the Belmont Town Centre.
- Altering road treatments with the intention of providing priority to pedestrians and cyclists between the Belmont Town Centre and surrounding residential areas.
- Undertaking an audit of street trees and implement a planting program to establish shade canopies to key pedestrian and cyclist routes.

Road layout and treatment modifications should be investigated through the development of the Activity Centre Structure Plan.

Action 2.5

Review the recommendations of 'Belmont on the Move' and investigate the implementation of the appropriate road network modifications.

Car Parking

There is currently both public and private car parking within and surrounding Belmont Town Centre, including:

- Embayed parallel parking on Fulham Street.
- Angled car parking bays within the verge of Fulham Street and Knutsford Avenue.
- Private car parking surrounding the shopping centre and commercial land uses.

The Centre is dominated by private parking through the provision of expansive open air car parking areas. Unlike other activity centres, car parking bays within the Belmont Town Centre are not specifically allocated to a certain business or tenancy, rather car parking bays are shared.

Private car parking is generally required to be provided in accordance with the rates specified for particular land uses within the City's Local Planning Scheme. However, the Joint Development Assessment Panel accepted as part of a redevelopment in 2018, that an appropriate parking standard for development within the Centre would be 4.2 bays per 100m^2 NLA as recommended by the Department of Transport.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.



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Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

Through the preparation of the Precinct Structure Plan, an appropriate car parking standard for land uses within the Belmont Town Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement and provision of on-street public parking. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

Public car parking surrounding Belmont Town Centre is currently unrestricted. 'Belmont on the Move' recommends that parking restrictions be implemented for car parking along Fulham Street and Knutsford Avenue. The introduction of parking restrictions is intended to increase turnover of vehicles within close proximity to activity centres, therefore increasing the availability of parking for consumers. In addition, with the numerous bus routes servicing the centre, it is reasonable for the City to look to deter long term commuter parking within the Centre. Public car parking provision and timed restrictions should be audited and investigated during the preparation of the Precinct Structure Plan.

Action 2.6

Investigate implementing a contemporary car parking standard for the Belmont Town Centre through the preparation of the Precinct Structure Plan.

Action 2.7

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belmont Town Centre.

Action 2.8

Investigate the implementation of timed public parking restrictions within Belmont Town Centre.



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3. Place

Belmont Town Centre is the City's largest activity centre and acts as the central focal point for the local and wider community. As the central focal point, the Belmont Town Centre will benefit from providing a wide range of goods and services, as well as social meeting places. The regional significance, along with the predicted population increase has identified the need for additional retail commercial floorspace to be developed in the future.

The Centre is characterised by a diverse range of land uses serving both a local and regional catchment area. The mix of land uses within the Town Centre allows visitors to access a range of businesses and services in a single visit.

There are opportunities to further enhance the Belmont Town Centre public realm environment, create new social meeting places and connect existing activity generators. This section of the Strategy will discuss the opportunities identified.



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Land Use Permissibility

Belmont Town Centre is dominated by Belmont Forum, which functions as a major shopping centre. Belmont Forum is characterised by a range of land uses including supermarkets, department stores, specialty shops, restaurants/cafes and a small number of personal service businesses. Outside of Belmont Forum a range of land uses exist including entertainment, restaurant/cafe, office and small specialty shops.

LPS 15 currently details a limited number of permissible 'P' land uses for 'Town Centre' zoned land. Other retail commercial type land uses or land uses primarily for entertainment remain as discretionary 'D' land uses.

Recent amendments to the Regulations have introduced exemptions for the land uses listed in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table. The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability.

Consistent with the intent of the recent amendments and as a result of the centre being internalised, it may be appropriate to allow for some of the 'D' uses to be converted to 'P' uses through the preparation of the new local planning scheme. Such uses would include those which in the opinion of the City are appropriate for the 'Centre' zone and generate activity (e.g. 'shop', 'restaurant', 'cafe' etc). For those land uses listed in Table 1 that are not converted to 'P', it may be appropriate to retain a 'D' use class permissibility.

Action 3.1

Investigate increasing the number of Permitted 'P' land uses within the 'Centre' zone through the preparation of a new local planning scheme.

Action 3.2

Investigate the appropriateness of maintaining the Discretionary 'D' use class permissibility for land uses listed within Clause 61 of the Regulations.

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme • Does not directly adjoin residential zone
Recreation - Private	Commercial, Centre or Mixed Use	• Within metropolitan region • NLA no more than 300sqm • No more than 60% of ground floor glazing obscured
Shop	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Restaurant/ Cafe	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Convenience Store	Commercial, Centre or Mixed Use	• Not used for the sale of petroleum products
Consulting Rooms	Commercial, Centre or Mixed Use	• No more than 60% of ground floor glazing obscured
Office	Commercial, Centre or Mixed Use	• Not located on the ground floor
Liquor Store - Small	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme

Table 1

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Street Activation

Belmont Town Centre consists of several individual buildings each housing multiple tenancies. The major attractor to the Town Centre is Belmont Forum, being a regionally important shopping centre.

The majority of activity generated is internalised within Belmont Forum, shops, offices, restaurants and reading cinema. Large expanses of open air car parking dominate street frontages, including Abernethy Road, Belmont Avenue, Fulham Street, Knutsford Avenue and Wright Street.

Contemporary activity centre planning detailed within both Liveable Neighbourhoods and SPP4.2 explains that town centres should see active street frontages through predominately main street design mixed use, multi storey development.

Opportunities exist through the preparation of the Belmont Town Centre Precinct Structure Plan to encourage the development of active street frontages. There is a stark contrast between the level of activity on Belmont Avenue when compared to Knutsford Avenue and sections of Fulham Street where buildings provide very limited activity and passive surveillance. Therefore, the City should designate built form provisions prioritising reduced street setbacks, tenancy frontages and clear glazing to the street.

In addition the City should encourage the redevelopment of existing open air car parking areas to facilitate an increase in passive surveillance and street activity.

Action 3.3

Through the preparation of the Precinct Structure Plan investigate implementing built form controls prioritising an increase in activity at street level.

Action 3.4

Through the preparation of the Precinct Structure Plan encourage sections of existing open air car parking areas to be redeveloped.

Belmont Avenue

A portion of Belmont Avenue runs through the Belmont Town Centre, between Fulham Street and Wright Street. This section of Belmont Avenue is used as a thoroughfare for private vehicles, access to car parking and pedestrian access to major shopping facilities.

The public realm differs from the north and south of Belmont Avenue. The northern side consists of the Belmont Forum 'Eat Street' development and displays a high quality pedestrian environment aimed at creating the possibility for social interaction. The southern side of Belmont Avenue consists largely of open air car parking and limited opportunity for shelter or social interaction.

Opportunities exist for Belmont Avenue to create a central place of social interaction, while prioritising pedestrian and cyclist movement. Landscaping, pavement treatments and public seating adjacent to Belmont Forum's 'Eat Street' development should be extended to the southern side of Belmont Avenue.

The preparation of the Precinct Structure Plan should investigate the implementation of a consistent public realm environment. In addition, the Precinct Structure Plan should investigate enabling the redevelopment of land to the south fronting Belmont Avenue from open air car parking to a mixture of residential and commercial land uses. These measures will encourage people to spend extended periods of time within the Centre.

Action 3.5

Investigate opportunities to improve the public realm along Belmont Avenue.



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Wright Street

Wright Street between Abernethy Road and Belmont Avenue plays a vital role in the connection of Belmont Forum, Belmont Hub and Faulkner Civic Precinct. The services offered on either side of Wright Street produce a large amount of activity, which generates frequent pedestrian movements. High frequency bus stop facilities are also located within this section of Wright Street.

Opportunities exist to create a consistent public realm environment through footpath and road treatments, landscaping and public furniture. A consistent public realm environment will encourage better connection across Wright Street between Belmont Forum, Belmont Hub and Faulkner Civic Precinct, as well as incentivise the redevelopment of open air car parking currently fronting Wright Street.

Wright Street between Belmont Avenue and Knutsford Avenue, is fronted by open air car parking, residential dwellings and the Belmont Tavern. This section of Wright Street has seen very little public realm improvement in the past. With the predicted increase in the number of residential dwellings within the area and the desire for increased pedestrian connectivity to Belmont Town Centre, opportunities exist to provide public realm improvements.

The public realm along this section of Wright Street would benefit from an increase in landscaping, consistent footpath and road treatments and traffic calming measures. The public realm should maintain consistent elements with that of the section of Wright Street between Abernethy Road and Belmont Avenue. This will be further investigated through the preparation of the Precinct Structure Plan.

There is also the potential to include additional traffic calming measures along Wright Street to achieve a safer pedestrian environment. This could include the painting of the road surface in front of the Belmont Hub and bus station (see concept overleaf). This opportunity will be further investigated by the City of Belmont.

Action 3.6

Investigate opportunities to improve the public realm along Wright Street.

Knutsford Avenue

Knutsford Avenue acts as the south west border of the Centre and provides a connection to the nearby residential areas. The public realm of Knutsford Avenue consists of footpaths on both sides of the road and parallel parking bays for the full extent of the street between Fulham Street and Wright Street. For the most part, the central median isn't curbed or paved, and only a small number of refuge islands are provided. The visual amenity of the streetscape is rather unattractive being dominated by parking and blank walls of the commercial buildings (see image below). Overall, the current width and treatment of the streetscape emphasises Knutsford Avenue as a car dominated space.

The City should explore strategies to soften the appearance of the large expanses of parking and the blank walls of the commercial buildings. Strategies could include the planting of additional street trees in the verge and median strip, and encouraging public art to be incorporated into the facades of buildings. In addition, increased priority should be given to pedestrians, by extending the curbed median, providing additional crossing points, and utilising traffic calming measures such as paint on the road to achieve a safer pedestrian environment (see concept overleaf).

Improvements to address the interface between the Centre and Knutsford Avenue should also be explored through the preparation of the Precinct Structure Plan.

Action 3.7

Investigate opportunities to improve the public realm along Knutsford Avenue.



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Fulham Street

Fulham Street borders the Centre to the south east and provides a connection to Abernethy Road. The public realm of Fulham Street consists of footpaths on both sides of the road, scattered street tree planting, and public transport infrastructure (bus stops). Generally buildings don't address the street resulting in a lack of activity. This is likely a result of the 'office' type land uses which have established within buildings previously used for residential purposes.

While formal pedestrian crossings are limited, a painted refuge island is provided for the full extent of Fulham Street. As part of any public realm upgrades, the City should explore opportunities to formalise the median strip with curbing, pavement, and landscaping. Frequent breaks in the median should be provided for the safe crossing of pedestrians.

Portions of Fulham Street have very few established street trees. To provide shade for pedestrians and to improve the visual amenity of the streetscape, additional tree planting should be investigated.

The City should encourage any future development fronting Fulham Street to address the street through clear glazing and sleeving parking to the rear. This should be further explored through the preparation of the Precinct Structure Plan.

Action 3.8

Investigate opportunities to improve the public realm along Fulham Street.

Abernethy Road

Abernethy Road borders the Centre's north east boundary between Fulham Street and Wright Street. Abernethy Road is a wide traffic corridor with very limited priority given to pedestrians. The public realm consists of footpaths on both sides of the road, a small number of crossing points in the central median, and bus stops.

Limited priority is given to pedestrians particularly at points where the footpaths intersect driveways. To alleviate this concern, footpaths should be clearly delineated from crossovers in order to make motorists aware of pedestrians. A change in surface material could be used to achieve this outcome.

Existing commercial land uses on the north east side of Abernethy Road are complimentary to land use located within the Town Centre. Despite this, an attractive pedestrian link between the two areas is not provided. Therefore, there is scope to improve the safety, efficiency, and overall attractiveness of crossing points.

Landscaping immediately adjacent to the Centre is well established and provides shade to the footpath. Landscaping on the opposite side of the road is lacking with no shade provided to the footpath. Therefore, there is an opportunity to install additional shade trees to improve the desirability of walking to the Centre. In addition, landscaping in the median should be explored to improve the visu-

Action 3.9

Investigate opportunities to improve the public realm along Abernethy Road.

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Urban Open Space

Belmont Town Centre currently does not contain public open space within its boundary. Wicca Reserve is located immediately to the south of the Town Centre and Faulkner Civic Precinct contains a number of park lands and open spaces.

Opportunities exist to create a link between Belmont Town Centre, Faulkner Civic Precinct and Wicca Reserve through the development of an urban open space. In addition to creating a link, an urban open space within the Town Centre boundary will provide for a place of social interaction and gathering as promoted by State Planning Policy 7.2 - Precinct Design.

Various locations have been identified for the development of the urban open space, including:

- Within the area of road reserve, currently owned by the City, on the corner of Belmont Avenue and Wright Street.
- Alongside the Belmont Forum 'Eat Street' in the area currently being utilised as open air car parking to the north of Belmont Avenue. This would however require development of land currently within private ownership.
- Within the verge area of Wright Street and/ or land adjacent to Belmont Hub.

While each of these locations are suitable for the development of an urban open space it is recommended that the City investigate its development within either the City owned road reserve or within the private property on the northern side of Belmont Avenue.

Of the two options listed above, the City should first prioritise the investigation of the urban open space being developed on the northern side of Belmont Avenue. The proximity to the 'Eat Street' development and established pedestrian priority afforded to Belmont Avenue will ensure that the urban open space is well utilised as a gathering place for social interaction.

The development of an urban open space within the Belmont Town Centre boundary should be investigated through the preparation of the Precinct Structure



Action 3.10

Investigate the development of an urban open space within the Belmont Town Centre through the preparation of the Precinct Structure Plan.

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Arts and Culture

Public art within the Belmont Town Centre currently exists in multiple locations. Following the redevelopment of Belmont Forum two murals were painted on water tanks and the entrance to the loading bay fronting Wright Street.

Outside of the Belmont Town Centre boundary, public art has been included adjacent to Belmont Hub and within the Faulkner Civic Precinct.

The Belmont Town Centre has the potential to play a significant role in the delivery of a culture and arts hub for the City. Its potential is highlighted by the recent Belmont Hub development which acts as a significant cultural focal point, while incorporating a number of facilities aimed at supporting the arts.

Opportunities exist to expand upon the exposure of arts and cultural activities through the Belmont Hub and Belmont Town Centre.

The City should investigate additional support for arts and cultural activities, while focusing on the Belmont Town Centre and broader area being known as an arts and cultural hub. In addition, the City should prepare a public art master-plan to guide future public art provision within and surrounding the Belmont Town Centre.



Action 3.11

Investigate support for arts and cultural activities within the Belmont Town Centre.

Action 3.12

Develop a Public Art Masterplan to guide the provision of future public art within Belmont Town Centre.

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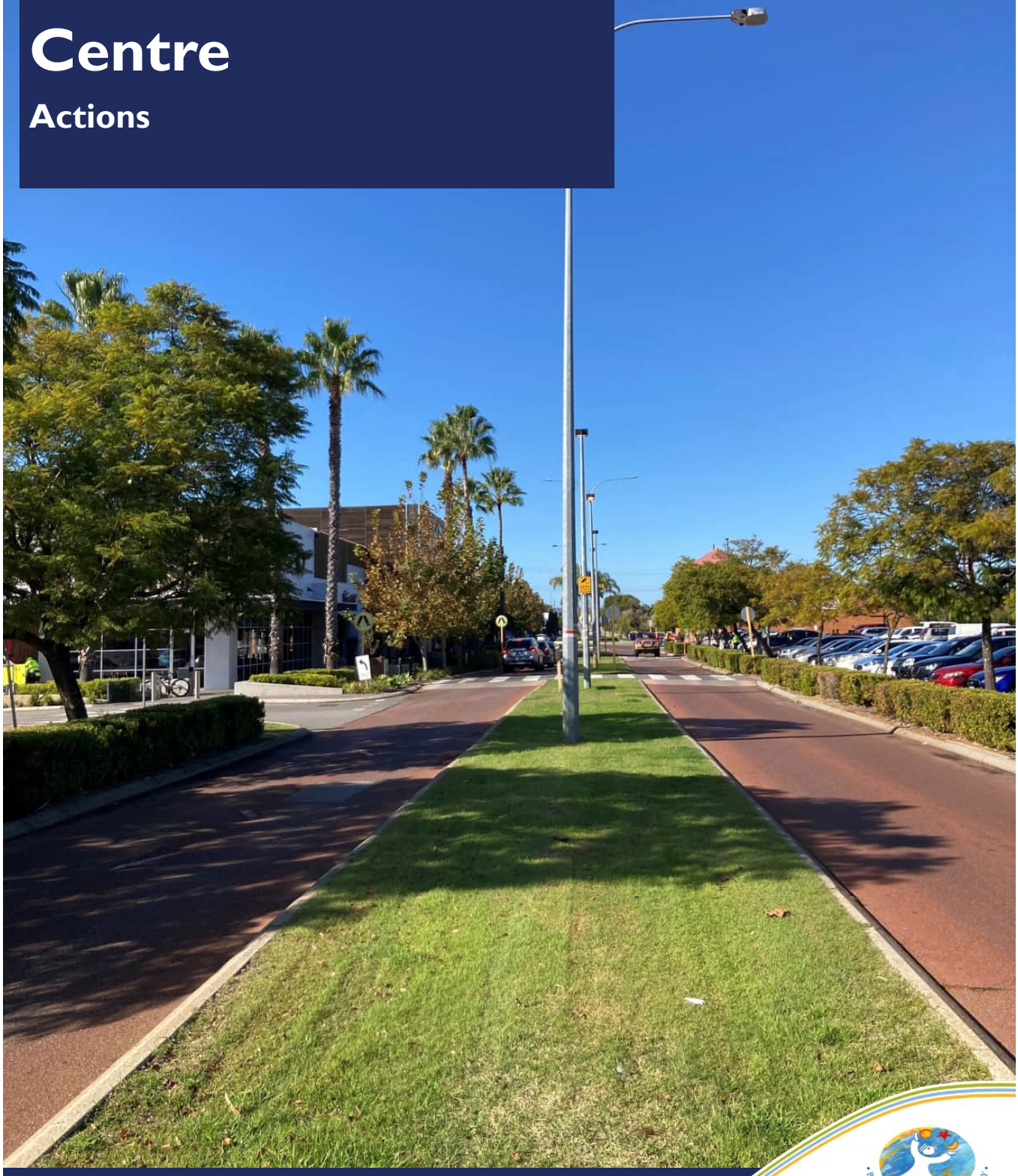
Activity Centre Planning Strategy

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CITY OF BELMONT

Belmont Town Centre

Actions



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Actions & Implementation

Belmont Town Centre

No.	Action	ACPS Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Review the provisions of Local Planning Policy 1 in light of recent modifications to State Planning Policy 7.3 (Residential Design Codes).	Part 2 Local Planning Policy No. 1 - Town Centre Density Bonus Requirements Page 5	1.2 1.3 1.4 3.6 5.4 5.7	State Planning Policy 7.3 - Residential Design Codes Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Investigate whether it is appropriate to modify the current 'Town Centre' zoning to 'Centre' through the preparation of a new Local Planning Scheme.	Part 2 Belmont Town Centre Zoning Page 6	1.2 1.3 5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
1.3	Investigate whether it is appropriate to retain the 'Residential' zoning to land currently identified as being subject to 'Additional Uses' under Local Planning Scheme No. 15.	Part 2 Belmont Town Centre Frame Area Pages 7-8	1.2 1.3 1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning

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Actions & Implementation

Belmont Town Centre

No.	Action	ACPS Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.4	Investigate the appropriate land use control mechanisms for the Town Centre Frame, through the preparation of a new Local Planning Scheme.	Part 2 Belmont Town Centre Frame Area Pages 7-8	1.3 1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.5	As part of the preparation of a new Local Planning Scheme, include provisions to ensure that an appropriate interface is achieved between residential development and commercial uses within the Town Centre Frame.	Part 2 Belmont Town Centre Frame Area Pages 7-8	5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.6	Liaise with landowners regarding the preparation of a Precinct Structure Plan for Belmont Town Centre and surrounding land.	Part 2 Preparation of Precinct Structure Plan Page 9	1.2-1.4 2.1 2.4 3.4 3.6 4.1& 4.3 5.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres State Planning Policy 7.2 - Precinct Design	Short	Planning Economic Development
1.7	Investigate whether it is appropriate to introduce a residential density code of R-AC0 over 'Centre' zoned land through the preparation of a new Local Planning Scheme.	Part 2 Residential Density Within the Centre and Town Centre Frame Page 9	1.2-1.4 3.4 5.4 5.7	State Planning Policy 7.3 - Residential Design Codes Local Housing Strategy	Short	Planning

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Actions & Implementation

Belmont Town Centre

No.	Action	ACPS Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.8	Investigate whether it is appropriate to introduce a residential density code of R160 over the Town Centre Frame Area through the preparation of a new Local Planning Scheme.	Part 2 Residential Density Within the Centre and Town Centre Frame Page 9	1.2-1.4 3.4 5.4	State Planning Policy 7.3 - Residential Design Codes Local Housing Strategy	Short	Planning
1.9	Investigate the appropriate residential density coding for the area surrounding Belmont Town Centre through the preparation of a Local Housing Strategy and Precinct Structure Plan.	Part 2 Residential Density surrounding Tow Centre Page 10	1.2-1.4 3.4 5.4	State Planning Policy 7.3 - Residential Design Codes Local Housing Strategy	As part of Local Housing Strategy and Precinct Structure Plan	Planning
1.10	Ensure that a minimum density target of 40 dwellings per gross urban hectare is achieved within an 800m walkable catchment.	Part 2 Residential Density surrounding Town Centre Page10	1.2-1.4 3.4 5.4	State Planning Policy 7.3 - Residential Design Codes Local Housing Strategy	As part of Local Housing Strategy and Precinct Structure Plan	Planning

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Actions & Implementation

Belmont Town Centre

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate and implement the recommendations made by Belmont on the Move in relation to the Belmont Town Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 12	1.5 2.1-2.4 5.7	Belmont on the Move State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services City Projects
2.2	Investigate improvements to pedestrian and cycling priority within and surrounding the Belmont Town Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 12	1.5 2.1-2.4 5.7	State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million Streetscape Enhancement Strategy	Long	Infrastructure Services
2.3	Investigate wayfinding measures at select locations within 1.5km of the Belmont Town Centre.	Part 2 Wayfinding Page 13	1.5 2.3 2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Planning City Projects Infrastructure Services
2.4	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Belmont Town Centre.	Part 2 Public Transport Page 13	2.1-2.4 5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Short	Infrastructure Services

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Actions & Implementation

Belmont Town Centre

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.5	Review the recommendations of 'Belmont on the Move' and investigate the implementation of the appropriate road network modifications.	Part 2 Private Vehicles and Road Network Page 14	2.1-2.4 5.7	Belmont on the Move State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services
2.6	Investigate implementing a contemporary parking standard for the Belmont Town Centre through the preparation of the Precinct Structure Plan.	Part 2 Car Parking Pages 14-15	2.1 5.7	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Schemes) Regulations 2015	As part of Precinct Structure Plan	Planning
2.7	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belmont Town Centre.	Part 2 Car Parking Pages 14-15	2.1-2.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short-Medium	Planning Infrastructure Services
2.8	Investigate the implementation of timed public parking restrictions within Belmont Town Centre.	Part 2 Car Parking Pages 14-15	2.1 5.7	State Planning Policy 4.2 - Activity Centres	Short-Medium	Planning Infrastructure Services

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Actions & Implementation

Belmont Town Centre

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate increasing the number of Permitted 'P' land uses within the 'Centre' zone through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 17	1.2-1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
3.2	Investigate the appropriateness of maintaining the Discretionary 'D' use class permissibility for land uses listed within Clause 61 of the Regulations.	Part 2 Land Use Permissibility Page 17	1.2-1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
3.3	Through the preparation of the Precinct Structure Plan investigate implementing built form controls prioritising an increase in activity at street level.	Part 2 Street Activation Page 18	1.2-1.3	State Planning Policy 4.2 - Activity Centres State Planning Policy 7.2 - Precinct Design	As part of Precinct Structure Plan	Planning
3.4	Through the preparation of the Precinct Structure Plan encourage sections of existing open air car parking areas to be redeveloped.	Part 2 Street Activation Page 18	1.2-1.4 2.2 2.4 4.3 5.7	State Planning Policy 4.2 - Activity Centres State Planning Policy 7.2 - Precinct Design	As part of Precinct Structure Plan	Planning

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Actions & Implementation

Belmont Town Centre

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.5	Investigate opportunities to improve the public realm along Belmont Avenue.	Part 2 Belmont Avenue Page 18	1.2-1.4 2.1-2.4 3.1	Canopy Plan State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services City Projects
3.6	Investigate opportunities to improve the public realm along Wright Street.	Part 2 Wright Street Page 19	1.2-1.4 2.1-2.4 3.1 4.1	Canopy Plan State Planning Policy 4.2 - Activity Centres Place Making Strategy	Medium-Long	Planning Infrastructure Services City Projects Culture and Place
3.7	Investigate opportunities to improve the public realm along Knutsford Avenue.	Part 2 Knutsford Avenue Page 19	1.2-1.4 2.1-2.4 3.1 4.1	Canopy Plan State Planning Policy 4.2 - Activity Centres Place Making Strategy	Medium-Long	Planning Infrastructure Services City Projects Culture and Place
3.8	Investigate opportunities to improve the public realm along Fulham Street.	Part 2 Fulham Street Page 21	1.2-1.4 2.1-2.4 3.1	Canopy Plan State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services City Projects

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Actions & Implementation

Belmont Town Centre

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.9	Investigate opportunities to improve the public realm along Abernethy Road.	Part 2 Abernethy Road Page 21	1.2-1.4 2.1-2.4 3.1	Canopy Plan State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services City Projects
3.10	Investigate the development of an urban open space within the Belmont Town Centre through the preparation of the Precinct Structure Plan.	Part 2 Urban Open Space Page 22	1.2-1.4 2.1-2.4 3.4 4.1& 4.3	Canopy Plan State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services City Projects Culture and Place
3.11	Investigate support for arts and cultural activities within the Belmont Town Centre.	Part 2 Arts and Culture Page 23	1.2 2.2 4.1& 4.3	Place Making Strategy Public Art Masterplan State Planning Policy 4.2 - Activity Centres	Ongoing	Culture and Place
3.12	Develop a Public Art Masterplan to guide the provision of future public art within Belmont Town Centre.	Part 2 Arts and Culture Page 23	1.2 4.1	Public Art Masterplan	Medium	Planning Culture and Place

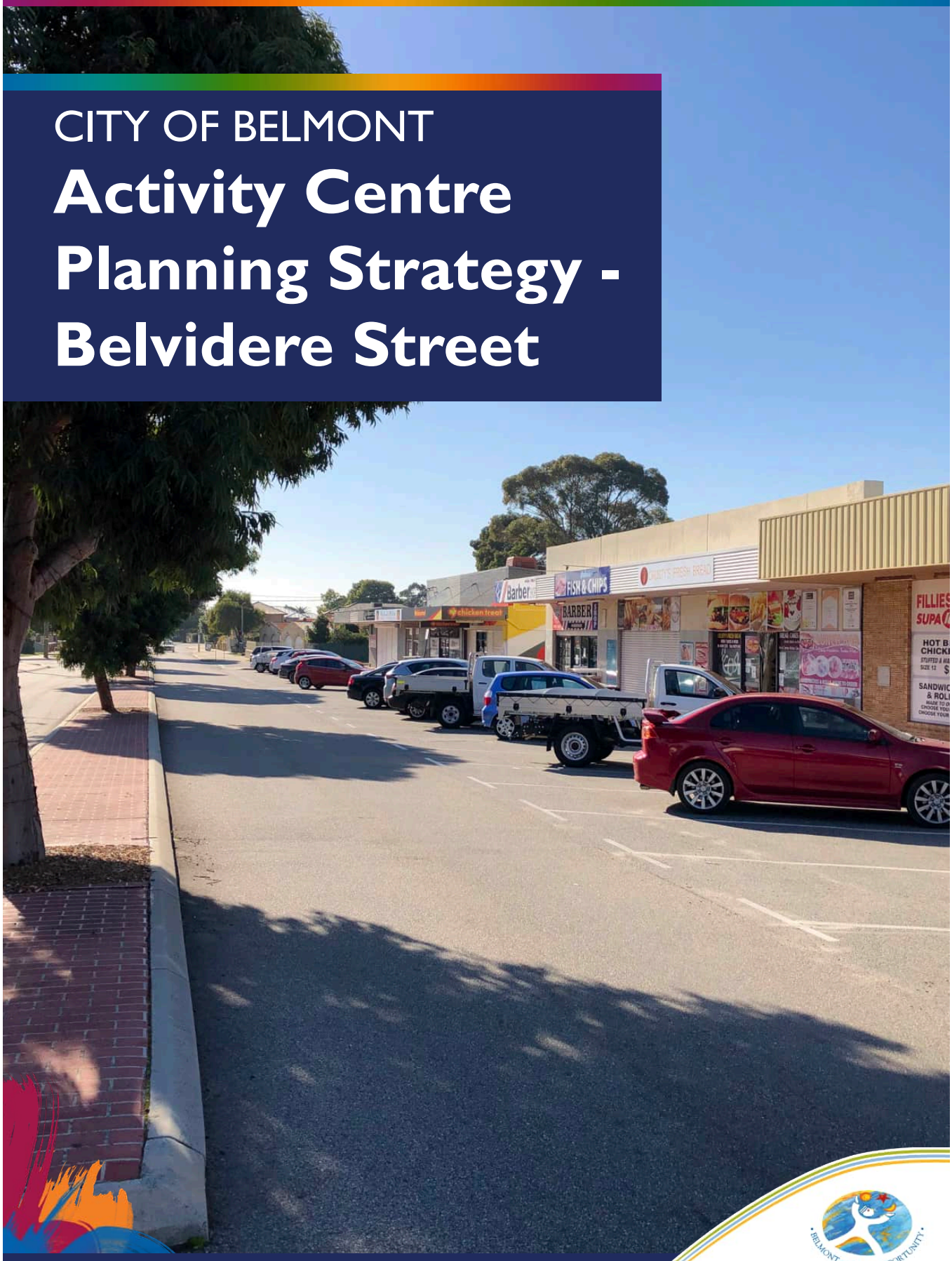
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Part 2
Neighbourhood Centre

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CITY OF BELMONT

Activity Centre Planning Strategy - Belvidere Street



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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.

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Belvidere Street

Belvidere Street Neighbourhood Centre is located within the suburb of Belmont, fronting both sides of Belvidere Street between Leake Street and Somers Street (Figure 1). Belvidere Street Neighbourhood Centre has been operating as a commercial centre for over 50 years. The Centre currently contains approximately 2,958 square metres of retail commercial floorspace.

The Centre acts as a focal point for the surrounding community. A range of land uses located within the Centre offer a variety of goods and services including, an anchor supermarket, restaurant/cafes, specialty shops and medical services.

The built form of the Centre has remained largely unchanged since the 1980's, with limited growth in the total commercial floor area. The Centre presents opportunities to act as a vibrant hub for the surrounding residents.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Belvidere Street Neighbourhood Centre, with recommendations on zoning, residential density, movement and place.

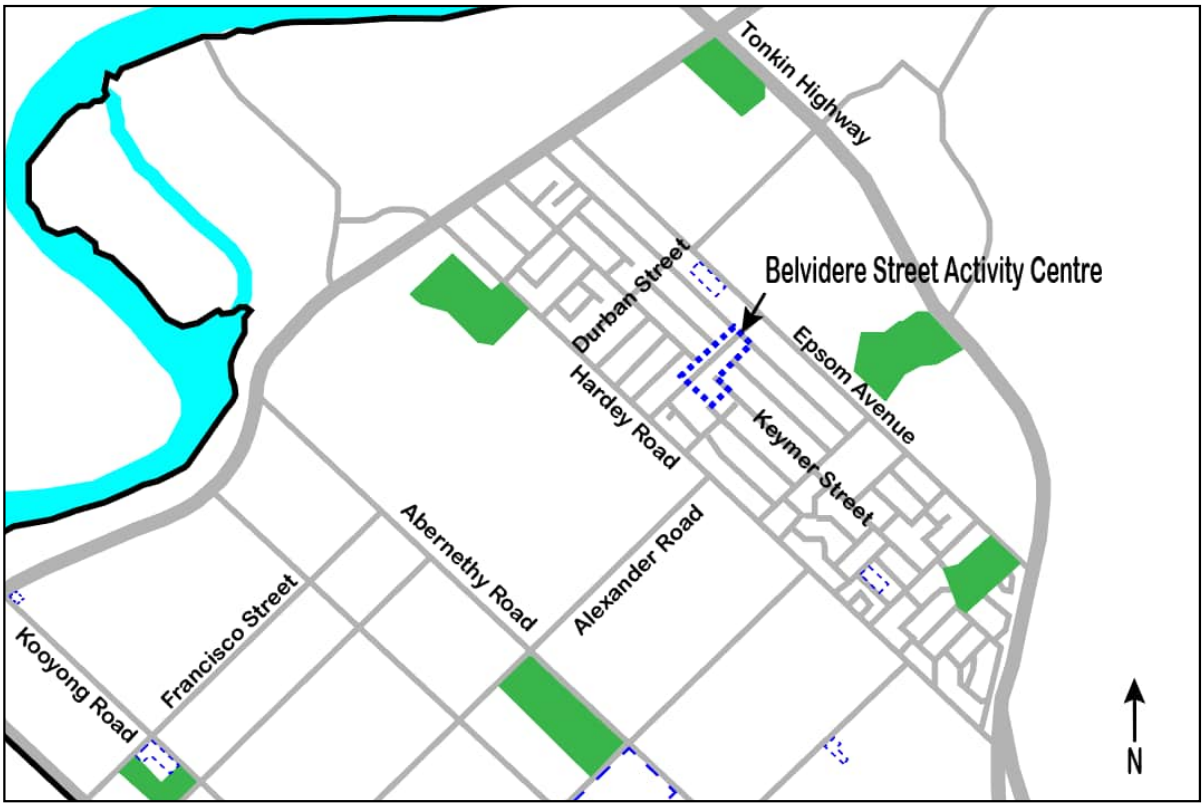


Figure 1: Belvidere Street Locality Map

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1. Centre Context

Land within the Centre is zoned 'Special Development Precinct' under Local Planning Scheme No. 15 (LPS 15), with no associated residential density coding. Surrounding land is zoned 'Residential' with a flexible residential density coding of R20/40.

The Centre presents a main street design, with shops and businesses fronting Belvidere Street. There are also seven houses presently located within the Belvidere Street Neighbourhood Centre.Land surrounding the Centre is predominantly characterised by single houses and grouped dwellings, with a small number of apartment dwellings.

The immediate catchment area for Belvidere Street Neighbourhood Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). However it is likely that the total catchment area for the Centre would extend further than a 200m walkable catchment and include parts of the suburbs of Belmont and Redcliffe.



Figure 2: Belvidere Street Catchment

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Local Planning Policy No. 15 - Belvidere Street Main Street Precinct Design Guidelines

Local Planning Policy No. 15 contains provisions to guide development within the Belvidere Street Neighbourhood Centre. The provisions cover four key elements including:

- Urban context;
- Movement;
- Built form design; and
- Environmental design.

To date there has been no development undertaken within the Centre in accordance with the Design Guidelines.

Opportunities exist for consistent provisions to be established to guide development across all activity centres. These could be applied through an appropriate planning instrument, including:

- Local planning scheme provisions for the 'Centre' zones;
- Designated activity centre precinct planning;
- Detailed local development plan; and/or
- An activity centre local planning policy.

LPP 15 should be reviewed to determine the appropriateness of retaining this individual Local Planning Policy.

Action 1.1

Review LPP 15 and determine whether it should be retained as an independent policy or whether the Centre could be subject to development provisions which are consistent across all activity centres and are contained within a relevant planning instrument.



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Belvidere Street Neighbourhood Centre Zoning

Belvidere Street Neighbourhood Centre is defined by the area zoned 'Special Development Precinct', as shown in Figure 3. A Retail Needs Assessment (RNA) prepared for this Strategy indicates the need for an additional 600 square metres of retail commercial floor area within the Centre. It is considered that the additional floor area can be accommodated within the existing boundaries of the Centre. As a result, no change is proposed to the current Centre boundary.

The Belvidere Street Neighbourhood Centre is the only neighbourhood centre in the City where land is not zoned 'Commercial' and is instead zoned 'Special Development Precinct'. The 'Special Development Precinct' zone provides for the development of residential precincts. Whilst these precincts can contain retail and commercial uses that are compatible with residential development, this zone is not considered to be the most appropriate zoning for a neighbourhood centre.

'Special Development Precinct' is also not a standard Model Provision zone through the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations).

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierachy included in State Planning Policy 4.2. Therefore, it may be appropriate to zone the centre 'Neighbourhood Centre' through the preparation of a new local planning scheme.

Local Planning Scheme No. 15 specifies that development within the Belvidere Main Street Precinct is to be consistent with Local Planning Policy No. 15 - Belvidere Street Main Street Precinct Design Guidelines. The Policy will need to be reviewed in light of modifications to the planning framework.



Figure 3: Existing Belvidere Street Neighbourhood Centre Zoning

Action 1.2

Investigate whether it is appropriate to modify the 'Special Development Precinct' zone to 'Neighbourhood Centre' for the Belvidere Street Neighbourhood Centre.

Action 1.3

Investigate whether it is appropriate to modify Local Planning Policy 15 to remove reference to the 'Special Development Precinct' zone.

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Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. Local Planning Policy No. 15 encourages residential development within the Centre, above commercial land uses located on the ground floor. The Policy currently provides for a maximum building height of 5 storeys within the Centre.

Despite the guidance listed in Local Planning Policy No. 15, no residential development has been undertaken in accordance with the Policy. Whilst there is existing low density residential development within the Centre, this was constructed prior to the Policy being introduced for the precinct.

It is appropriate for all land that can provide for residential development to be subject to an associated density coding. Given Local Planning Policy No. 15 sets out appropriate development controls, an R-AC0 density coding may be appropriate. Alternatively, following a review of Local Planning Policy No. 15, an R-AC4 density code could be applied to land within the Centre to be consistent with the density code of other neighbourhood centres. It is recommended that a future density code is explored in more detail through the preparation of a new local planning scheme, having regard to the views of the community.

To ensure that residential development does not occur in a manner that erodes the intent of the Centre in providing convenience services to the community, appropriate controls should be introduced within the local planning framework. This may include limiting residential development on ground floors and requiring the provision for a commercial component in any redevelopment proposal.

Whilst commercial and residential land uses are able to be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended that provisions to address such considerations be investigated through the preparation of a new Local Planning Scheme.

Action 1.4

Investigate whether it is appropriate to introduce a residential density code of R-AC0 or R-AC4 over land within the Belvidere Street Neighbourhood Centre.

Action 1.5

As part of the preparation of a new Local Planning Scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development

Action 1.6

Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.

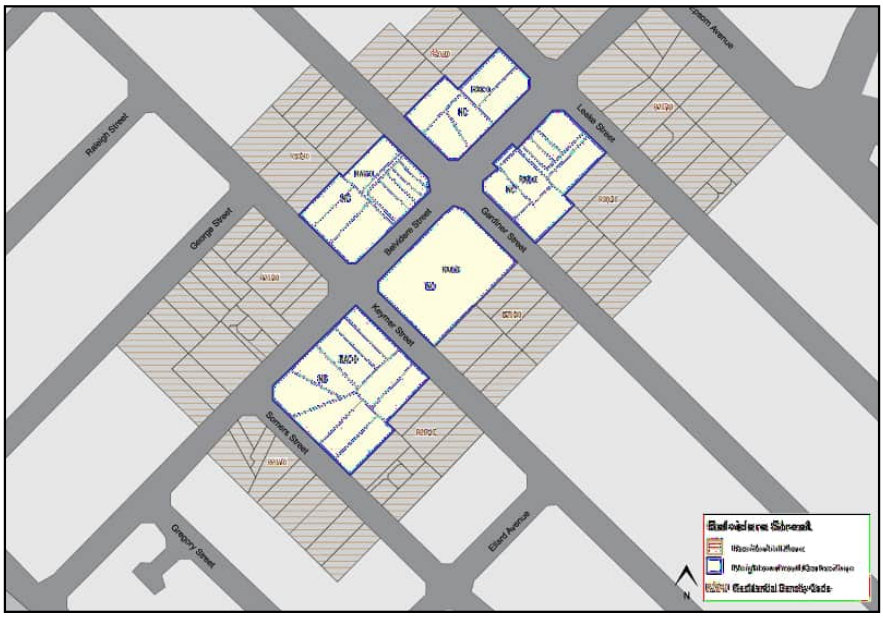


Figure 4: Proposed Zoning Investigations

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Zoning and Residential Density surrounding the Centre

Land within the Centre is surrounded by 'Residential' zoned land with an associated residential density coding of R20/40. This land is predominately characterised by a mixture of single houses and grouped dwellings, with a small number of multiple dwellings.

The RNA prepared to inform the Strategy modeled the effect of an increase in residential development within the Centre and an increase in surrounding residential density from R40 to R80. This model aimed to understand the benefit that increased residential development within and surrounding the Centre may have on annual revenue for businesses.

If land surrounding the Centre was vacant and developed in accordance with an R80 density coding and residential development was provided within the Centre, the model predicted an increase of up to 10% in annual revenue for local businesses. Given much of the surrounding land has been redeveloped and land ownership is fragmented, it is unlikely that development to realise the modeled density will occur within the foreseable future.

Despite the above, a potential increase in the surrounding residential density should be explored in more detail through the preparation of the City's Local Housing Strategy and following further engagement with relevant stakeholders.

Action 1.7

Investigate increasing the density coding of land surrounding Belvidere Neighbourhood Centre through the preparation of the City's Local Housing Strategy.



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2. Movement

The Centre has been developed as a main street, with development addressing Belvidere Street on both sides of the road. The Centre is universally accessible by all modes of transport, including a high frequency bus route running along Belvidere Street.

State Planning Policy 4.2 - Activity Centres (SPP4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and look at ways that access can be improved.



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Pedestrian and Cycling Connections and Priority

The Centre contains a central median area, designated pedestrian crossing points (provided through breaks in raised median sections) and large footpath/verge areas. Despite this and the main street style development pattern, pedestrian and cyclist access and movement is inhibited by the current private vehicle dominance.

Limited priority is given to pedestrians and cyclists through the current road layout, with only one clear pedestrian crossing point which is constructed in alternative materials and colours to the road. There are also limited trees to shade paths within the Centre, however awnings associated with businesses do provide for a level of protection for pedestrians. Pedestrian connections to the surrounding residential areas are provided through the existing footpath network on Belvidere Street, Somers Street, Keymer Street, Gardiner Street, Leake Street, and Epsom Avenue.

There are no current cycling lanes or cyclist priority measures within or surrounding the Centre.

SPP4.2 recommends that pedestrians and cyclists be prioritised within activity centres. Several opportunities exist to increase pedestrian and cyclist priority within key areas of the Centre.

The City's Integrated Movement Strategy 'Belmont on the Move' recommends the following in relation to the Centre:

- Modify street treatments to assist pedestrians crossing Belvidere Street.
- Revise the road treatment at the intersection of Belvidere Street and Gardiner Street to improve pedestrian access, including shade trees.
- Investigate the potential for a 'Safe Active Street' to be incorporated along Leake Street, connecting Belmay Primary School to Great Eastern Highway.
- Improve cycle parking in the Centre with the provision of secure cycle parking facilities.
- Introduce pedestrian priority infrastructure in the form of zebra crossings at the roundabout intersecting Belvidere Street and Keymer Street.
- Seek the implementation of a 40km/h speed limit within the Belvidere Street Neighbourhood Centre, along with appropriate entrance treatments, local area traffic management and signage.

In addition, the City should investigate further measures to prioritise pedestrian and cyclist movement including the following as visualised by Figure 5:

- Providing a continuous high quality shared surface main street environment with generous uncluttered footpaths providing sufficient space for alfresco seating and pedestrian movement.
- Ensuring pedestrian safety is a priority for new developments.
- Pedestrian and cyclist friendly road geometry, including tight radii of street corners to slow traffic.
- Street furniture being included within designated locations including cycle racks.
- The continuation and formalisation of the public accessway (currently within the IGA building).
- Providing regular tree planting along the median and footpath to provide pedestrian shade and shelter.

The City of Belmont should also investigate the potential for additional traffic calming measures along Belvidere Street such as the painting of the road surface. This measure will not only create a safer pedestrian environment, but also contribute toward the provision of public art within the centre.

Action 2.1

Investigate the implementation of recommendations made by 'Belmont on the Move' in relation to the Belvidere Street Neighbourhood Centre.

Action 2.2

Investigate improvements to pedestrian and cyclist priority within the Belvidere Street Neighbourhood Centre.

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Figure 5: Pedestrian and Cyclist Infrastructure

Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case Belvidere Street Neighbourhood Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest walking and cycling route.

Wayfinding signage and maps, which include letters and pictures, are able to clearly define these walking and cycling routes. This creates a more viable mode of transport.

'Belmont on the Move' details that there are currently limited wayfinding measures for the Centre in addition to street treatments which could be improved upon. This hinders the public's knowledge regarding access to the site and where to locate services such as buses.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the Centre.

Action 2.3

Investigate and implement wayfinding measures at select locations within 200m of the Belvidere Street Neighbourhood Centre.



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Public Transport

High frequency bus route 935 runs along Belvidere Street and provides a connection to Belmont Town Centre, Perth Airport, Perth CBD and surrounding suburbs.

The level of service and connectivity provided by route 935 makes travel via bus a relatively convenient and attractive mode of transport. The Centre is directly serviced by two bus stops as visualised by Figure 6.

The uptake of public transport can be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

Users may also look to combine trips for example a trip to work in the CBD combined with a shopping trip to Belvidere Street Neighbourhood Centre.



Action 2.4

Implement travel behviour programs to encourage the use of alternative modes of transport to and from Belvidere Street Neighbourhood Centre.

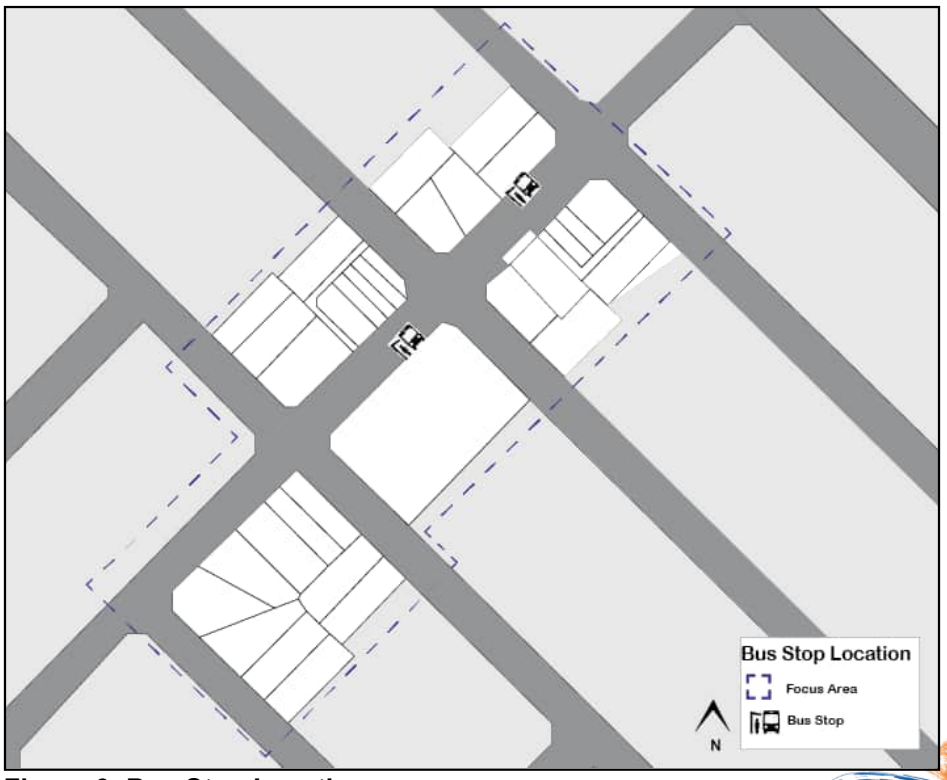


Figure 6: Bus Stop Location

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Private Vehicles and Road Network

The Centre is focussed on Belvidere Street, however a number of roads border and run through the Centre. Somers Street currently forms the southern border, with Gardiner Street running through the centre of Belvidere Street and Leake Street forming the northern border.

While the intent of contemporary activity centre planning (as mentioned in SPP4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres.

The road network and design within the Centre should reflect the intended prioritisation of pedestrian, cycling and public transport modes detailed in SPP4.2.

'Belmont on the Move' details potential changes to the road network within the Centre including:

- The implementation of a 40km/h speed limit.
- Appropriate entrance treatments, local area traffic management and signage.
- Modifying the road treatment at the intersection of Belvidere Street and Gardiner Street.

LPP15 also provides guidance on recommended road network modifications, including:

- The redevelopment of Belvidere Street, between Gardiner Street and Keymer Street, as a continuous shared space with a focus on pedestrian priority.
- Narrowing of roads in order to calm traffic within Belvidere Street Neighbourhood Centre.
- Limiting the number of crossovers and parking areas with direct access to Belvidere Street.

The recommendations made and their viability should be investigated as part of a future streetscape enhancement project.

Action 2.5

Review the recommendations of 'Belmont on the Move' and LPP15 and implement the appropriate road network modifications.



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Car Parking

There is currently both public and private car parking within and surrounding Belvidere Street Neighbourhood Centre, including:

- Embayed parallel parking bays on Belvidere Street, Gardiner Street and Keymer Street;
- 90 degree parking bays on the north-western side of Belvidere Street;
- 45 degree angled parking bays along the south-eastern side of Belvidere Street; and
- Private car parking is located to the rear of several lots for visitor and employee use.

'Belmont on the Move' recommends that a range of parking restrictions be implemented for car parking within the Centre. The introduction of parking restrictions is intended to increase turnover of vehicles within close proximity to activity centres, therefore increasing the availability of parking for consumers. In addition, with the high frequency 935 bus route running through the Centre, it is reasonable for the City to look to deter long term commuter parking within the Centre.

The Department of Planning, Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses within the Belvidere Street Neighbourhood Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement and provision of on-street public parking. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

Action 2.6

Investigate an appropriate car parking standard for land uses within the Belvidere Neighbourhood Centre.

Action 2.7

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belvidere Neighbourhood Centre.

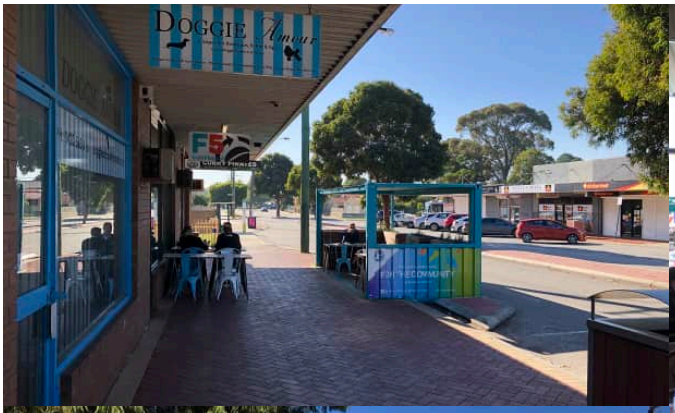
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3. Place

The Belvidere Street Neighbourhood Centre is characterised by a diverse range of land uses which serve the local catchment area. The mix of land uses allows for patrons to visit a range of businesses within a single trip.

Despite the land use mix and activity generated, there are currently limited meeting places located within the Centre. Increasing the number of meeting places will assist in realising Belvidere Street Neighbourhood Centre as an energetic, attractive, and viable neighbourhood centre as predicted by the RNA.

Public art and an increased sense of place has developed within the centre overtime, however opportunities exist for the sense of place within the Belvidere Street Neighbourhood Centre to be further enhanced. Opportunities include improvements to the public realm and working with the Belvidere Street Interest Group to develop a sense of place through community events and active involvement in shaping the future of the Centre.







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Land Use Permissibility

Belvidere Street Neighbourhood Centre is currently the only activity centre within the City zoned 'Special Development Precinct'. As a result, the land use permissibility detailed in the Zoning Table of LPS 15 differs to that of other activity centres within the City. In addition, Schedule No. 2 - Additional Use No. 20 listed within LPS15 allows a number of land uses to be considered as discretionary 'D' land uses within the Centre.

This ACPS recommends that land within the Belvidere Street Neighbourhood Centre be investigated to be rezoned to 'Neighbourhood Centre'. Land uses listed in LPS 15 should be reviewed to achieve consistency with the Planning and Development (Local Planning Schemes) Regulations 2015 Deemed Provisions for Local Planning Schemes where possible.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It is considered appropriate to retain the 'D' use class permissibility over appropriate land uses within the 'Commercial' zone as this reduces any potential impacts associated with land uses, whilst still providing landowners with a level of flexibility. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with Centre zones, this strategy proposes to investigate zoning land within the centre 'Neighbourhood Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Centre' zones.

Action 3.1

Review land uses listed in LPS 15 to achieve consistency with the Planning and Development (Local Planning Schemes) Regulations 2015 Deemed Provisions for Local Planning Schemes where possible.

Action 3.2

Apply a 'D' permissibility for typical activity centre land uses listed in SPP 4.2.

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme • Does not directly adjoin residential zone
Recreation - Private	Commercial, Centre or Mixed Use	• Within metropolitan region • NLA no more than 300sqm • No more than 60% of ground floor glazing obscured
Shop	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Restaurant/ Cafe	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Convenience Store	Commercial, Centre or Mixed Use	• Not used for the sale of petroleum products
Consulting Rooms	Commercial, Centre or Mixed Use	• No more than 60% of ground floor glazing obscured
Office	Commercial, Centre or Mixed Use	• Not located on the ground floor
Liquor Store - Small	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme

Table 1

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Street Activation

Belvidere Street Neighbourhood Centre operates as a well-established main street neighbourhood centre, with activity generated by commercial frontages, bus stop facilities, and on-street car parking.

Existing businesses within Belivdere Street Neighbourhood Centre generate consistent and steady activity, with both a day and night time economy. The majority of shop frontages typically contain definable entry points and awnings to the footpath. However, numerous tenancies within the Centre contain signage or rollershutters which cover the windows, thereby limiting surveillance.

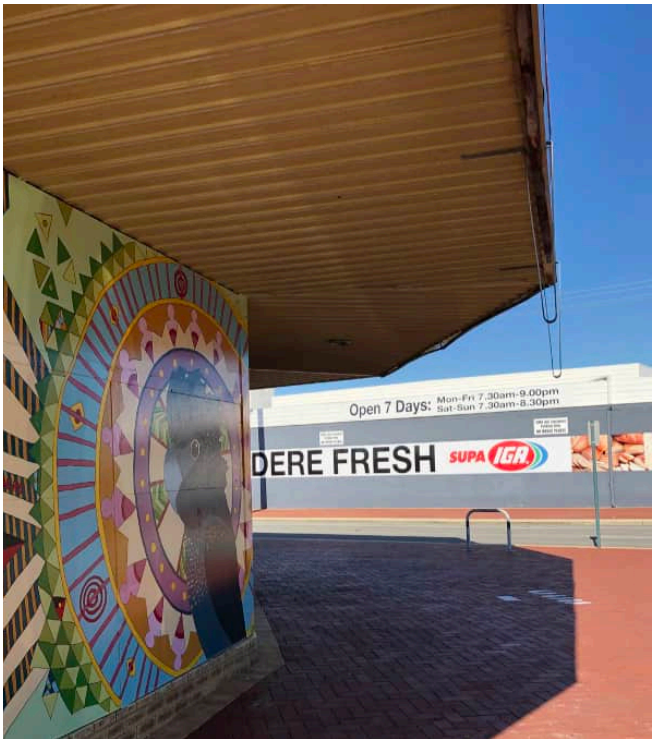
A lack of formalised public spaces results in people spending relatively short amounts of time within the Centre. Limited alfresco dining options are currently present within the Centre, with the exception of F5 Coffee Co.

Opportunities exist to improve street activation within the Centre through consistent built form design. As development occurs, it will be assessed against LPP15 or another planning instrument which will require surveillance between buildings and the street and public spaces.

The City should also explore opportunities to improve activity within the Centre through engagement with local businesses and the Belvidere Street Interest Group.







Action 3.3

Ensure that future development within the Centre provides for surveillance between buildings and public spaces in accordance with the relevant planning instrument.

Action 3.4

Liaise with landowners and consider the appropriate mechanism to facilitate public spaces as part of any redevelopment.

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Streetscape Enhancement

The Centre contains commercial tenancies fronting both sides of Belvidere Street. The main street design of the Centre provides opportunity for enhancements to the streetscape.

LPP15 details a concept plan for the overall Centre boundary, which includes improvements to Belvidere Street. The concept plan can be seen as Figure 8 overleaf. Streetscape enhancements recommended in LPP15 include:

- A continuous high quality shared surface main street environment.
- Regular tree planting along the median and footpath paving.
- Bus stop shelter and seating located east and west of the main street.
- Street furniture including seating, cycle racks, public art and bins in convenient locations.
- Integrated water sensitive urban design (WSUD).

Action 3.5

Investigate opportunities to improve the public realm within the Belvidere Neighbourhood Centre.



Urban Open Space

LPP15 designates the development of a new 'community square' to be located within the existing Belvidere Street IGA site, see number 2 on Figure 8. The proposed community square appears to be located within the extent of a private lot, making the implementation and development of this public space difficult and reliant on external factors. Given this, the City should investigate the establishment of a public space/community square within the large verge area at the intersection of Belvidere Street and Gardiner Street.

A public space at the intersection of Belvidere Street and Gardiner Street will provide a centrally located area which is wholly within the City's land. The City should investigate this area containing public seating, shade trees/landscaping, grassed area for recreation and the ability for local businesses to utilise the area for alfresco dining or sale of goods.

Action 3.6

Investigate the development of an urban open space at the intersection of Belvidere Street and Gardiner Street.



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Figure 8: LPP 15 Concept Plan

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Public Art

There is currently one public art mural within Belvidere Street Neighbourhood Centre. The mural was painted on a previously blank facade of a commercial tenancy located at the intersection of Belvidere Street and Gardiner Street.

Public art is a vital part of the public realm as it assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers.

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than $4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include blank wall surfaces and the road pavement.

Future funding mechanisms for public art within Belvidere Neighbourhood Centre should also be investigated. It is likely that the existing threshold amount of $4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.

Action 3.7

Investigate opportunities for public art to be located within Belvidere Street Neighbourhood Centre.

Action 3.8

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.

Community Groups

Belvidere Street Interest Group is a community group containing community members and business owners.

The City currently liaises when necessary with the group, as well as engaging with the group upon request. The City should continue to support the groups operation and growth and collaborate with them where possible in shaping the future of the Belvidere Street Neighbourhood Centre.

Action 3.9

Continue to liaise with and involve Belvidere Street Interest Group in matters relating to Belvidere Street Neighbourhood Centre.



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Community Events

The City has previously been involved in the delivery of community events within Belvidere Street neighbourhood centre, most notably the Belvidere Street Party. Such events assist in creating a sense of place and local community.

As detailed previously, the RNA outlines the potential for Belvidere Street Neighbourhood Centre to become an energised, attractive and viable neighbourhood centre. To assist in realising this potential and developing a strong sense of community, the City of Belmont should investigate and support future events within the Belvidere Street Neighbourhood Centre by working with the Belvidere Street Interest Group.

Action 3.10

Investigate and support future events within the Belvidere Street Neighbourhood Centre.



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Activity Centre Planning Strategy

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CITY OF BELMONT

Belvidere Street Neighbourhood Centre

Actions



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Actions & Implementation

Belvidere Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Review LPP 15 and determine whether it should be retained as an independent policy or whether the Centre could be subject to development provisions which are consistent across all activity centres and are contained within a relevant planning instrument.	Part 2 Local Planning Policy No. 15 Page 5	1.2 1.3 1.4 5.7	Local Planning Policy 15.	Short	Planning
1.2	Investigate whether it is appropriate to modify the 'Special Development Precinct' zone to 'Neighbourhood Centre' for the Belvidere Street Neighbourhood Centre.	Part 2 Belvidere Street Neighbourhood Centre Zoning Page 6	1.2 1.3 1.4	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.3	Investigate whether it is appropriate to modify Local Planning Policy 15 to remove reference to the 'Special Development Precinct' zone.	Part 2 Belvidere Street Neighbourhood Centre Zoning Page 6	1.2 1.3 1.4	Local Planning Scheme No. 15. Local Planning Policy 15.	Short	Planning
1.4	Investigate whether it is appropriate to introduce a residential density code of R-AC0 or R-AC4 over land within the Belvidere Street Neighbourhood Centre.	Part 2 Residential Density Within the Centre Page 7	1.3 1.4 5.4 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	As part of Local Housing Strategy	Planning

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Actions & Implementation

Belvidere Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.5	As part of the preparation of a new Local Planning Scheme investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density within the Centre Page 7	1.1 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5	Short	Planning
1.6	Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density within the Centre Page 7	1.2 1.3 1.4 4.1 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning
1.7	Investigate increasing the density coding of land surrounding Belvidere Street Neighbourhood Centre through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	1.3 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	As part of the Local Housing Strategy	Planning

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Actions & Implementation

Belvidere Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate the implementation of recommendations made by 'Belmont on the Move' in relation to the Belvidere Street Neighbourhood Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	1.2 1.5 2.1-2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Short/Medium	Planning Infrastructure Services
2.2	Investigate improvements to pedestrian and cyclist priority within the Belvidere Street Neighbourhood Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	1.2 1.5 2.2 2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move Streetscape Enhancement Strategy	Medium	Planning Infrastructure Services
2.3	Investigate and implement wayfinding measures at select locations within 200 metres of Belvidere Street Neighbourhood Centre.	Part 2 Wayfinding Page 11	2.1-2.3 5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Planning Infrastructure Services
2.4	Implement travel behviour programs to encourage the use of alternative modes of transport to and from Belvidere Street Neighbourhood Centre.	Part 2 Public Transport Page 12	2.1& 2.4 5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Short	Infrastructure Services

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Actions & Implementation

Belvidere Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.5	Review the recommendations of 'Belmont on the Move' and LPP15 and implement the approporiate road network modifications.	Part 2 Private Vehicles and Road Network Page 13	1.2 1.5 2.2-2.4	Belmont on the move Local Planning Policy 15	Medium	Infrastructure Services
2.6	Investigate an appropriate car parking standard for land uses within the Belvidere Neighbourhood Centre.	Part 2 Car Parking Page 14	1.2 & 1.5 2.2 2.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning
2.7	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belvidere Neighbourhood Centre.	Part 2 Car Parking Page 14	1.2 & 1.5 2.2 2.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning Infrastructure Services

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Actions & Implementation

Belvidere Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Review land uses listed in LPS 15 to achieve consistency with the Planning and Development (Local Planning Schemes) Regulations 2015 Deemed Provisions for Local Planning Schemes where possible.	Part 2 Land Use Permissibility Page 16	5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Apply a 'D' permissibility for typical activity centre land uses listed in SPP 4.2.	Part 2 Land Use Permissibility Page 16	1.2-1.4 4.1	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.3	Ensure that future development within the Centre provides for surveillance between buildings and public spaces in accordance with the relevant planning instrument.	Part 2 Street Activation Page 17	1.2-1.4 2.2	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.4	Liaise with landowners and consider the appropriate mechanism to facilitate public spaces as part of any redevelopment.	Part 2 Street Activation Page 17	1.2&1.4 3.4 5.7	Place Making Strategy State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Culture and Place
3.5	Investigate opportunities to improve the public realm within the Belvidere Neighbourhood Centre.	Part 2 Streetscape Enhancement Page 19	1.2-1.4 2.2-2.4 5.7	State Planning Policy 4.2 - Activity Centres Canopy Plan	Medium/Long	Planning Infrastructure Services

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Actions & Implementation

Belvidere Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.6	Investigate the development of an urban open space at the intersection of Belvidere Street and Gardiner Street.	Part 2 Urban Open Space Page 19	1.2 1.3 3.4 5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services Culture and Place
3.7	Investigate opportunities for public art to be located within Belvidere Street Neighbourhood Centre.	Part 2 Public Art Page 21	1.2 4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Medium/On-going	Planning Culture and Place
3.8	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 21	1.2 4.1	Local Planning Policy No. 11 - Public Art	Short	Planning
3.9	Continue to liaise with and involve Belvidere Street Interest Group in matters relating to Belvidere Street Neighbourhood Centre.	Part 2 Community Groups Page 21	1.2 5.1 5.5	Place Making Strategy	Ongoing	Planning Culture and Place
3.10	Investigate and support future events within the Belvidere Street Neighbourhood Centre.	Part 2 Community Events Page 22	1.2-1.4 4.1 5.7 5.1 5.5	Place Making Strategy	Short/Ongoing	Culture and Place

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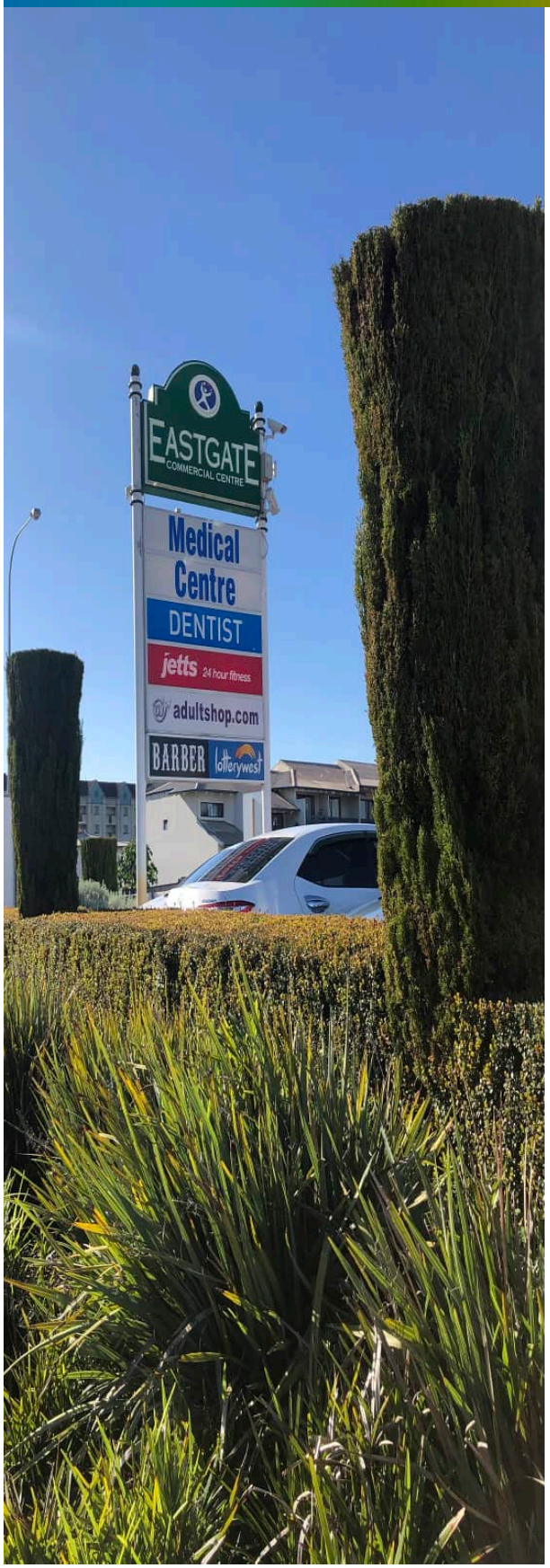
CITY OF BELMONT

Activity Centre Planning Strategy - Eastgate



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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.

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Eastgate

Eastgate Neighbourhood Centre is located within the suburb of Rivervale, with frontages to Fitzroy Road, Great Eastern Highway and Kooyong Road (Figure 1). The Centre currently contains 1,718 square metres of retail commercial floorspace.

The Centre sits on a large single lot and offers a variety of goods and services to the community, including a supermarket. The built form is surrounded by parking and primarily addresses Great Eastern Highway with limited visual surveillance afforded to the Kooyong Road and Fitzroy Road streetscapes.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Eastgate Neighbourhood Centre, with recommendations on zoning, residential density, movement and place.

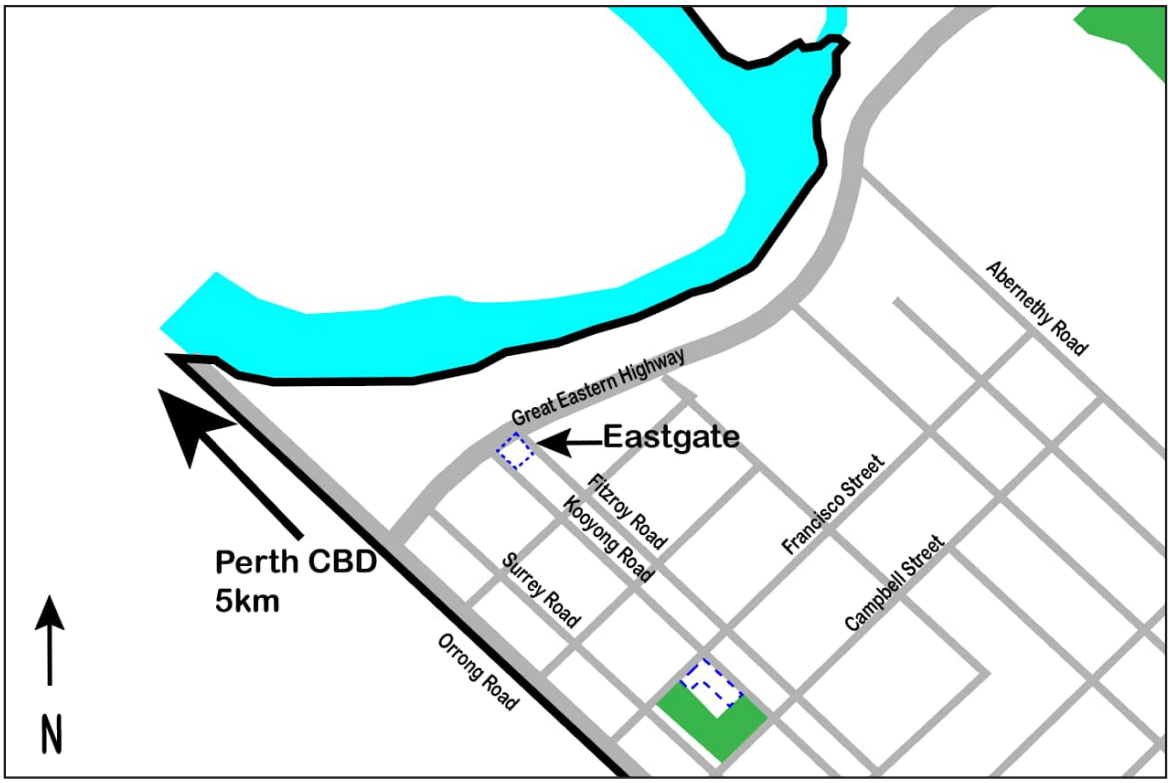


Figure 1: Eastgate Locality Map

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1. Centre Context

Land within the Centre is predominantly zoned 'Commercial' under Local Planning Scheme No. 15 (LPS15). There is no residential density code associated with the 'Commercial' zoning. A small portion of the lot, to the south-east fronting Fitzroy Road, is currently zoned 'Residential' with an associated density coding of R20/40. This section of the lot currently contains car parking associated with the Centre.

Land surrounding the Centre contains a diverse range of residential dwellings and commercial uses. The majority of residential development is located south of the Centre where the dwelling type is predominantly single houses or grouped dwellings. High density residential development in the form of apartments are located to the north of the Centre and Great Eastern Highway within The Springs Development. The 'Mixed Use' zoned land to the east and west of the Centre, fronting Great Eastern Highway, provides for small scale commercial tenancies and short-stay accommodation.

The immediate catchment area for the Centre is primarily defined by dwellings within a 200 metre radius (as depicted in Figure 2). However, it is important to note that the catchment area may extend beyond this radius due to the presence of high density development within The Springs which currently lacks a centre. It is also likely that the Centre attracts visitors from the passing traffic, as it gains exposure and visibility from those traveling along the highway. Therefore, the catchment area likely extends beyond 200m.



Figure 2 Eastgate Catchment Area

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Eastgate Centre Boundary and Zoning

The Eastgate Neighbourhood Centre boundary can be defined through the singular lot at 49 Great Eastern Highway, Rivervale. Despite the Centre being located on a singular lot, both a 'Commercial' and 'Residential' zoning currently applies under LPS15, as shown in Figure 3.

A Retail Needs Assessment (RNA) prepared for this Strategy indicates the need for an additional 1,282 square metres of retail commercial floor area within the Centre.



Figure 3: Existing Eastgate Zoning

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The need for increased retail floorspace within the Centre is a result of major population growth in the immediate vicinity. Major redevelopment within the Centre and a possible rezoning (further discussed below),could facilitate this increase in retail floor-space.

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. It may therefore be appropriate for the Centre to be zoned 'Neighbourhood Centre' through the preparation of a new local planning scheme. To facilitate the need for increased retail floorspace, it may also be appropriate to rezone the portion of Eastgate Neighbourhood Centre currently zoned 'Residential' to 'Neighbourhood Centre' (Figure 4). It is anticipated that this will provide for additional employment and activity to be generated within the Centre.

Action 1.1

Investigate whether it is appropriate to implement the zoning shown in Figure 4, through the preparation of a new Local Planning Scheme.

Action 1.2

Facilitate and encourage increased retail floorspace within the centre.



Figure 4: Proposed Zoning Investigations

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Residential Density within the Centre

Although no residential development has been undertaken within the Centre to date, a density coding of R20/40 is applicable to the portion of the lot currently zoned 'Residential'. 'Commercial' zoned land within the Centre does not currently have an associated residential density code.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor. To achieve this, an overarching residential density coding should be applied to land within the Centre, whilst promoting the economic sustainability of the existing commercial uses.

Eastgate Neighbourhood Centre is located adjacent to Great Eastern Highway and surrounded by a mixture of residential dwellings, including high density development to the north. Perth & Peel @ 3.5 million encourages high-density mixed use developments adjacent to major urban transport corridors. Given this, it is appropriate for the Centre to be allocated a residential density coding consistent with high density urban centres.

State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (SPP7.3 – Volume 2) designates that an R-AC1 residential density coding is suitable for 'high density urban centres'. An R-AC1 density coding allows for a maximum building height of nine storeys, a nil setback from side and rear boundaries and either a nil or 2m setback from the street boundary.

With the exception of the side and rear boundary setback provisions, the R-AC1 development requirements are considered appropriate for this Centre. Given that the Centre is located adjacent to low scale residential development, the rear and side boundary setback provisions should be amended to achieve an appropriate interface between the two forms of development.

Through the preparation of a new local planning scheme, the appropriateness of introducing an R-AC1 density coding should be investigated. A minimum rear setback for the Centre should also be investigated, in addition to the planting of trees and landscaping within this area to assist in screening development from the adjoining residential properties.

To ensure that residential development does not occur in a manner that erodes the intent of the Centre in providing services to the community, appropriate controls should be introduced within the local planning framework. This may include limiting residential development on ground floors and requiring the provision for a commercial component in any redevelopment proposal.

Action 1.3

Investigate whether it is appropriate to introduce a residential density code of R-AC1 over Eastgate Neighbourhood Centre.

Action 1.4

Liaise with the Department of Planning, Lands and Heritage to augment the R-AC1 minimum rear setback provision contained within SPP7.3 – Volume 2.

Action 1.5

Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.



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Residential Density surrounding the Centre

Land to the north of the Centre contains higher density residential development, predominantly in the form of apartments. 'Residential' zoned land south of Great Eastern Highway is assigned a lower density code of either R20 or a flexible density coding of R20/40. This coding has resulted in a predominant housing typology of single and grouped dwellings. A large number of the surrounding grouped dwellings were developed prior to changes in the planning framework which introduced plot ratio for multiple dwellings. Despite a limited uptake to date, the introduction of plot ratio enables a higher yield of multiple dwellings to be developed per site than grouped dwellings.

The RNA prepared to inform the Strategy modeled the effect of an increase in residential density to R80 surrounding the Centre. Whilst the model predicted an increase of up to 13% in annual revenue for local businesses, this was based on the land being vacant. It is also important to note that while much of the housing stock is ageing, ownership of land is fragmented meaning that it is unlikely that development to realise the modelled density will occur within the foreseable future. In addition, considering the proximity of the Centre to high density development within The Springs, it may not be necessary to increase densities surrounding the Centre.

Despite the apparent benefit that an increase in density could provide to the Centre, 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.

Action 1.6

Investigate increasing the density coding of land surrounding Eastgate through the preparation of the City's Local Housing Strategy.





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2. Movement

The Eastgate Neighbourhood Centre is located adjacent to the key transport corridors of Great Eastern Highway and Kooyong Road. Therefore, the majority of people (70.8%) who participated in the resident survey, indicated that they access Eastgate Neighbourhood Centre by car. While footpaths from the adjoining residential area lead to Eastgate Neighbourhood Centre, only 25% of survey participants indicate that they walk to the centre.

State Planning Policy 4.2 – Activity Centres outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and look at ways that access can be improved.







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Pedestrian and Cycling Connections and Priority

Access to the Centre is dominated by vehicle movements, which is evident through the limited priority afforded to pedestrians/cyclists and the dominance of car parking.

Pedestrian and cyclist infrastructure adjacent to the Centre consists of footpaths to Great Eastern Highway, Kooyong Road and Fitzroy Road. Great Eastern Highway also contains on road cycle lanes, however overall there remains limited formalised cyclist connection to the Centre. Within the Centre, there are existing footpaths located under awnings. These footpaths are however quite narrow and could be extended to further facilitate pedestrian movements within the Centre.

Footpaths and pedestrian crossing points do not provide the most convenient or direct route to the Centre, resulting in a loss of pedestrian access. The footpath connecting Kooyong Road to the Centre is located on the western side, with no definable or formalised pedestrian crossing point until the intersection with Great Eastern Highway.

Whilst Great Eastern Highway contains a signalised pedestrian crossing at its intersection with Kooyong Road, due to the traffic volumes using the road it presents as a barrier to accessing the Centre from the north.

Access to the Centre from the north of Great Eastern Highway is however aided by the Surrey Road Underpass, which is located approximately 200 metres to the west of the Centre. Whilst the underpass does not provide the most convenient or legible point of access, it does facilitate pedestrian crossing of Great Eastern Highway to access the Centre.

SPP 4.2 recommends that pedestrians and cyclists be prioritised within activity centres. Several opportunities exist to increase cycling and pedestrian priority within key areas of the Centre.

The City's Integrated Movement Strategy 'Belmont on the Move' doesn't have specific recommendations for Eastgate Neighbourhood Centre but does include the following recommendations broadly applicable to all centres:

- Provision of facilities that provide comfortable and safe cycling infrastructure for all users.
- Improving the design of crossing points at key locations identified as having greater vehicle/pedestrian interaction.

Opportunities also exist for the City to increase pedestrian and cyclist priority for access to and from the Eastgate Centre. These include the following as visualised by Figure 6 overleaf:

- Investigating a formalised pedestrian crossing point across Kooyong Road from the existing footpath.
- Providing cycle connections with direct access to cycling infrastructure including bike racks and end of trip facilities.
- Providing greater connection to and from the Surrey Road Underpass (see location illustrated by Figure 7 overleaf) for the Centre.
- Planting street trees along the Great Eastern Highway frontage between the Surrey Road Underpass and the Centre.

Action 2.1

Investigate improvements to pedestrian and cyclist priority to and from Eastgate Neighbourhood Centre.



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Figure 6: Movement Concept Map



Figure 7: Location of Surrey Road Underpass

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Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists in locating points of interest, in this case Eastgate Neighbourhood Centre. Whilst the Centre is highly exposed to vehicle movement due to its proximity to Great Eastern Highway, opportunities exist to facilitate an increase in pedestrian and cyclist access through wayfinding signage and maps.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of Eastgate Neighbourhood Centre.

This could include wayfinding measures which provide directional details to the Surrey Road Underpass to facilitate convenient and safe access to the Centre.

Action 2.2

Investigate and implement wayfinding measures at select locations within 200 metres of Eastgate Neighbourhood Centre.

Public Transport

The Eastgate Neighbourhood Centre is well serviced by public transport, with high frequency bus services running along Great Eastern Highway and Kooyong Road.

There are bus stops on either side of Kooyong Road directly adjacent to the Centre. Bus stops associated with services running along Great Eastern Highway are located within 50 metres of the Centre.

The level of service and location of stops makes travel via bus a viable mode of transport for access to the Centre.

The City should continue to promote public transport usage through its Travel Smart program, as well as liaising with land and business owners to maximise public transport usage.

Action 2.3

Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Eastgate Neighbourhood Centre.







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Car Parking

Car parking within Eastgate Neighbourhood Centre is predominantly located within the private lot boundaries. Car parking wraps the building facades and is visible from Kooyong Road, Great Eastern Highway, and Fitzroy Road. Limited public on street parking is available, however informal parallel parking does occur along Fitzroy Road.

As a result of the road network surrounding the Centre, future car parking will need to continue to be provided on-site. The City's current LPS15 requires a minimum parking requirement dependent on the land use proposed. The Eastgate Neighbourhood Centre site is constrained and continual change in land uses on the site may result in an increased requirement for parking, which is unable to be accommodated on site or within the immediate vicinity. This is unless the configuration of the Centre is altered through redevelopment.

The Department of Planning, Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses within the Eastgate Neighbourhood Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre. While there are limited opportunities for additional parking to be provided within the road reserves, parking in lieu payments could be used to promote active modes of transport or to establish appropriate parking management measures.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

Action 2.4

Investigate an appropriate car parking standard for land uses within the Eastgate Neighbourhood Centre.

Action 2.5

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Eastgate Neighbourhood Centre.



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3. Place

The Eastgate Neighbourhood Centre contains a diverse range of businesses, along with specialised medical services. This mix of land uses services the local community and facilitates activity within the Centre.

Although the Centre contains a diverse range of businesses and services, there is a lack of meeting places and incentive for patrons to stay and utilise the Centre to its full potential. There is an opportunity for residential development to be incorporated into the Centre to facilitate in its activation and ongoing sustainability.







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Land Use Permissibility

The Eastgate Neighbourhood Centre provides a range of goods and services for the surrounding local community. The Eastgate IGA acts as the anchor tenant, with a number of take away food outlets, medical land uses, shops, showrooms and gyms also operating.

The variety of uses provide for a day and night time economy, with Eastgate IGA being open from 7:00am to 9:00pm, medical land uses being open between day trading hours and a number of the takeaway food outlets being open until 9:00pm.

Eastgate Neighbourhood is currently zoned 'Commercial' under LPS15. The 'Commercial' section of the Zoning Table of LPS15 demonstrates only one retail commercial or entertainment land use as being a permissible 'P' land use, being a 'Video Store'. Other retail commercial type land uses or land uses primarily for entertainment remain as discretionary 'D' land uses.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in SPP4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may be appropriate to zone land within the centre 'Neighbourhood Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.

Land Use	Zones	Conditions
Shop	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Restaurant/ Cafe	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Conve-nience Store	Commercial, Centre or Mixed Use	• Not used for the sale of petroleum products
Consulting Rooms	Commercial, Centre or Mixed Use	• No more than 60% of ground floor glazing ob-scured
Office	Commercial, Centre or Mixed Use	• Not located on the ground floor
Liquor Store - Small	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Re-gion Scheme
Small Bar	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Re-gion Scheme • Does not directly adjoin residential zone
Recreation - Private	Commercial, Centre or Mixed Use	• Within metro-politan region • NLA no more than 300sqm • No more than 60% of ground floor glazing ob-scured

Table 1

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Street Activation and Public Spaces

Eastgate Neighbourhood Centre benefits from exposure to Great Eastern Highway but is currently orientated inwards with limited surveillance afforded to Kooyong Road and Fitzroy Road. Commercial tenancies front car parking and provide awnings for whether protection over the adjacent footpaths.

A lack of formalised public spaces or meeting places results in people spending short periods of time within the Centre. There are also narrow footpaths to the front of tenancies, resulting in limited opportunity for alfresco dining or trading within the footpath. Furthermore, an existing fast food outlet located within the Centre contains a drive through component, resulting in a large amount of activity traversing through the Centre without visiting multiple tenancies.

Opportunities exist to liaise with the owner of the Centre to incorporate public open spaces as part of any redevelopment. The public spaces should provide for social interaction within the Centre and include areas of seating and appropriate landscaping.

If the Centre was to be redeveloped, it should be designed to address all public streets, with car parking sleeved from view. Clear glazing fronting streets, passive surveillance, and active frontages should also be encouraged.

There may be opportunities to co-design such improvements with the landowner.

To facilitate improvements, the City should investigate including built form provisions in the appropriate planning framework.

Action 3.2

Liaise with the owner of the Eastgate Neighbourhood Centre to encourage the provision of a public space within the Centre.

Action 3.3

Investigate implementing built form controls to ensure redevelopment of the Centre fronts the street and provides active facades.

Great Eastern Highway

Great Eastern Highway forms the primary street frontage of the Centre. Currently the frontage within the lot boundary of the Centre is dominated by car parking. The Great Eastern Highway road reservation extends further than the current carriageway width. The area outside of the current carriageway contains a footpath, landscaping and a grassed verge area.

Opportunities exist to improve this road reserve area, including:

- Realignment of the existing footpath to be setback from the Great Eastern Highway carriageway.
- Street tree plantings adjacent to the realigned footpath location to provide shade.
- Improved and additional access points to the Centre suitable for cyclists and pedestrians, compliant with the relevant disabled access requirements.

Investigation of the above points will assist in creating a greater connection and amenity for patrons visiting the Centre.

Action 3.4

Investigate implementing streetscape improvements along the Great Eastern Highway frontage of Eastgate Neighbourhood Centre.



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Kooyong Road

Kooyong Road currently contains footpaths and bus stops on either side of the road. Despite bus stops being located on either side of the road, there is no, safe direct crossing point between these and the Centre. The City should investigate a direct crossing point to the Centre adjacent to the bus stops.

While space is limited within the road reserve, the City should also explore opportunities for the planting of additional trees within the verge fronting Eastgate Neighbourhood Centre, to improve its visual appearance.

These public realm improvements will create a more attractive and functional public realm along the portion of Kooyong Road fronting Eastgate Neighbourhood Centre.

Action 3.5

Investigate implementing streetscape improvements along the Kooyong Road frontage of Eastgate Neighbourhood Centre.

Fitzroy Road

The public realm of Fitzroy Road consists of a footpath fronting the Eastgate Neighbourhood Centre and landscaped verges. Given there is only one street tree fronting the neighbourhood centre, the City should investigate opportunities to increase the number of street trees on both sides of the road.

One crossing point via a central median is provided at the intersection of Great Eastern Highway. The City should investigate providing additional crossing points for pedestrians accessing the Centre from the residential land to the north east.

These public realm improvements will assist in creating an attractive streetscape for pedestrians.

Action 3.6

Investigate implementing streetscape improvements along the Fitzroy Road frontage of Eastgate Neighbourhood Centre.





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Public Art

Eastgate Neighbourhood Centre currently contains no public art within its boundary. Public art is vital as it assists in developing a strong sense of place with the local community and increases the overall attractiveness of a centre to customers.

The City requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than $4.5 million. While Eastgate Neighbourhood Centre is located within the policy area, the public art threshold has not benefited the Centre as there has been no major redevelopment since the adoption of Local Planning Policy No.11 – Public Art Contribution.

Opportunities exist to incorporate public art within the Centre, particularly given its accessibility and prominent location. Public art provision should be investigated through any future redevelopment of the Centre, in accordance Local Planning Policy No.11.

Action 3.7

Investigate opportunities for public art to be located within the Centre.





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CITY OF BELMONT

Eastgate Neighbourhood Centre

Actions



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Actions & Implementation

Eastgate

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate whether it is appropriate to implement the zoning shown in Figure 4, through the preparation of a new Local Planning Scheme.	Part 2 Eastgate Centre Boundary and Zoning Pages 5-7	1.2 1.3 1.4	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2	Short	Planning
1.2	Facilitate and encourage increased retail floorspace within the centre.	Part 2 Eastgate Centre Boundary and Zoning Pages 5-7	1.2 1.3 1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.3	Investigate whether it is appropriate to introduce a residential density code of R-AC1 over Eastgate Neighbourhood Centre.	Part 2 Residential Density Within the Centre Page 8	1.3 1.4 5.4 5.7	State Planning Policy 7.3 - Residential Design Codes: Volume 2 - Apartments State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning
1.4	Liaise with the Department of Planning, Lands and Heritage to augment the R-AC1 minimum rear setback provision contained within SPP7.3 – Volume 2.	Part 2 Residential Density Within the Centre Page 8	1.2 1.3 5.1 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning
1.5	Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density Surrounding the Centre Page 9	1.3 1.4 5.4	State Planning Policy 4.2 - Activity Centres Local Housing Strategy	As part of the Local Housing Strategy	Planning

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Actions & Implementation

Eastgate

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.5	Investigate increasing the density coding of land surrounding Eastgate through the preparation of the City's Local Housing Strategy.	Part 2 Residential Density Surrounding the Centre Page 9	1.3 1.4 5.4	State Planning Policy 4.2 - Activity Centres Local Housing Strategy	As part of the Local Housing Strategy	Planning

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Actions & Implementation

Eastgate

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate improvements to pedestrian and cyclist priority to and from Eastgate Neighbourhood Centre.	Part 2 Pedestrian and Cycling Connections and Priority Pages 11-12	1.2 1.5 2.2 2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move Streetscape Enhancement Strategy	Medium	Planning Infrastructure Services
2.2	Investigate and implement wayfinding measures at select locations within 200 metres of Eastgate Neighbourhood Centre.	Part 2 Wayfinding Page 13	2.1-2.3 5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Planning Infrastructure Services
2.3	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Eastgate Neighbourhood Centre.	Part 2 Public Transport Page 13	2.1&2.4 5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Infrastructure Services
2.4	Investigate an appropriate car parking standard for land uses within the Eastgate Neighbourhood Centre.	Part 2 Car Parking Page 14	1.2&1.5 2.2&2.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning
2.5	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Eastgate Neighbourhood Centre.	Part 2 Car Parking Page 14	1.2&1.5 2.2&2.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning Infrastructure Services

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Actions & Implementation

Eastgate

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 16	1.2-1.4 4.1	Planning and Development (Local Planning Scheme) Regulations 2015	Short	Planning
3.2	Liaise with the owner of the Eastgate Neighbourhood Centre to encourage the provision of a public space within the Centre.	Part 2 Street Activation and Public Spaces Page 17	1.2&1.4 3.4 5.7	State Planning Policy 4.2 - Activity Centres Place Making Strategy	Medium	Planning Infrastructure Services Place Making
3.3	Investigate implementing built form controls to ensure redevelopment of the Centre fronts the street and provides active facades.	Part 2 Street Activation and Public Spaces Page 17	1.2-1.4 2.2	State Planning Policy 4.2 Planning and Development (Local Planning Scheme) Regulations 2015	Short	Planning
3.4	Investigate implementing streetscape improvements along the Great Eastern Highway frontage of Eastgate Neighbourhood Centre.	Part 2 Great Eastern Highway Page 17	1.2-1.4 2.2-2.4 5.7	State Planning Policy 4.2.	Medium/Long	Planning Infrastructure Services Main Roads Western Australia
3.5	Investigate implementing streetscape improvements along the Kooyong Road frontage of Eastgate Neighbourhood Centre.	Part 2 Kooyong Road Page 18	1.2-1.4 2.2-2.4 5.7	State Planning Policy 4.2	Medium/Long	Planning Infrastructure Services

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Actions & Implementation

Eastgate

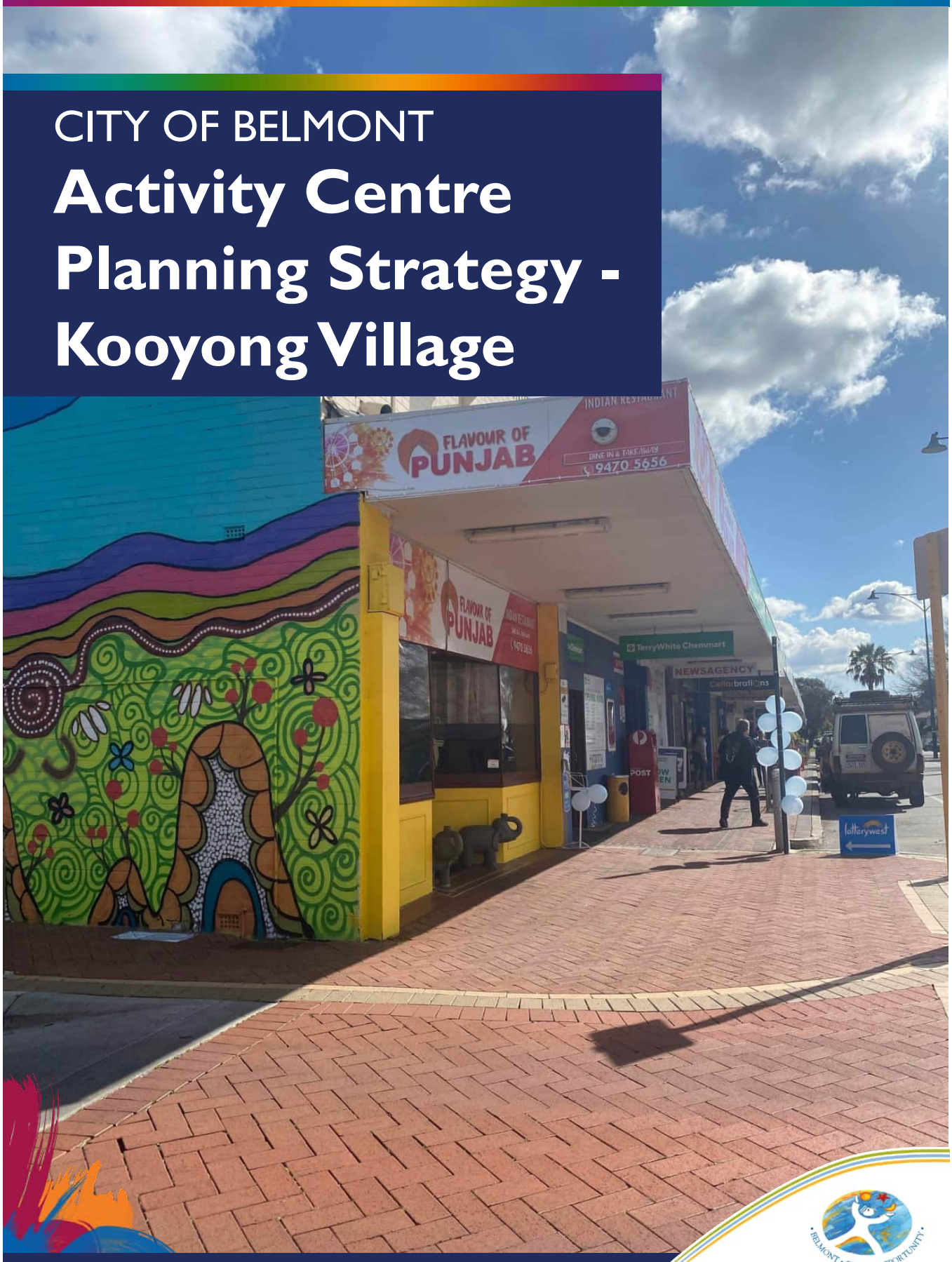
No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.6	Investigate implementing streetscape improvements along the Fitzroy Road frontage of Eastgate Neighbourhood Centre.	Part 2 Fitzroy Road Page 18	1.2-1.4 2.2-2.4 5.7	State Planning Policy 4.2	Medium/Long	Planning Infrastructure Services
3.7	Investigate opportunities for public art to be located within the Centre.	Part 2 Public Art Page 19	1.2 4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Medium	Planning Culture and Place



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Activity Centre Planning Strategy - Kooyong Village



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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.

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Kooyong Village

Kooyong Village is located centrally within the suburb of Rivervale, bounded by Francisco Street, Gerring Court, Kooyong Road and Wilson Park (Figure 1). Kooyong Village has been operating as a commercial centre for 70 years, steadily growing over time. The Centre currently contains 2,267 square metres of retail commercial floorspace.

The Centre currently reflects a traditional main street design, with shops fronting Kooyong Road. A range of land uses presently located within the Centre offer a variety of goods and services to the community, including an anchor supermarket.

Kooyong Village has retained its traditional form with minimal change to the original facades of commercial tenancies. The Centre presents opportunities to act as a vibrant hub for surrounding residents while maintaining its sense of character and street appeal.

This section of the Activity Centre Planning Strategy outlines the opportunities for Kooyong Village, with recommendations on zoning, residential density, movement and place.



Figure 1: Kooyong Village Locality Map

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1. Centre Context

The Centre is a destination within Rivervale which attracts activity through the provision of a diverse range of services. The Centre also benefits from its location adjacent to Wilson Park.

Land within the Centre is zoned 'Commercial' under Local Planning Scheme No. 15 (LPS 15), with no associated residential density coding. Surrounding land is zoned 'Residential' with a flexible residential density code of R20/40.

Whilst the majority of land surrounding the Centre contains either single houses or grouped dwellings, there has been an increase in the number of apartment dwellings developed in recent years. Apartments however remain relatively sparse and have yet to play a major role in the increase of the catchment population surrounding the Centre. There are three vacant land parcels located within and opposite the centre.

The immediate catchment area for Kooyong Village can be defined broadly by dwellings within a 200 metre radius from the centres (as shown in in Figure 2). It is however likely that the total catchment area of Kooyong Village could extend further than a 200 metre walkable catchment and include parts of the suburbs of Cloverdale and Kewdale.



Figure 2: Kooyong Village Catchment Area

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Kooyong Village Zoning

The Centre boundary is defined by the area zoned 'Commercial' as shown in Figure 3. A Retail Needs Assessment (RNA) prepared for this Strategy indicates the need for an additional 224 square metres of retail commercial floor area within the Centre. It is considered that this increase in retail commercial floor area is able to be accommodated within the Kooyong Neighbourhood Centre which will improve the annual turnover per square metre performance of the Centre over time. Therefore, at this stage it is considered appropriate to retain the Centre boundary as per Figure 3.

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. It is therefore recommended that a possible rezoning to 'Neighbourhood Centre' be investigated through the preparation of a new local planning scheme.

Action 1.1

Investigate the appropriatness of maintaining the centre boundary and applying a 'Neighbourhood Centre' zoning through the preparation of a new Local Planning Scheme.

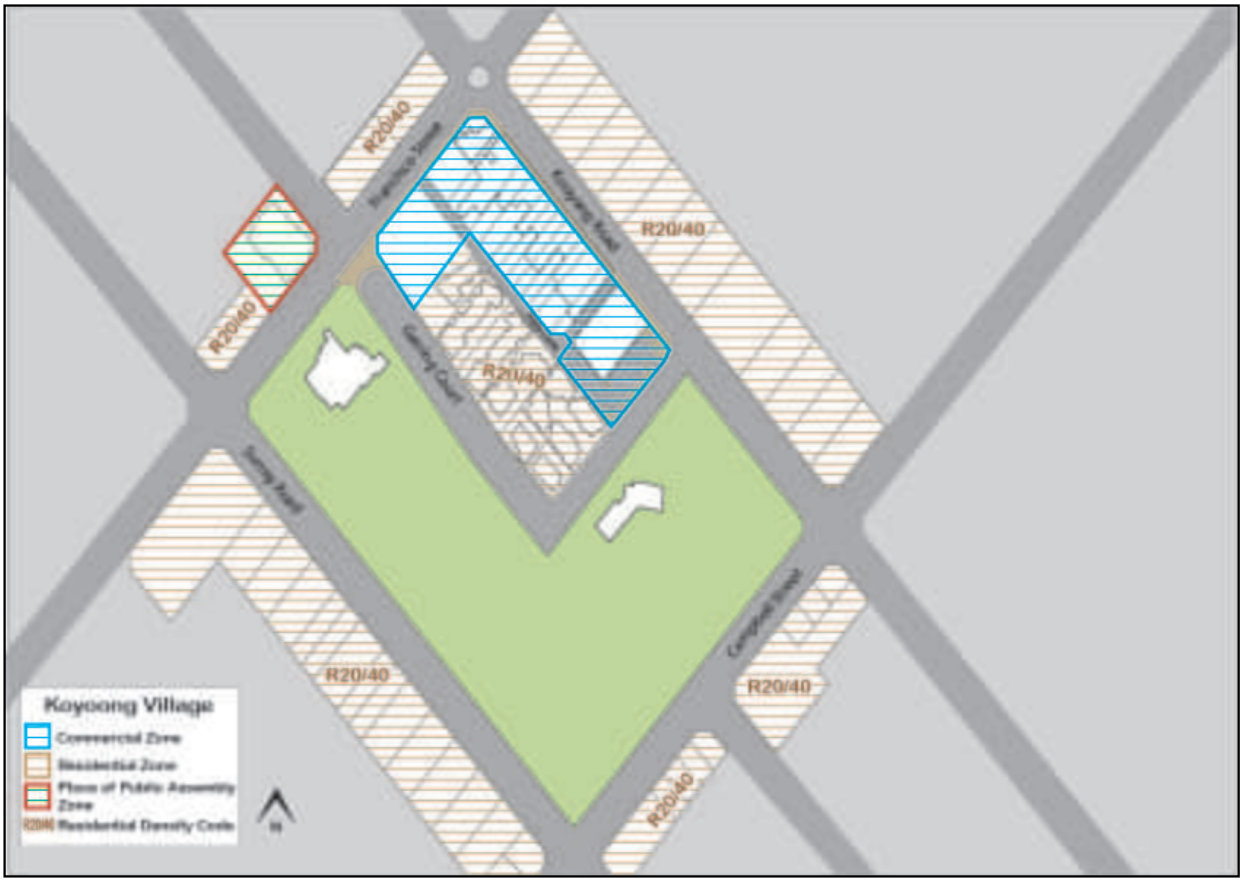


Figure 3: Existing Kooyong Village Zoning

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Kooyong Village Transitional Area

There are two vacant residential land parcels located opposite the Centre on Fransisco Street. It is recognised that these lots provide an opportunity to create a centre transition area (Figure 4).

While the RNA indicates a minimal need for additional retail floorspace within the Centre, the creation of a 'centre transition area' could facilitate a mix of land uses which are both compatible with residential development and complement the commercial function of the Centre.

The following 'Additional Uses' may be appropriate within the 'centre transition area' subject to further investigation:

- Consulting Rooms
- Office
- Art Gallery

These land uses may provide for additional employment and activity to be generated within close proximity to the Centre, which are compatible with residential development. Typically, these land uses operate during standard business hours and remain of a relatively low scale. The establishment of these uses within the 'centre transition area' could contribute to the future economic sustainability of Kooyong Village.

Consulting rooms can introduce activity to the Centre through specialist services, without detracting from the retail nature of a number of existing businesses. Art galleries can increase the variety of cultural and artistic uses by supporting artists, painters and photographers.

Offices can increase the overall number of employees surrounding the Centre, which has the potential to increase the amount of annual revenue generated by businesses within the Centre.

It is recommended that the appropriateness of additional uses and the 'centre transition area' being zoned 'Residential' (as shown in Figure 4) be investigated through the preparation of a new local planning scheme.

Whilst these uses are considered compatible with residential uses, it is still important to achieve an appropriate interface between the two forms of development. In addition, to support residential development within close proximity to the Centre, it may be appropriate to investigate a requirement for a minimum residential component to be provided within a development site where an additional use is proposed. It is recommended that provisions to address these considerations be investigated through the preparation of a new Local Planning Scheme.

Action 1.2

Investigate applying the additional uses of Consulting Rooms, Office and Art Gallery to 97 Norwood Road and 92 Kooyong Road through the preparation of a new Local Planning Scheme.

Action 1.3

Investigate provisions relating to minimum residential floor space and interface between Commercial and Residential development through the preparation of a new Local Planning Scheme.

Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. There is also currently no residential development within the Centre.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail commercial land uses whilst promoting economic sustainability.

In this regard, it may be appropriate for a code of RAC-4 to be applied to land within the Centre (as shown in Figure 4).

The residential density coding R-AC4, is designated under State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (SPP7.3 - Volume 2) as being appropriate for Neighbourhood Centres. This code allows for a maximum building height of three storeys and nil setbacks to the primary street and side boundaries.

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The R-AC4 density coding is considered to facilitate an appropriate scale of development, typical within a neighbourhood activity centre. The provision of residential dwellings above commercial tenancies will generate activity, increase population, contribute to better passive surveillance and has the potential to incentivise redevelopment of existing land within Kooyong Village.

As Lot 14384 Gerring Court (identified by Figure 4) is located adjacent to residential zoned land (with a density code of R20/R40), the City acknowledges that development of this property will require consideration of the amenity of existing residents.

Action 1.4

Investigate whether it is appropriate to introduce a residential density code of R-AC4 in accordance with Figure 4.

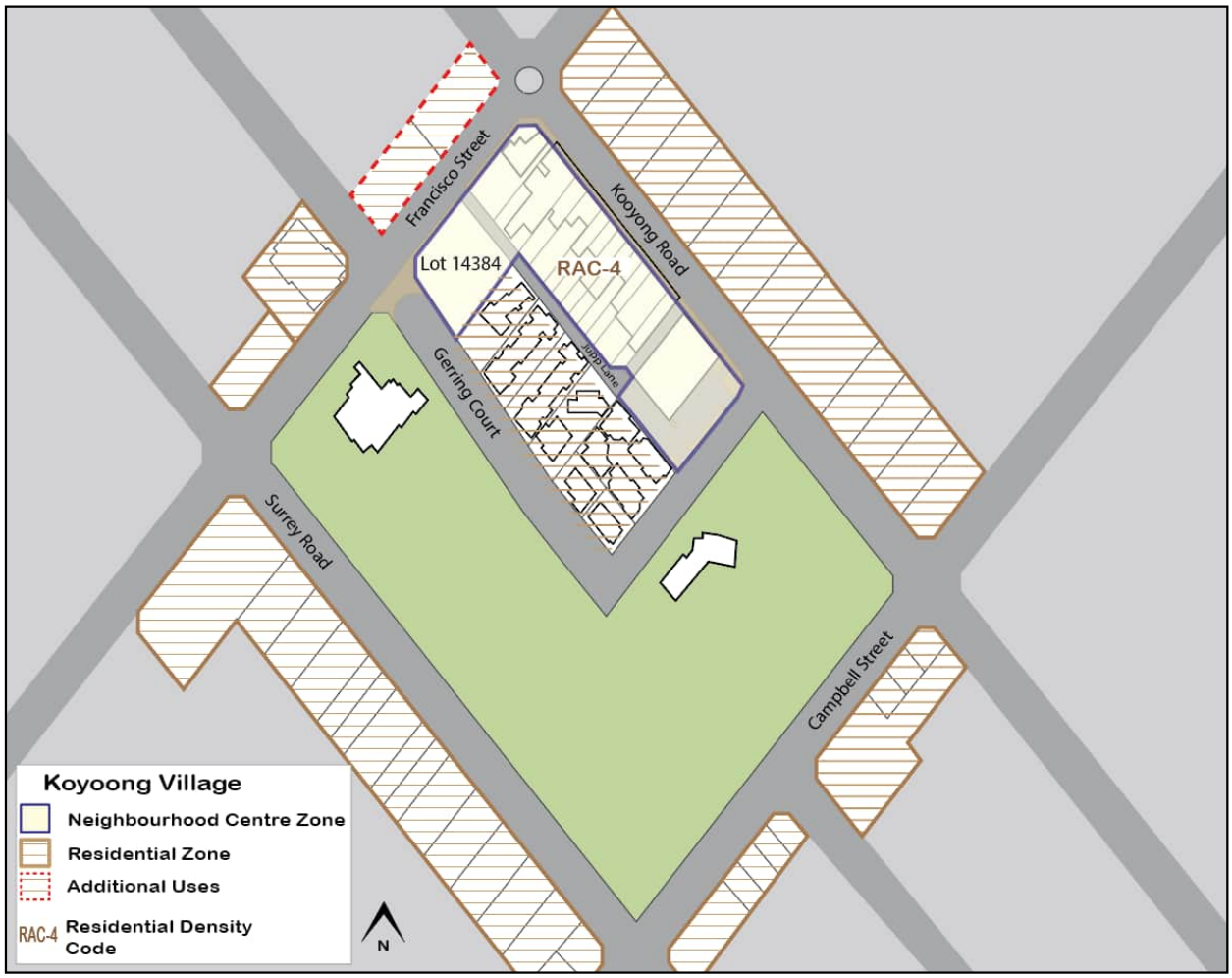


Figure 4: Proposed Zoning Investigations

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Residential Density surrounding the Centre

‘Residential’ zoned land surrounding the Centre is assigned a flexible density coding of R20/40. This coding has resulted in a predominately single and grouped dwelling housing typology.

A large number of the surrounding grouped dwellings were developed prior to changes in the planning framework which introduced plot ratio for multiple dwellings. Despite a limited uptake to date, the introduction of plot ratio enables a higher yield of multiple dwellings to be developed per site than grouped dwellings.

The RNA prepared to inform this strategy, studied the impact of increasing residential densities from R40 to R80 around the Centre. The goal was to assess how this change might positively affect the annual revenue of businesses. According to the model's predictions, if the vacant land around the Centre were developed with an R80 density, there could be a potential increase of up to 13% in annual revenue for local businesses. However, due to the relatively recent redevelopment of the surrounding land and fragmented ownership, it is unlikely that further redevelopment will occur in the short-term.

There are however opportunities to increase the residential density coding of lots within the transitional area illustrated in Figure 4. Increasing the density of these lots has the potential to facilitate a higher level of passive surveillance and activity adjacent to the Centre.

This potential increase in residential density should be explored in more detail through the preparation of the City’s Local Housing Strategy.



Action 1.5

Investigate increasing the density coding of land within the transition area, adjacent to Kooyong Village, through the preparation of the City's Local Housing Strategy.

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2. Movement

The suburb of Rivervale follows a traditional grid style road layout, which makes cycling and walking intuitive, legible and accessible for trips from the surrounding residential area to Kooyong Village. Whilst Kooyong Village is also serviced by a high frequency bus route, commnity surveys undertaken in 2020 indicated that the main mode of transport to the Centre remains via private vehicle (67% of trips).

State Planning Policy 4.2 - Activity Centres outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and look at ways that access can be improved.







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Pedestrian and Cycling Connections and Priority

Pedestrian and cyclist infrastructure within the Centre consists of footpaths along Francisco Street, Gerring Court and on both sides of Kooyong Road. Crossing Francisco Street or Kooyong Road is aided by areas of line marking and raised medians within the centre of the road, allowing pedestrians and cyclists to seek refuge from traffic. Pedestrians are further aided by the presence of shopfront awnings providing weather protection to one side of Kooyong Road.

A network of footpaths connect surrounding 'Residential' zoned land to the Centre. The footpath network is supported by street tree plantings which provide a level of shade. Cyclists are also provided with a safe and convenient connection to the Centre through the Surrey Road 'Safe Active Street'.

The road network within the Centre is currently dominated by vehicle movement, with unimpeded traffic flow and limited priority afforded to pedestrians/cyclists.

SPP 4.2 recommends that pedestrians and cyclists be prioritised within activity centres. Several opportunities exist to increase cycling and pedestrian priority within key areas of the Centre and the adjacent Wilson Park.

The City's Integrated Movement Strategy 'Belmont on the Move' recommends the following in relation to the Centre:

- The development of a shared space to aid in pedestrian and cyclist movement between Kooyong Village and Wilson Park, in the area shown within Figure 5.
- Increasing the level of pedestrian priority at the roundabout located at the intersection of Francisco Street and Kooyong Road through the provision of zebra crossings.

In addition, the City should investigate further measures to prioritise pedestrian and cyclist movement including:

- An upgraded connection from Surrey Road through Wilson Park to the intersection of Gerring Court and Kooyong Road.
- Modifying road surface treatments to increase driver awareness to the presence of pedestrians and cyclists.
- Raised median areas at designated crossing points.
- Applying a consistent streetscape along Francisco Street, Gerring Court and Kooyong Road to encourage an attractive cycling and pedestrian environment.
- Increasing street tree planting within the Centre and on surrounding streets to provide greater shade protection and enhance the walking/cycling environment.

Action 2.1

Investigate the implementation of recommendations made by 'Belmont on the Move', in relation to the Kooyong Village Neighbourhood Centre.

Action 2.2

Investigate improvements to pedestrian and cyclist priority within Kooyong Village and Wilson Park.



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Figure 5: Movement Concept Map

Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists in locating points of interest, in this case Kooyong Village. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest walking and cycling routes.

Wayfinding signage and maps, which include letters and pictures, are able to clearly define these walking and cycling routes. This creates a more desirable mode of transport.

'Belmont on the Move' details that there are currently limited wayfinding measures for the Centre, which hinders the public's knowledge regarding access to the site.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of Kooyong Village.

Action 2.3

Investigate and implement wayfinding measures at select locations within 200 metres of Kooyong Village.

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Public Transport

High frequency bus route 935 runs along Kooyong Road, with a bus stop on both the north and south side of Kooyong Road, located near the intersection of Gerring Court and Kooyong Road. Route 935 provides Kooyong Village with a connection to Perth CBD, Belmont Forum, Belvidere Street and Perth Airport.

The level of service and connectivity provided by route 935 makes travel via bus a relatively convenient and attractive mode of transport. Bus usage is also supported through the provision of conveniently located and sheltered bus stop facilities.

The uptake of public transport can be supported by travel behaviour programs which are designed to inform the general public about their transport options, including public transport. A greater level of education may result in centre users combining walking, cycling and public transport usage as an alternative to use of a private vehicle.

Users may also look to combine trips for example a trip to work in the CBD combined with a shopping trip to Kooyong Village.

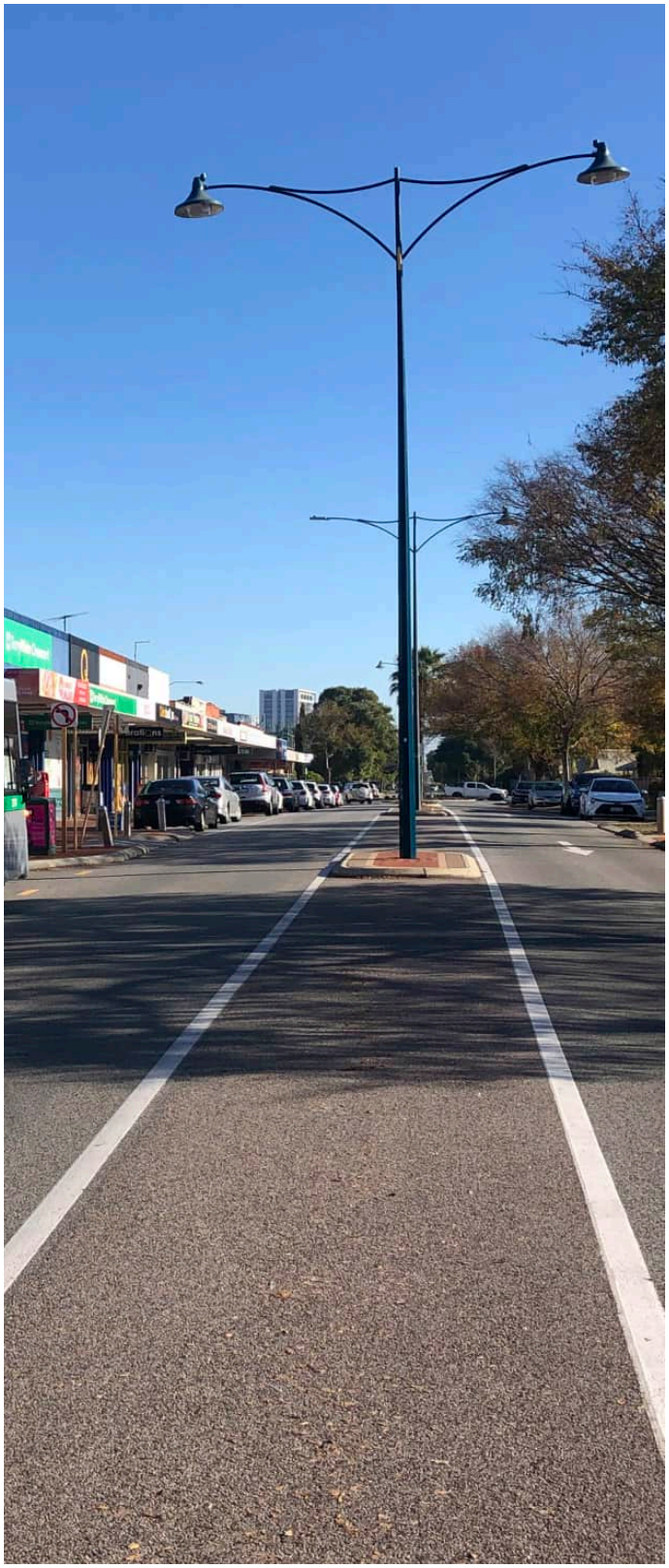
Action 2.4

Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Kooyong Village.





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Private Vehicles and Road Network

Kooyong Village is bound by Kooyong Road, Francisco Street and Gerring Court. While the intent of contemporary activity centre planning (as mentioned in SPP 4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres.

The road network surrounding Kooyong Village should reflect the intended prioritisation of pedestrian, cycling and public transport modes detailed in SPP4.2.

'Belmont on the Move' details potential changes to the road network within Kooyong Village including:

- The implementation of a 40km/h speed limit.
- A raised platform at the intersection of Gerring Court and Kooyong Road.
- Altering the pedestrian crossing points at the roundabout located at the intersection of Francisco Street and Kooyong Road.

Additional modifications to the road treatments within Kooyong Village should also be investigated including:

- The provision of trees within existing on street parking areas and the central median area.
- Re-design of the road layout to calm traffic, through slow points, pedestrian permeability and road surface treatments.

Action 2.5

Investigate improvements to the road network, in accordance with 'Belmont on the Move' and the draft Wilson Park Masterplan as outlined in Figure 5.

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Car Parking

There is currently both public and private car parking within and surrounding Kooyong Village, including:

- On street parallel parking on Kooyong Road subject to either 30 minute or 2 hour car parking restrictions;
- Unrestricted on street parallel parking on Francisco Street;
- Unrestricted 90 degree public parking bays located with in the road reserve of Gerring Court;
- Unrestricted angled parking bays within the road reserve of both Campbell Street and Surrey Road.
- A mixture of angled and 90 degree parking bays within private land adjacent to the supermarket; and
- Informal tenant parking to the rear of tenancies accessed via Jupp Lane.

'Belmont on the Move' recommends that the existing parking restrictions be maintained for public car parking along Kooyong Road and either two or three hour time restrictions be implemented for car parking bays within Gerring Court. The introduction of parking restrictions is intended to increase turnover of vehicles within close proximity to activity centres, therefore increasing the availability of parking for consumers.

In terms of private car parking, Local Planning Scheme No. 15 provides for variations to car parking requirements where it is determined that:

- approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- the non-compliance will not have an adverse effect on the locality.

The Department of Planning, Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses within the Kooyong Village Neighbourhood Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement and provision of on-street public parking. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

Action 2.6

Investigate an appropriate car parking standard for land uses within the Kooyong Village Neighbourhood Centre.

Action 2.7

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Kooyong Village Neighbourhood Centre.

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3. Place

A range of people visit Kooyong Village due to the diverse range of businesses and services that are located within the Centre. This mix of land uses facilitates activity within the Centre and allows for patrons to visit a range of businesses within a single trip.

Despite the land use mix and activity generated there are currently limited meeting places located within Kooyong Village. The RNA outlines the benefits of Kooyong Village becoming a significant community focal point which provides a range of conveniently accessible goods and services and social meeting places.

Opportunities exist for the sense of place within Kooyong Village to be enhanced through improvements







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Land Use Permissibility

Kooyong Village is anchored by a supermarket and benefits from a mix of established businesses all of which provide for residents daily and weekly shopping needs.

LPS 15 currently details only one permissible 'P' land use (Video Store) for 'Commercial' zoned land, which includes Kooyong Village. Other retail commercial type land uses or land uses primarily for entertainment remain as discretionary 'D' land uses.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in SPP4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may be appropriate to zone land within the centre 'Neighbourhood Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme • Does not directly adjoin residential zone
Recreation - Private	Commercial, Centre or Mixed Use	• Within metropolitan region • NLA no more than 300sqm • No more than 60% of ground floor glazing obscured
Shop	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Restaurant/ Cafe	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Convenience Store	Commercial, Centre or Mixed Use	• Not used for the sale of petroleum products
Consulting Rooms	Commercial, Centre or Mixed Use	• No more than 60% of ground floor glazing obscured
Office	Commercial, Centre or Mixed Use	• Not located on the ground floor
Liquor Store - Small	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme

Table 1

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Street Activation

Kooyong Village operates as a well-established main street neighbourhood centre with activity to the street generated through existing commercial frontages, bus stop facilities and on-street car parking.

Existing businesses within Kooyong Village generate consistent and steady activity, with both a day and night time economy. In addition, the majority of shop frontages typically contain clear glazing,definable entry points and awnings to the footpath.

A lack of formalised public spaces or meeting places results in people spending short amounts of time within the Centre. Limited alfresco dining options are currently present within the Centre.

Opportunities exist to improve street activation within the Centre through consistent built form design. The City can implement built form provisions into the appropriate planning framework.

The City should also explore opportunities to improve activity within the Centre through engagement with local businesses.

Action 3.2

Investigate implementing built form controls aimed at increasing activity at street level.

Action 3.3

Engage with local businesses to facilitate an increase in street activity within the Centre.



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Kooyong Road

Kooyong Road forms the main frontage for commercial tenancies located within Kooyong Village and as a result plays the role of a 'main street'.

Currently Kooyong Road comprises two lanes of vehicle movement with a central median, parallel parking on both sides and footpaths within the verge. The central median also contains several raised portions along with street lighting and street tree planting within the northern verge area.

The public realm should be designed to enhance the visual appearance, social interaction and accessibility of Kooyong Village.

Modifications to the public realm should be investigated including:

- Providing tree plantings within the central median area and along the southern side of Kooyong Road.
- Alternate road and footpath surface treatments aimed at increasing private vehicle awareness of the presence of pedestrian and cyclists.

Action 3.4

Investigate opportunities to improve the public realm along Kooyong Road.

Kooyong Road and Gerring Court Intersection

The intersection of Kooyong Road and Gerring Court plays a significant role within Kooyong Village. This intersection forms the southern entry point to the Centre, and is in close proximity to Wilson Park and bus stop facilities.

As outlined previously, to facilitate better connectivity between the Centre, Wilson Park and bus stop facilities, 'Belmont on the Move' recommends the investigation of a raised platform at the intersection of Gerring Court and Kooyong Road. The proposed raised platform will provide an important link and a shared space for pedestrians and cyclists.

In addition to this, the City should explore the potential for pairing the proposed raised platform within the road space intersection, with the creation of a public space within Wilson Park, adjoining the intersection of Gerring Court and Kooyong Road.

Creating a formalised public meeting space in this location has the potential to facilitate social interaction whilst also attracting additional patrons to the Centre.

Action 3.5

Investigate the creation of a public meeting space within Wilson Park adjoining the intersection of Gerring Court and Kooyong Road, in accordance with 'Belmont on the Move' and the draft Wilson Park Masterplan.



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Francisco Street

The public realm of Francisco Street consists of footpaths on both sides of the road, a small number of parallel parking bays, verge areas and a central line marked median.

The City should explore the planting of additional trees within the verge and car parking areas along Francisco Street to improve its visual appearance. In addition the City should investigate altering the road and/or footpath surfaces to prioritise the movement of pedestrians.

These public realm improvements in addition to the proposed 'additional uses' over the vacant lots fronting Francisco Street, opposite the Centre, may act as a catalyst for future development.

Action 3.6

Investigate potential public realm improvements to the section of Francisco Street between Norwood Road and Kooyong Road.

Jupp Lane

Jupp Lane is located between Kooyong Road and Gerring Court, within Kooyong Village. Currently Jupp Lane is primarily used for access to the rear of existing commercial tenancies fronting Kooyong Road, as well as some low scale pedestrian movement from residential properties on Gerring Court.

Opportunities exist for the City to repurpose a small section of Jupp Lane as a shared or public space.

The City should investigate the transformation of Jupp Lane into a shared zone, encompassing lighting, street furniture and public art, with the potential for local businesses to activate the laneway.

The creation of a shared zone will provide a valuable public space that can be utilised for community events, as well as day to day activation of the Centre.

Action 3.7

Investigate the implementation of a shared or public space within Jupp Lane.



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Public Art

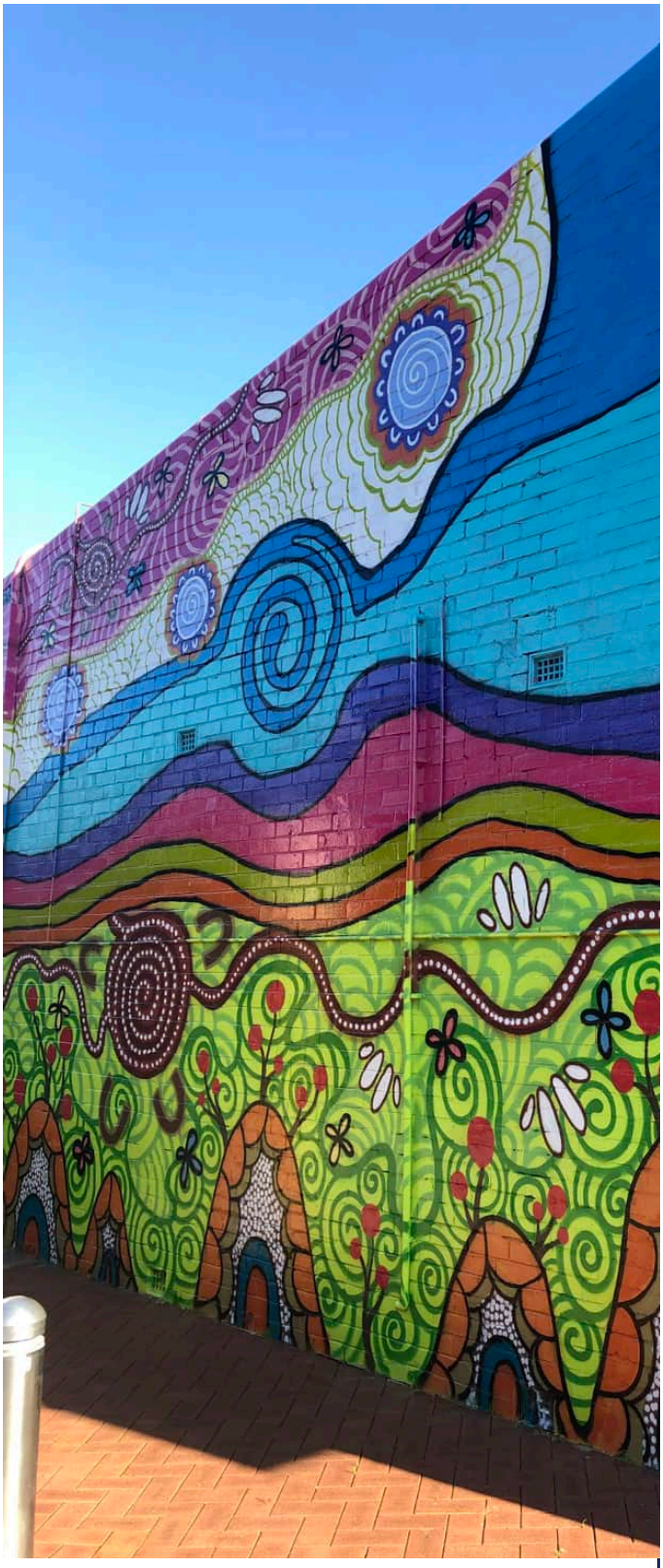
There is currently one public art mural located along the western wall of Jupp Lane within the Kooyong Village. Public art is a vital part of the public realm as it assists in developing a strong sense of place with the local community and increases the overall attractiveness of a centre to customers.

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than $4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include the large number of blank wall surfaces or the road surface.

Future funding mechanisms for public art within Kooyong Village should also be investigated. It is likely that the existing threshold amount of $4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.



Action 3.8

Investigate opportunities for public art to be located within Kooyong Village.

Action 3.9

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.

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CITY OF BELMONT

Kooyong Village Neighbourhood Centre

Actions



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Actions & Implementation

Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate the appropriatness of maintaining the centre boundary and applying a 'Neighbourhood Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Kooyong Village Zoning Page 5	1.2 1.3 1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Investigate applying the additional uses of Consulting Rooms, Office and Art Gallery to 97 Norwood Road and 92 Kooyong Road through the preparation of a new Local Planning Scheme.	Part 2 Kooyong Village Transitional Area Page 6	1.2 1.3 1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
1.3	Investigate provisions relating to minimum residential floor space and interface between commercial and residential development through the preparation of a new Local Planning Scheme	Part 2 Kooyong Village Transitional Area Page 6	1.2 1.3 1.4 5.7	State Planning Policy 7.3 - Residential Design Codes: Volume 2 - Apartments State Planning Policy 4.2 - Activity Centres	Short	Planning
1.4	Investigate whether it is appropriate to introduce a residential density code of R-AC4 in accordance with Figure 4.	Part 2 Residential Density within the Centre Page 7	1.2 1.3 5.4 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning

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Actions & Implementation

Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.5	Investigate increasing the density coding of land within the transition area, adjacent to Kooyong Village, through the preparation of the City's Local Housing Strategy.	Part 2 Residential Density surrounding the Centre Page 8	5.4 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	As part of the Local Housing Strategy	Planning



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Actions & Implementation

Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate the implementation of recommendations made by 'Belmont on the Move', in relation to the Kooyong Village Neighbourhood Centre.	Part 2 Connections and Priority Page 10	1.5 2.1-2.4 5.7	'Belmont on the Move' State Planning Policy 4.2 - Activity Centres	Short/Medium	Planning Infrastructure Services
2.2	Investigate improvements to pedestrian and cyclist priority within Kooyong Village and Wilson Park.	Part 2 Connections and Priority Page 10	1.2 1.5 2.2-2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move Streetscape Enhancement Strategy	Medium	Planning Infrastructure Services
2.3	Investigate and implement wayfinding measures at select locations within 200 metres of Kooyong Village.	Part 2 Wayfinding Page 11	1.5 2.2 2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Planning Infrastructure Services
2.4	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Kooyong Village.	Part 2 Public Transport Page 12	1.5 2.2 2.4 5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Short	Infrastructure Services
2.5	Investigate improvements to the road network, in accordance with 'Belmont on the Move' and the draft Wilson Park Masterplan as outlined in Figure 5.	Part 2 Private Vehicles and Network Page 13	1.2 1.5 2.2-2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move Draft Wilson Park Masterplan	Medium/Long	Infrastructure Services

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Actions & Implementation

Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.6	Investigate an appropriate car parking standard for land uses within the Kooyong Village Neighbourhood Centre.	Part 2 Car Parking Page 14	2.1 5.7	Belmont on the Move Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning Infrastructure Services
2.7	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Kooyong Village Neighbourhood Centre.	Part 2 Car Parking Page 14	2.1 - 2.3 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning Infrastructure Services

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Actions & Implementation

Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land use Permissibility Page 16	1.2-1.4 5.7	Planning and Development (Local Planning Scheme) Regulations 2015	Short	Planning
3.2	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 17	1.2-1.4 3.6 4.3	Planning and Development (Local Planning Scheme) Regulations 2015	Short	Planning
3.3	Engage with local businesses to facilitate an increase in street activity within the Centre.	Part 2 Street Activation Page 17	1.2 1.5 2.2-2.4	State Planning Policy 4.2 - Activity Centres	Ongoing	Place Making
3.4	Investigate opportunities to improve the public realm along Kooyong Road.	Part 2 Kooyong Road Page 18	1.2 1.5 2.2-2.4	State Planning Policy 4.2 - Activity Centres Canopy Plan 2019 - 2024	Medium/Long	Planning Infrastructure Services

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Actions & Implementation

Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.5	Investigate the creation of a public meeting space within Wilson Park adjoining the intersection of Gerring Court and Kooyong Road, in accordance with 'Belmont on the Move' and the draft Wilson Park Masterplan.	Part 2 Kooyong Road and Gerring Court Intersection Page 18	1.2 1.5 2.2-2.4	State Planning Policy 4.2 - Activity Centres	Long	Planning City Projects Place Making
3.6	Investigate potential public realm improvements to the section of Francisco Street between Norwood Road and Kooyong Road.	Part 2 Francisco Street Page 19	1.2 1.3 3.4 5.3	State Planning Policy 4.2 - Activity Centres Canopy Plan 2019-2024	Medium	Planning Infrastructure Services City Projects Parks & Environment
3.7	Investigate the implementation of a shared or public space within Jupp Lane.	Part 2 Jupp Lane Page 19	1.2 1.5 2.2-2.4	State Planning Policy 4.2 - Activity Centres Place Making Strategy	Long	Planning Infrastructure services City Projects
3.8	Investigate opportunities for public art to be located within Kooyong Village.	Part 2 Public Art Page 20	1.2 4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Medium	Planning Place Making

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Actions & Implementation

Kooyong Village

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.9	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 20	3.4 5.3 1.2 4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Short	Planning Place Making

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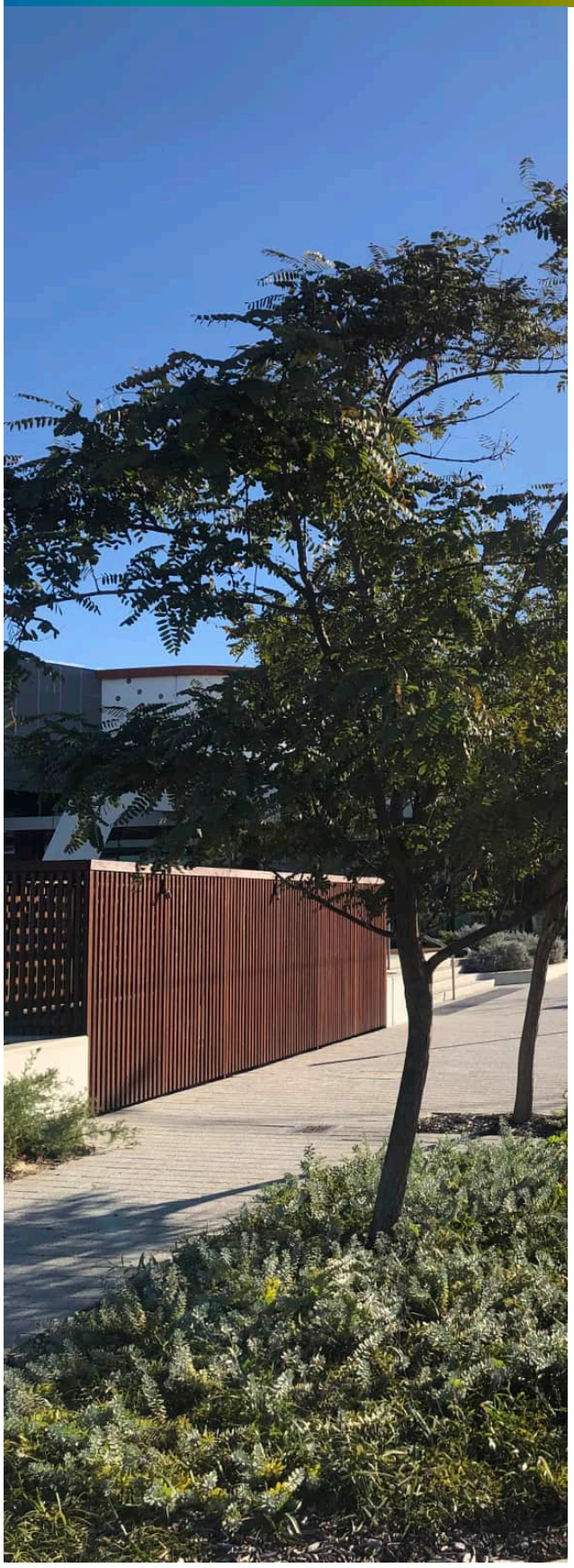
CITY OF BELMONT

Activity Centre Planning Strategy - Redcliffe Station Neighbourhood Centre



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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.

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Redcliffe Station Neighbourhood Centre

A new neighbourhood centre is proposed to be constructed within the Development Area 6 (Redcliffe Station Precinct). The proposed neighbourhood centre location is illustrated in blue on Figure 1 below, with the existing Development Area 6 boundary outlined in red.

In May 2020, the City of Belmont completed a Retail Needs Assessment (RNA) which provides an analysis of demographic, retail and employment trends and their impact on demand and supply of retail floorspace across the City of Belmont. The RNA highlighted the need for an additional 3,000sqm of retail floorspace within the Development Area 6 Precinct.

This retail floorspace is proposed to be accommodated within a new neighbourhood centre immediately adjacent to Redcliffe Station, and partly within the Perth Airport Estate. This is due to the Perth Airport Estate containing large expanses of land which are capable of accommodating a supermarket. It is anticipated that a range of smaller commercial tenancies and restaurant/cafes will establish surrounding the train station.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Redcliffe Station Neighbourhood Centre.

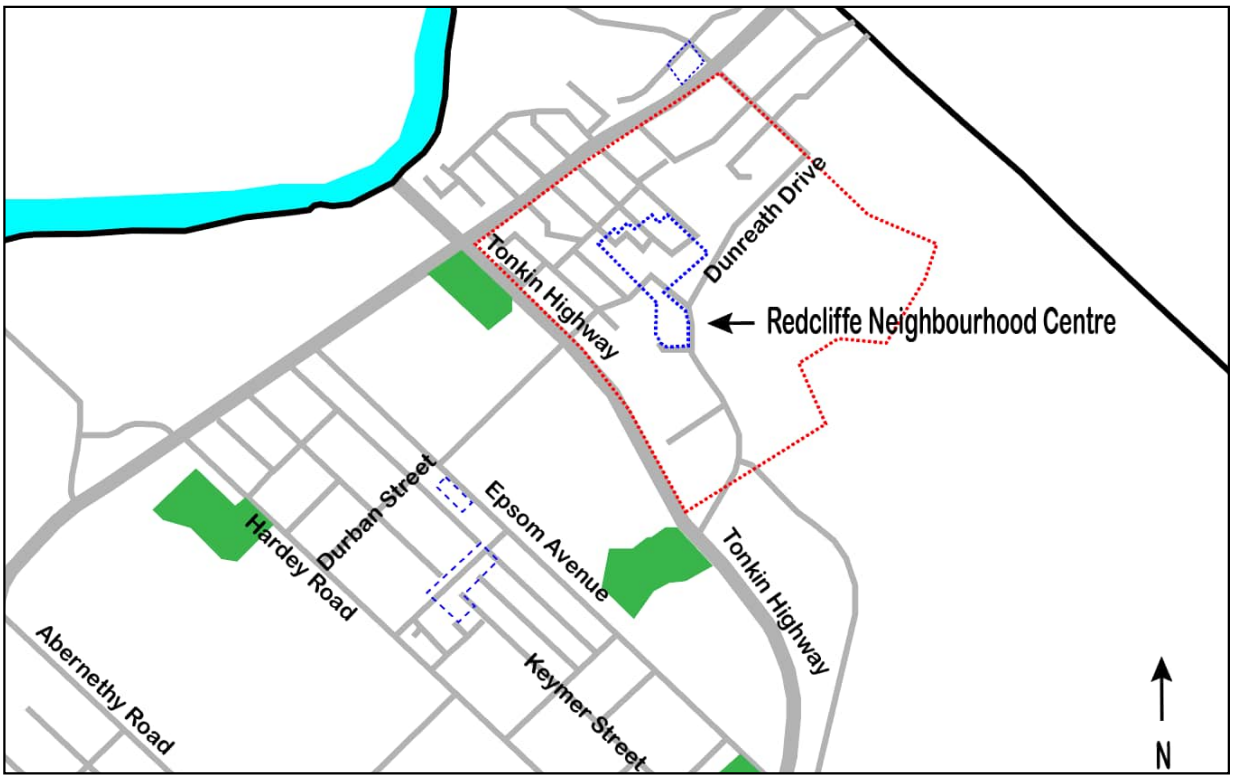


Figure 1: Redcliffe Station Neighbourhood Centre Locality Map

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1. Centre Context

Redcliffe Station presents an exciting opportunity for the development of a transport orientated hub which contains higher density residential development, supported by a diverse range of compatible commercial retail businesses. The Precinct currently contains a number of single houses which are located on land zoned 'Residential' with a density code of R20. There is also existing commercial uses located adjacent to Great Eastern Highway.

The City of Belmont has developed a preliminary plan, known as the Redcliffe Station Precinct Activity Centre Plan, to guide the redevelopment of the land surrounding Redcliffe Station. The plan proposes a 'Mixed Use' zoning designation for the land surrounding the train station, with a residential density code of R-AC0. This zoning would allow for a combination of retail, commercial, and residential land uses in the area. The draft plan does not include provisions for establishing shop uses in the section of land immediately adjacent to Great Eastern Highway, even though it is also designated as 'Mixed Use' zoning. For the rest of the Development Area 6 precinct, the plan suggests a 'Residential' zoning designation, with different residential density codes assigned. These codes include RAC-3, R60, and R100, indicating varying levels of residential development intensity.

In March 2023 the State Government undertook to progress future planning for the Development Area 6 precinct by preparing an Improvement Scheme, which will influence and shape the future development of the area.

The immediate catchment area for the future neighbourhood centre can be defined by a 200m walkable radius (as shown in Figure 2). However, it is likely that the total catchment area for the centre would extend much further as a result of its proximity to retail land uses such as the DFO and Costco, a new train station, and major road connections including the Tonkin and Great Eastern Highways.



Figure 2: Redcliffe Station Neighbourhood Centre Catchment Area

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Redcliffe Station Neighbourhood Centre - Zoning/Reservation

A large portion of land proposed to accommodate the future neighbourhood centre is currently reserved for 'Public Purpose - Commonwealth Government' under the Metropolitan Region Scheme. This land is located within the Perth Airport Estate. The remainder of land is currently either reserved for 'Parks and Recreation' or zoned Residential with an associated density coding of R20 under Local Planning Scheme No.15, as visualised in Figure 3.

The Retail Needs Assessment (RNA) prepared to inform this Strategy suggests that by 2036, a total of 3,000m² of shop/retail floorspace and 500m² of other retail floorspace will be required.

The draft plan proposed to apply a 'Mixed Use' zone over lots surrounding the Redcliffe Train Station in accordance with Figure 4. Whilst 'Shop' land uses cannot typically be considered within the 'Mixed Use' zone, the draft plan proposed to classify 'Shop' as a 'D' discretionary land use immediately surrounding the train station, to facilitate the development of the neighbourhood centre.

The 'Mixed Use' zone was also intended to provide for residential development surrounding the train station at an R-AC0 density code. The provision of residential dwellings above commercial tenancies was envisaged to generate activity within the neighbourhood centre.

It is recognised that the major retail component of the Neighbourhood Centre, which includes an anchor supermarket, will occur within the Perth Airport Estate which, by virtue of its land availability and tenure, is less constrained. This development was referred to the City of Belmont for comment in September 2020 with the City providing in principal support.

The land on which a portion of the neighbourhood centre will be located will remain reserved as 'Public Purpose' under the Metropolitan Region Scheme and in the control of Perth Airport. While the City of Belmont will not be the determining authority for future applications over this portion of the neighbourhood centre, the City will liaise with Perth Airport to achieve high quality development outcomes for this land.

Action 1.1

Continue to facilitate and encourage the development of the neighbourhood centre within the Development Area 6 precinct.

Action 1.2

Encourage active frontages and high quality built form as part of the future development of the neighbourhood centre.

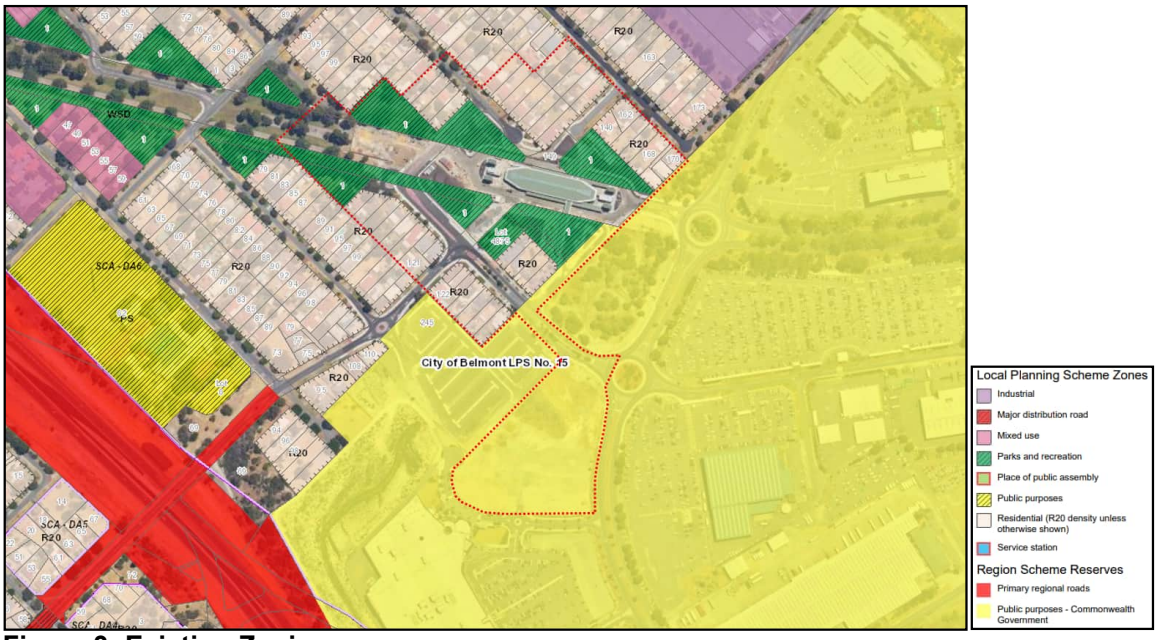


Figure 3: Existing Zoning

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Zoning/Reservation Surrounding the Centre

Land surrounding the future centre is currently zoned 'Residential' with an associated density coding of R20. This has provided for the development of predominantly single houses with a small number of grouped dwellings.

The City of Belmont prepared a draft Activity Centre Plan which proposed to increase the density codes of the Development Area 6 precinct as visualised by Figure 4. It is anticipated that these density codes could provide between 2,800 and 4000 dwellings with an estimated population of between 6,000 and 8,500 people.

To assist in progressing the future planning for the Development Area 6 precinct, the State Government prepared an Improvement Plan which was gazetted at the end of 2022. The Improvement Plan enables the Western Australian Planning Commission (WAPC), in association with relevant stakeholders to progress the necessary planning guidelines for development within the precinct. These will be guided by the draft Activity Centre Plan prepared by the City and will be contained within an Improvement Scheme (currently being prepared by the State Government). The City should continue to engage with the State Government during this process.

Action 1.3

Continue to engage with the State Government in the development and delivery of the planning framework for the Development Area 6 precinct.

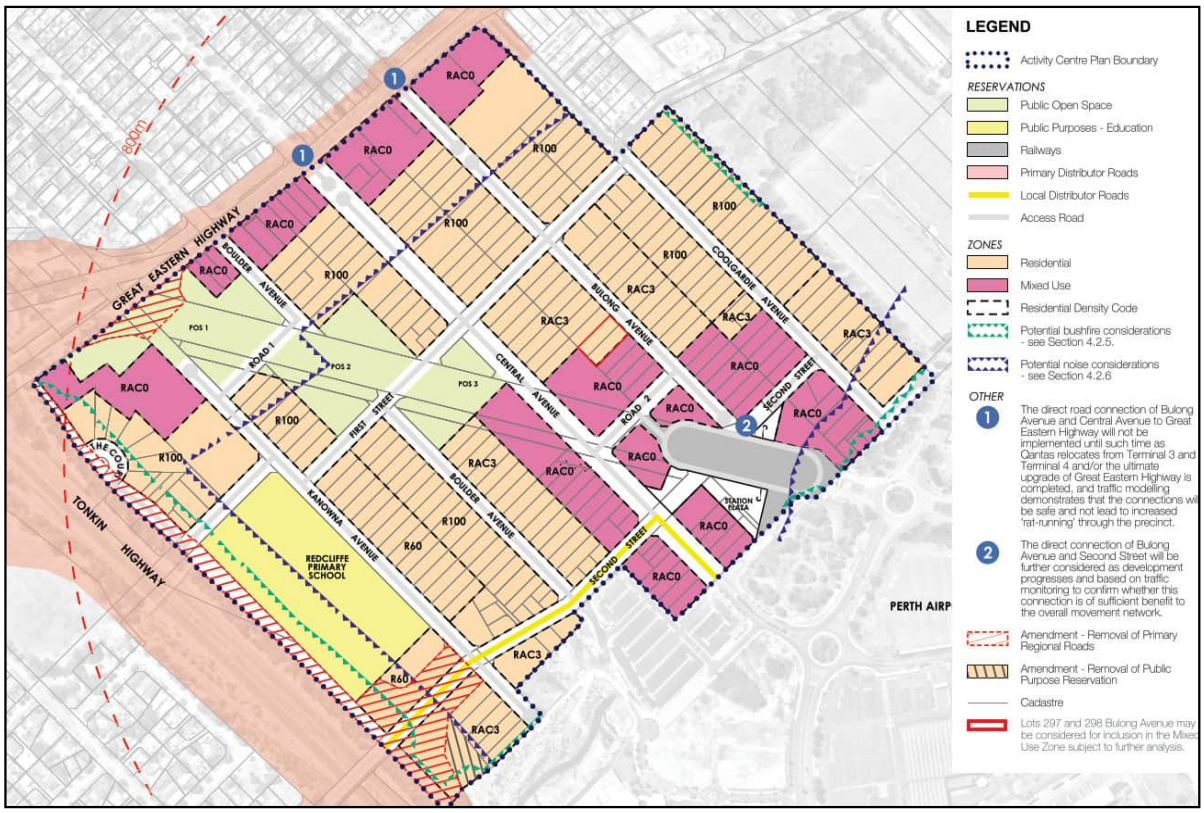


Figure 4: Redcliffe Station Zoning and Reservation Plan

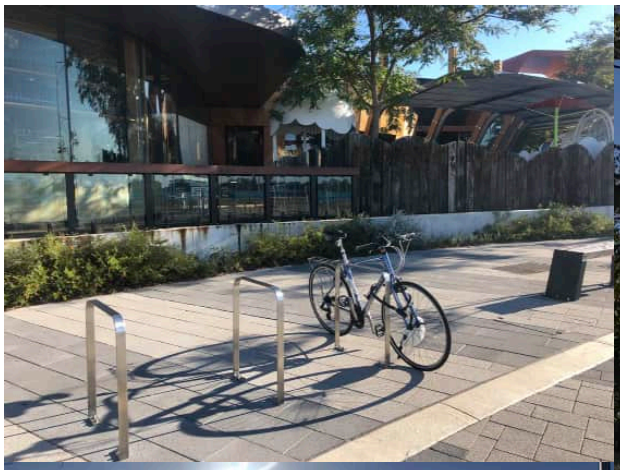
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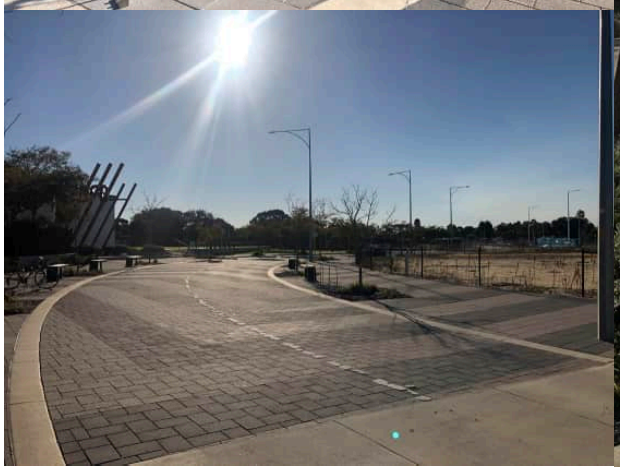
2. Movement

The Development Area 6 precinct is currently serviced by an established road network with the dominant mode of transport being private vehicles. Given the Redcliffe Station has recently opened, it is considered that the uptake of alternative modes of transport will increase as redevelopment of the surrounding properties occurs.

Active modes of transport will also be promoted through the development of the public open space spine which will serve as an attractive walkable connection between the surrounding development and the Redcliffe train Station and future neighbourhood centre. Perth Airport will also ensure that walkable connections are provided to the airport from the station precinct through a shared path network as detailed in the Perth Airport Master Plan 2020.

State Planning Policy 4.2 – Activity Centres outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing and future opportunities to access the proposed Neighbourhood Centre.







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Pedestrian and Cycling Connections and Priority

Footpaths exist within the Development Area 6 Precinct, however very limited priority is given to pedestrians and cyclists. The draft Redcliffe Station Precinct Activity Centre Plan highlighted a number of upgrades in order to promote pedestrian and cyclist activity as visualised by Figure 5. These include:

- Installing a shared path along Central Avenue.
- Connecting High Street to the Redcliffe Station Precinct and Second Street.
- Installing formalised priority crossing points on Central Avenue.
- Installing additional footpaths to provide connections to Redcliffe Station.
- Providing connections to the existing shared path on Dunreath Drive
- Installing a signalised crossing point at Central Avenue and Second Street.
- Install bike parking and bike shelter facilities.
- Install on-street cycle lanes on Central Avenue.

The City should advocate to the State Government for investigation of similar improvements to pedestrian and cyclist priority through the preparation of the Improvement Scheme.

Action 2.1

Advocate to the State Government for improvements to pedestrian and cyclist priority to be investigated through the preparation of the Improvement Scheme.

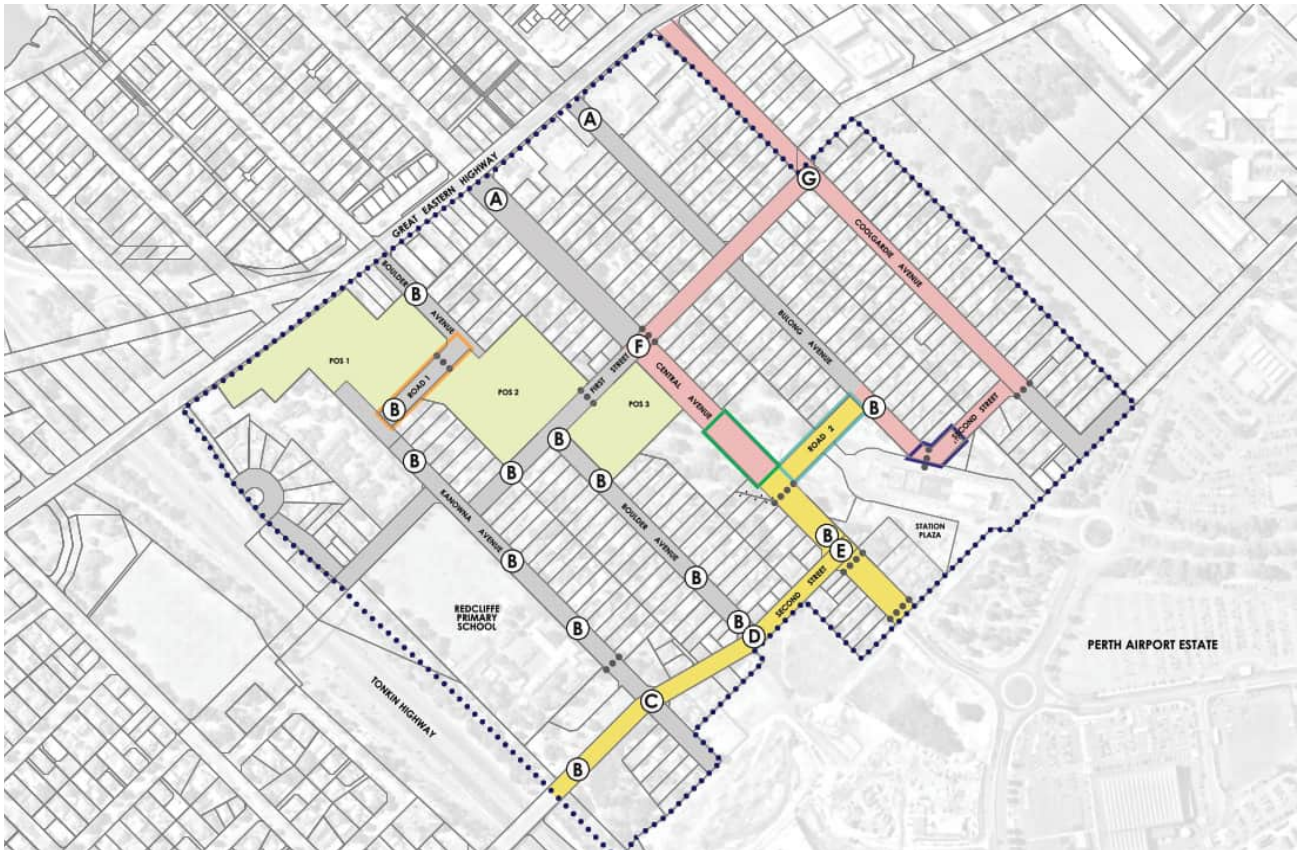


Figure 5: Potential Pedestrian and Cyclist Upgrades (Legend overleaf)

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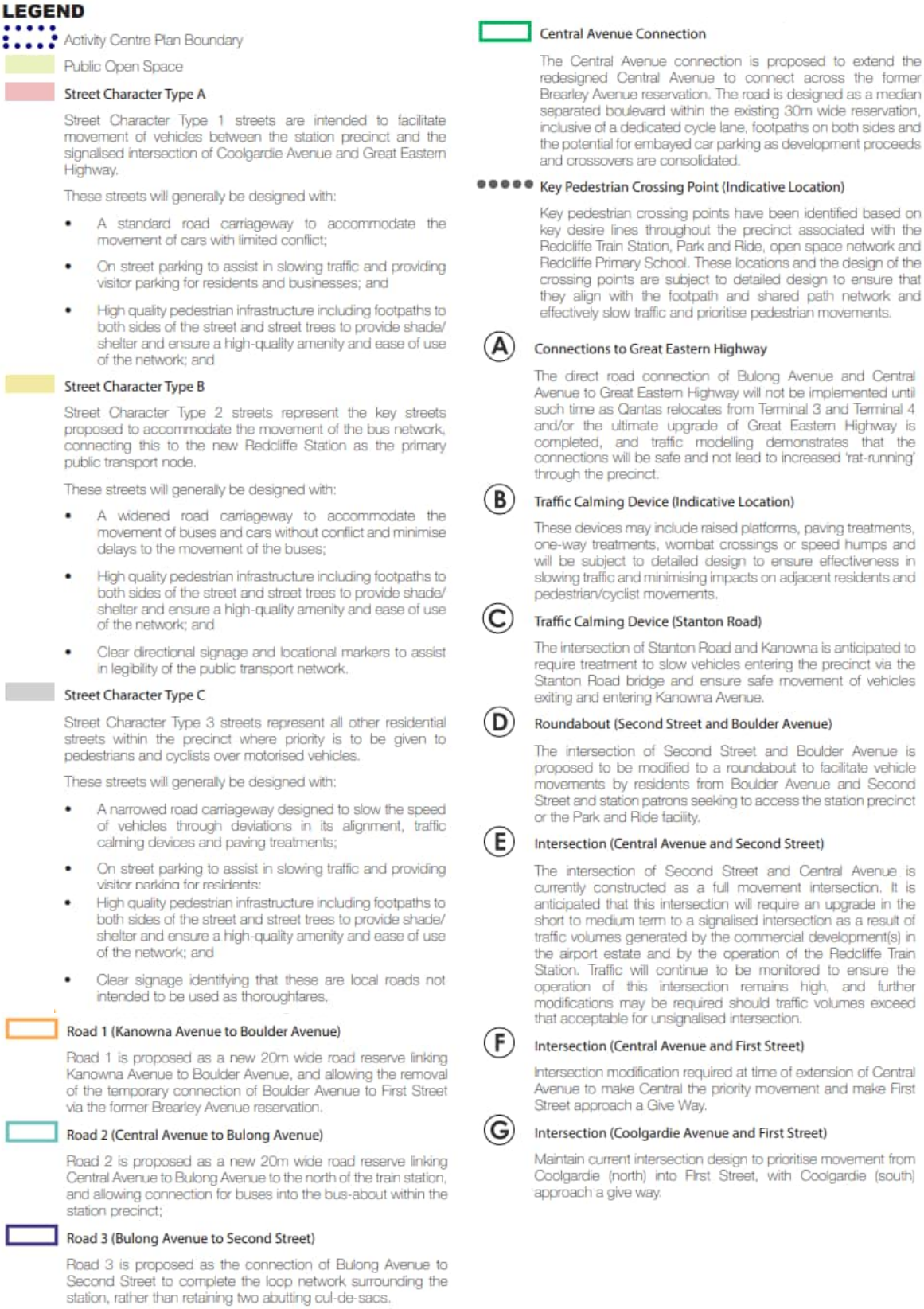


Figure 5: Potential Pedestrian and Cyclist Upgrades

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Wayfinding

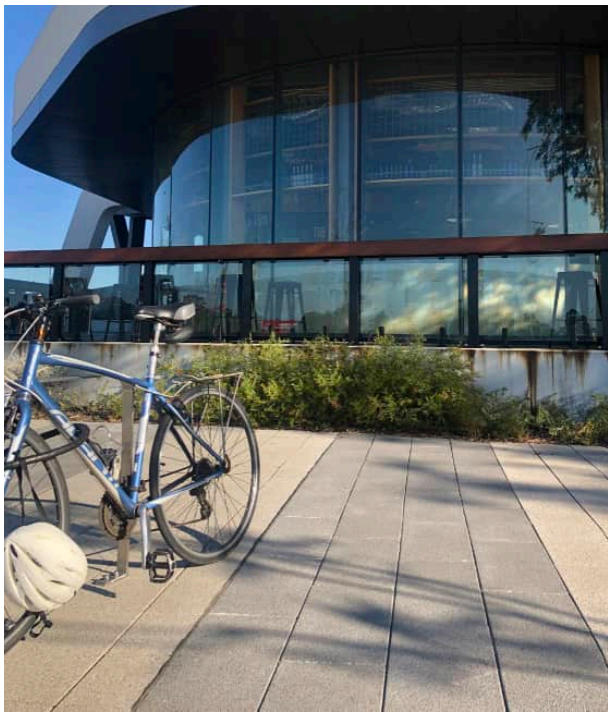
Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case Redcliffe Station Neighbourhood Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest walking and cycling route.

Wayfinding signage and maps, which include letters and pictures, are able to clearly define these walking and cycling routes. This creates a more viable and legible mode of transport.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the walkable catchment of the centre. This area is likely to extend beyond 200 metres and include the green spine within the Development Area 6 Precinct. Signs should also direct pedestrians and cyclists to the Redcliffe Train Station.

Action 2.2

Investigate and implement wayfinding measures at select locations within the walkable catchment of the Redcliffe Station Neighbourhood Centre.



Public Transport

Redcliffe Station provides access via rail and is an intersecting point for seven bus routes as detailed below:

- 39 service linking Redcliffe Station to Elizabeth Quay via Belmont and Carlisle;
- High frequency 935 service which links Redcliffe Station with Kings Park and Belmont;
- 293 service running between Forrestfield and Redcliffe Stations via Belmont and Great Eastern Highway;
- High Frequency 940 service which links Subiaco with Redcliffe Station; and
- 303, 304 and 305 services which connects locations to the east of Redcliffe Station and acts as feeder bus services for connecting patrons.

Based on the above connections, future development within the Precinct will benefit from good public transport access. The uptake of these public transport opportunities should be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

Action 2.3

Investigate and implement travel behaviour programs to encourage the use of alternative modes of transport to and from Redcliffe Station Neighbourhood Centre.

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Private Vehicles and Road Network

Redcliffe Station Neighbourhood Centre is currently dominated by private vehicle movements and is intersected and bound by the following roads:

- Coolgardie Avenue;
- Bulong Avenue;
- Central Avenue;
- Dunreath Drive;
- Second Street; and
- High Street.

While the intent of contemporary activity centre planning (as mentioned in SPP4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres. Given this, the road network should be designed to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access.

The nature of a range of surrounding businesses within the Perth Airport Estate requires Dunreath Drive to be accessed by freight vehicles. As a result, freight vehicle movement will remain a primary function of Dunreath Drive. Private vehicle access to and from the Centre should also be prioritised from this road to enable Central Avenue and High Street to increase their appeal for pedestrians and cyclists.

Opportunities exist for the City to liaise with Perth Airport regarding the introduction of additional tree planting along Central Avenue and Dunreath Drive. This will increase the aesthetic of the road network and encourage pedestrian activity.

Action 2.4

Liaise with Perth Airport to prioritise vehicle access to and from the Centre off Dunreath Drive and increase tree plantings along Central Avenue and Dunreath Drive.

Action 2.5

Investigate and implement appropriate road network modifications to prioritise active modes of transport.

Car Parking

Any car parking proposed as part of future development within the Precinct will be subject to the Improvement Scheme prepared by DPLH. The draft Redcliffe Station Precinct Activity Centre Plan sought to minimise the impact and potential for oversupply of parking areas. This was suggested to be achieved by requiring vehicle parking areas to be screened from view and requiring a financial contribution to the City's sustainable movement network fund if the maximum car parking ratio is exceeded.

Future development within Perth Airport's land is not subject to the City's standards for parking. However, future parking associated with development of the neighbourhood centre should have regard to the future Improvement Scheme, draft Redcliffe Station Precinct Activity Centre Plan, transport orientated development principles, and contemporary planning practices detailed in SPP 4.2. Future development should seek to avoid an oversupply of parking and consider the following negative impacts that open car parking areas can have on neighbourhood centres:

- Lack of visual surveillance;
- Limited activity;
- Vehicle dominance; and
- Poor visual amenity.

Where parking is proposed, the City should advocate for these areas to be softened through landscaping and pedestrian priority crossings.

Action 2.6

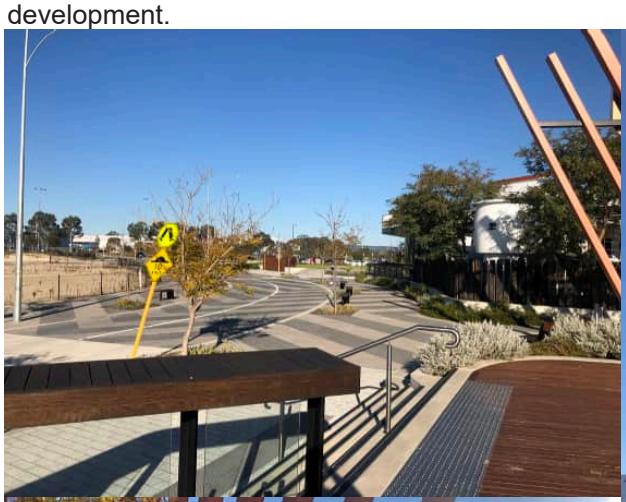
Liaise with Perth Airport regarding future car parking associated with the neighbourhood centre.

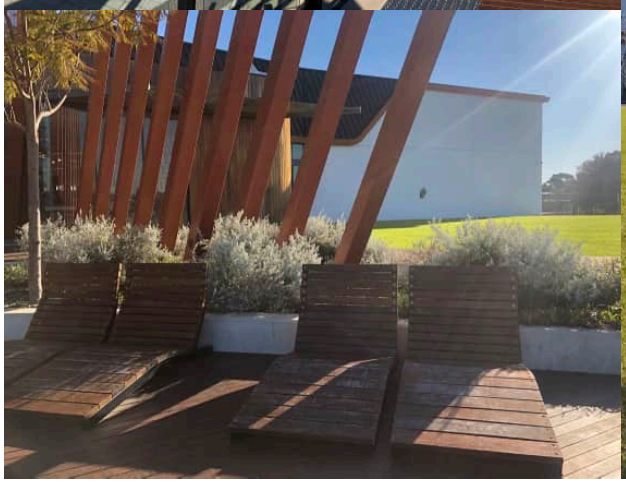
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3. Place

The Development Area 6 Precinct is characterised by a mix of land uses with low density residential properties being dominant. The closure and reconfiguration of Brearley Avenue has facilitated in the development of the Redcliffe Train Station and provided the opportunity for a planning framework to be prepared to guide future development in the precinct.

The draft Redcliffe Station Precinct Activity Centre Plan encouraged 'Mixed Use' development surrounding the Redcliffe Station. This form of development was intended to provide for commercial land uses at ground level and residential above, resulting in activity and a diverse 24 hour economy. Further activity will be generated by the shopping centre development on Perth Airport's land and surrounding residential development.







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Land Use Mix

The draft Activity Centre Plan proposed to include commercial, small scale retail, and residential land uses in the 'Mixed Use' zone surrounding the Redcliffe Train Station. In addition, an anchor supermarket was proposed to be located within the Perth Airport Estate.

Land use permissibility for the 'Mixed Use' zone was proposed to be in accordance with Table 2 of the draft Redcliffe Station Precinct Activity Centre Plan. The mix of land uses capable of approval surrounding the Redcliffe Station was envisaged to generate activity and meet the needs of the growing population. It is expected that the Improvement Scheme prepared by DPLH will also promote this mix of land uses.

Land within the Perth Airport Estate is subject to the Perth Airport Masterplan 2020. This Masterplan designates the supermarket site as 'Commercial' . Within the 'Commercial' zone a range of land uses are capable of approval, which extend beyond those recommended by SPP4.2 for activity centres. Given this, the City should continue to liaise with Perth Airport to ensure that appropriate activity centre land uses are established within the Centre which facilitate high levels of activity and a day/night time economy.

Action 3.1

Liaise with Perth Airport to ensure the mixture of land uses within the Redcliffe Station Neighbourhood Centre facilitate high levels of activity and a day/night economy.



Street Activation

Currently there is very limited street activation within Development Area 6, however this is likely to change when development is undertaken. In particular, activity will be generated surrounding the Redcliffe Station by station patrons and future development.

The City as part of assessing developments within the Redcliffe Station Neighbourhood Centre should ensure that buildings address the street through the provision of clear glazing and clearly definable entry points. The City should also look to facilitate opportunities for alfresco dining.

Further opportunities exist to maximise activity along street frontages through the provision of infrastructure and landscaping to create a pedestrian focused environment. Initiatives such as the planting of additional street trees, installing spaces for alfresco dining, and provision of seating will assist in encouraging people to spend time within the Centre.

With regard to High Street, the existing shared space and crossing points present an opportunity to further activate this street. Therefore, the City should advocate for specialty retail and food and beverage tenancies to establish fronting High Street. These land uses will compliment other dining and retail opportunities available at the DFO.

Action 3.2

Advocate Perth Airport to prioritise development of specialty retail and food and beverage tenancies fronting High Street.

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Public Art

Public art is a vital part of the public realm as it assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers. The City should facilitate and encourage public art as development within the neighbourhood centre is undertaken.

The City requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than four and a half million dollars. The future neighbourhood centre is not currently recognised within this Policy. Therefore, Local Planning Policy No. 11 should be amended to include land within the Centre.

With regard to the portion of the neighbourhood centre within the Perth Airport Estate, The Perth Airport Masterplan 2020 does not require the provision or a contribution toward public art. Therefore, the City should liaise with Perth Airport to encourage the provision of public art as part of future development.

Action 3.3

Amend Local Planning Policy No. 11, relating to public art, to include land within the Centre.

Action 3.4

Liaise with Perth Airport to encourage the inclusion of public art within the future neighbourhood centre development on their land.

Centre Identity and Sense of Place

The Redcliffe Station Neighbourhood Centre has not yet been developed and it is important that careful consideration be given to the creation of a 'sense of place' and identity for the Centre. This will add interest to the Centre, foster community wellbeing and pride and serve as a catalyst for development.

Opportunities exist to implement place making initiatives within the Redcliffe Station Neighbourhood Centre, including:

- Activating vacant land;
- Hosting community events;
- The installation of public art;
- Supporting temporary 'pop-up' land uses;
- The utilisation of the open space adjoining Perth DFO; and
- The provision of high-quality public realm infrastructure.

Particular focus should be given to the Redcliffe Train Station Plaza area, Central Avenue and High Street within Perth Airport Estate.

Action 3.5

Liaise with Perth Airport to implement placemaking initiatives for the Redcliffe Station Neighbourhood Centre.

Action 3.6

Investigate opportunities for place making initiatives throughout the Redcliffe Station Neighbourhood Centre.

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CITY OF BELMONT

Redcliffe Station Neighbourhood Centre

Actions



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Actions & Implementation

Future Redcliffe Station (Airport West)

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Continue to facilitate and encourage the development of the neighbourhood centre within the Development Area 6 precinct.	Part 2 Redcliffe Station Neighbourhood Centre - Zoning/Reservation Page 5	1.2 1.4 5.7 4.1	State Planning Policy 4.2 - Activity Centres Perth Airport Masterplan Draft Redcliffe Station Precinct Activity Centre Plan	Ongoing	Planning
1.2	Encourage active frontages and high quality built form as part of the future development of the neighbourhood centre.	Part 2 Redcliffe Station Neighbourhood Centre - Zoning/Reservation Page 5	1.2 5.7	State Planning Policy 4.2 - Activity Centres Perth Airport Masterplan Draft Redcliffe Station Precinct Activity Centre Plan	Ongoing	Planning
1.3	Continue to engage with the State Government in the development and delivery of the planning framework for the Development Area 6 precinct.	Part 2 Zoning/Reservation Surrounding the Centre Page 6	1.2 1.4 5.4 5.7	Draft Redcliffe Station Precinct Activity Centre Plan	Depending on consideration/ approval of Activity Centre Plan	Planning

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Actions & Implementation

Future Redcliffe Station (Airport West)

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Advocate to the State Government for improvements to pedestrian and cyclist priority to be investigated through the preparation of the Improvement Scheme.	Part 2 Pedestrian and Cycling Connections and Priority Page 8	1.2 1.5 2.2-2.4	State Planning Policy 4.2 - Activity Centres Draft Redcliffe Station Precinct Activity Centre Plan	Medium-Long	Planning Infrastructure Services
2.2	Investigate and implement wayfinding measures at select locations within the walkable catchment of the Redcliffe Station Neighbourhood Centre.	Part 2 Wayfinding Page 10	1.2 1.5 2.2-2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Planning Infrastructure Services
2.3	Investigate and implement travel behaviour programs to encourage the use of alternative modes of transport to and from Redcliffe Station Neighbourhood Centre.	Part 2 Public Transport Page 10	1.5 2.2 2.4 5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Short	Infrastructure Services
2.4	Liaise with Perth Airport to prioritise vehicle access to and from the Centre off Dunreath Drive and increase tree plantings along Central Avenue and Dunreath Drive.	Part 2 Private Vehicles and Road Network Page 11	1.2 1.5 2.2-2.4 3.1 5.1	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Infrastructure Services

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Actions & Implementation

Future Redcliffe Station (Airport West)

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.5	Investigate and implement appropriate road network modifications to prioritse active modes of transport.	Part 2 Private Vehicles and Road Network Page 11	1.2 1.5 2.2-2.4	State Planning Policy 4.2 - Activity Centres Draft Redcliffe Station Precinct Activity Centre Plan	Medium/Long	Infrastructure Services
2.6	Liaise with Perth Airport regarding future car parking associated with the neighbourhood centre.	Part 2 Car Parking Page 11	1.2 1.5 2.2-2.4	State Planning Policy 4.2 - Activity Centres	Short-Medium	Planning

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Actions & Implementation

Future Redcliffe Station (Airport West)

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Liaise with Perth Airport to ensure the mixture of land uses within the Redcliffe Neighbourhood Centre facilitate high levels of activity and a day/night economy.	Part 2 Land Use Mix Page 13	1.2 - 1.4 4.1 4.3	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.2	Advocate Perth Airport to prioritise development of specialty retail and food and beverage tenancies fronting High Street.	Part 2 Street Activation Page 13	1.2 - 1.4 5.1	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.3	Amend Local Planning Policy No. 11, relating to public art, to include land within the Centre.	Part 2 Public Art Page 14	4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Short	Planning Culture and Place
3.4	Liaise with Perth Airport to encourage the inclusion of public art within the future neighbourhood centre development on their land.	Part 2 Public Art Page 14	4.1 5.1		Ongoing	Planning

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Actions & Implementation

Future Redcliffe Station (Airport West)

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.5	Liaise with Perth Airport to implement placemaking initiatives for the Redcliffe Station Neighbourhood Centre.	Part 2 Centre Identity and Sense of Place Page 14	4.1 4.3 5.1	Place Making Strategy	Short	Planning Culture and Place
3.6	Investigate opportunities for place making initatives throughout the Redcliffe Station Neighbourhood Centre.	Part 2 Centre Identity and Sense of Place Page 14	4.1	Place Making Strategy	Short	Planning Culture and Place

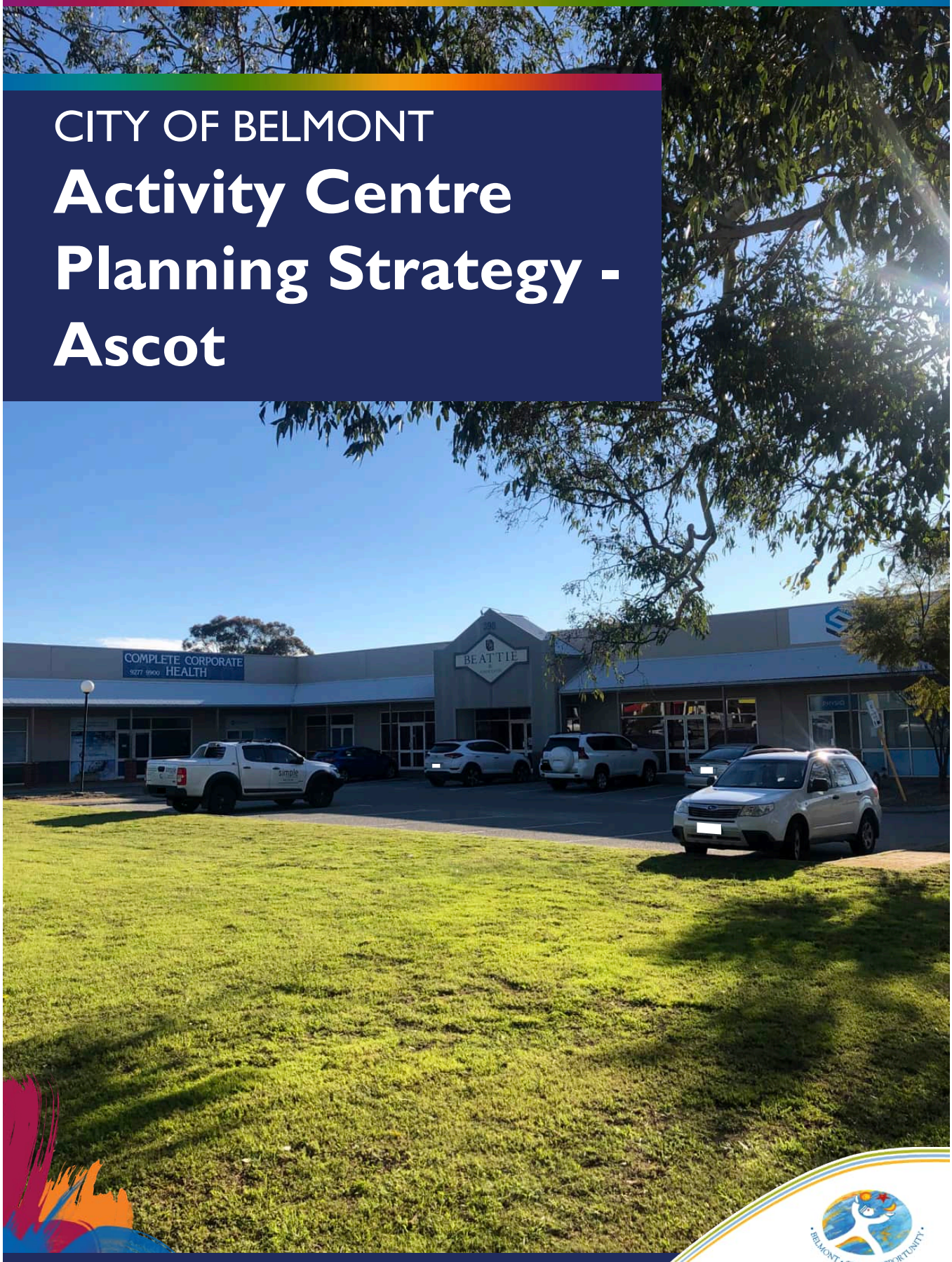
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Part 2
Local Centre

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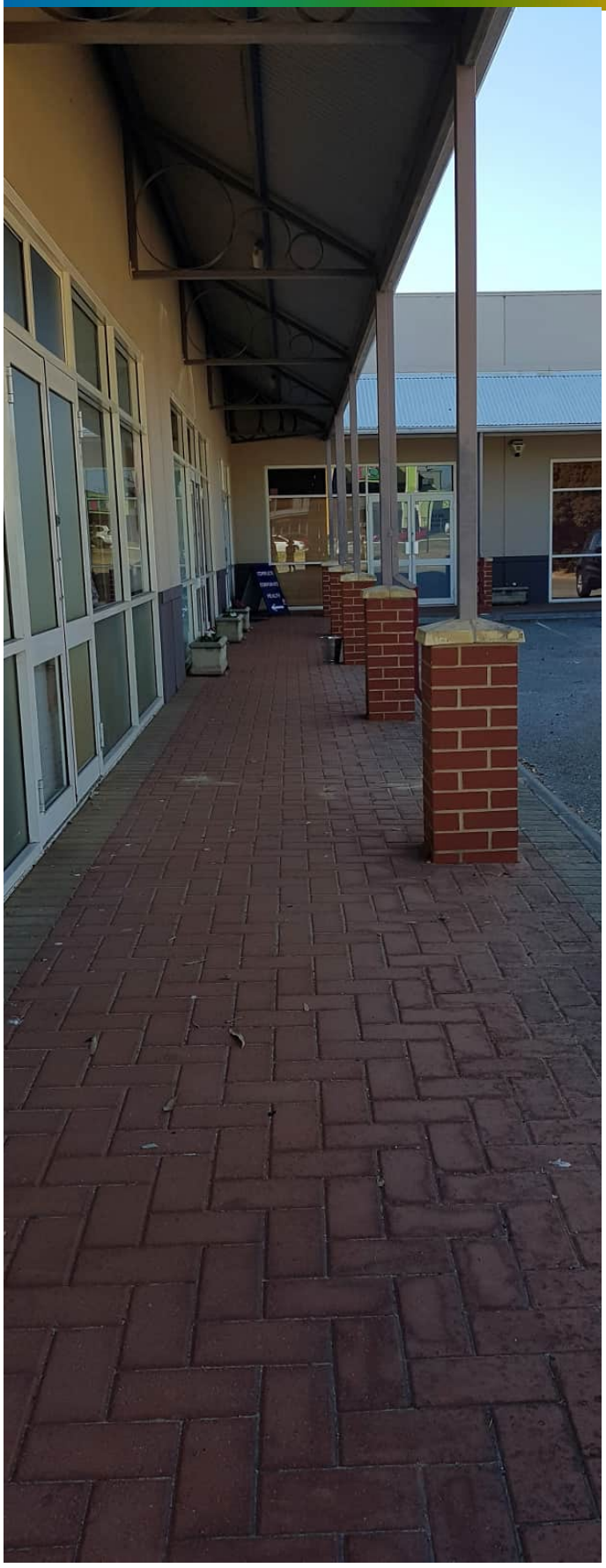
CITY OF BELMONT

Activity Centre Planning Strategy - Ascot



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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.

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Ascot

The Ascot Local Centre is bound by Bulong Avenue, Coolgardie Avenue, Residential zoned land, and Great Eastern Highway, with the latter serving as the predominant/primary street frontage. The Centre comprises 16 lots in the ownership of eight different parties and contains two Medical Centres, Offices, a shop (chemist) and Consulting Rooms.

Buildings within the Local Centre are currently setback significantly from the adjacent road reserves with car parking dominating the street frontages. The built form addresses the large car parking areas with awnings providing a level of shelter.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Ascot Local Centre, with recommendations on zoning, residential density, movement and place.



Figure 1: Ascot Local Centre Locality Map

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1. Centre Context

Land within the Centre is zoned 'Mixed Use' under Local Planning Scheme No. 15 (LPS 15). While the centre has been developed for commercial land uses, no residential development has been undertaken.

Land immediately surrounding the Centre on the northern side of Great Eastern Highway is zoned 'Residential' with a density coding of R20 and predominantly contains single houses. Land to the south-east of the Centre is zoned 'Industrial' and land to the south-west of the Centre is zoned 'Mixed Use'. The population to the south of the Centre is forecast to significantly increase, largely due to the future development of the Redcliffe Station Precinct located approximately 500m to the south east.

The immediate catchment area for Ascot Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). The catchment is likely to extend beyond this however, due to the specific services offered on-site.



Figure 2: Ascot Local Centre Catchment

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Ascot Local Centre Boundary and Zoning

The Ascot Local Centre is defined by the extent of the 'Mixed Use' zone between Bulong Avenue and Coolgardie Avenue as shown in Figure 3. The WAPC's Land Use and Employment Survey Data indicated that in 2016, the Ascot Local Centre and land fronting Great Eastern Highway, between Coolgardie Avenue and the former Brearley Avenue, accommodated approximately 525m^2 of shop/retail floorspace. The Retail Needs Assessment (RNA) prepared to inform this Strategy suggests that retail floorspace within the Ascot Local Centre and immediate surrounds should be maintained at its current size. This suggestion however doesn't account for the specialised nature of the existing land uses within the centre and that they don't provide day to day convenience services to the local community. Therefore, it is considered appropriate to allow for the development of additional retail floorspace within the Centre.

The Ascot Local Centre is currently zoned 'Mixed Use' under LPS 15, which is generally consistent with the zoning of other landholdings adjacent to Great Eastern Highway. As a 'Shop' land use is an 'X' not permitted land use within the 'Mixed Use' zone, LPS 15 provides for an additional 'Shop' land use, up to a maximum floor area of 300m^2, to be considered across units 1-15/398 Great Eastern Highway.

The 'Mixed Use' zone allows for a number of land uses which are not compatible with the intent of a local centre. These include light industrial uses, larger showrooms and car sales yards. In order to ensure consistency and better align with the intent of a local centre, the City should investigate whether it is appropriate to modify the zoning of Ascot Local Centre from 'Mixed Use' to 'Local Centre' through the preparation of a new local planning scheme. Should the centre be rezoned to 'Local Centre' 'additional use 9' may be deleted.

Action 1.1

Investigate whether it is appropriate to rezone land within the Ascot Local Centre from 'Mixed Use' to 'Local Centre' through the preparation of a new local planning scheme.



Figure 3: Existing Ascot Local Centre Zoning

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Residential Density within the Centre

While the current zoning allows for residential development, it does not have an allocated residential density coding. There is also no residential development within the Centre.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within Centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor. To achieve this, an overarching residential density coding should be applied to land within the Centre, whilst promoting the economic sustainability of the existing commercial uses.

Ascot Local Centre is located adjacent to Great Eastern Highway. Perth & Peel @ 3.5 million encourages high-density mixed use developments adjacent to major urban transport corridors. Given this, it is appropriate for the Centre to be allocated a residential density coding consistent with high density urban centres.

State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments (SPP 7.3 - Volume 2) designates that an R-AC1 residential density coding is suitable for 'high density urban centres'. An R-AC1 density coding allows for a maximum building height of nine storeys, a nil setback from side and rear boundaries and either a nil or 2m setback from the street boundary. This scale is generally consistent with the draft Great Eastern Highway Urban Corridor Strategy which identies the site as being appropriate for medium scale development up to 12 storeys in height. The draft Urban Corridor Strategy will need to be reviewed now that SPP 7.3 - Apartments has been gazetted and to ensure that it is consistent with this Strategy.

With the exception of the side and rear boundary setback provisions, the R-AC1 development requirements are considered appropriate for this Centre. Given that the Centre is located adjacent to low scale residential development, the rear and side boundary setback provisions should be amended to achieve an appropriate interface between the two forms of development.

The provision of residential dwellings above commercial tenancies will generate activity, increase population, attribute to better passive surveillance and has the potential to incentivise redevelopment of the Ascot Local Centre.

To ensure that residential development does not occur in a manner that erodes the intent of the Local Centre in providing convenience services to the community, appropriate controls should be introduced within the local planning framework. This may include limiting residential development on ground floors and requiring provision for a commercial component in any redevelopment proposal.

Whilst commercial and residential land uses are able to be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended that provisions to address such considerations be investigated through the preparation of a new Local Planning Scheme.

Action 1.2

Investigate whether it is appropriate to introduce a residential density code of R-AC1 over land within the Ascot Local Centre.

Action 1.3

As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.

Action 1.4

Liaise with the Department of Planning Lands and Heritage to augment the R-AC1 minimum rear setback provisions contained within SPP 7.3 - Volume 2.

Action 1.5

Investigate the appropriate land use control mechanisms to ensure that residential development does not impact on the ability for convenience services to establish within the centre.

Action 1.6

Review the draft Great Eastern Highway Urban Corridor Strategy in light of SPP7.3 - Volume 1 and the recommendations and actions contained within this Strategy.

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Figure 4: Proposed Zoning Investigations

Zoning and Residential Density Surrounding the Centre

Land surrounding the Centre to the north of Great Eastern Highway is predominantly zoned 'Residential' with a density code of R20. As part of the preparation of the Local Housing Strategy, the existing zoning and density codes surrounding the Centre will be reviewed.

The site on the opposite side of Coolgardie Avenue has been developed for a child care centre. Given this use is capable of approval in the 'Residential' zone, it is considered appropriate to retain the 'Residential' zoning.

128 Tibradden Circle has an additional use over it (A12) which provides for a density bonus up to R40 subject to the development addressing noise attenuation requirements and providing a high standard of design. Through the preparation of the City's Local Housing Strategy, the City will investigate whether it is appropriate for this land to be coded R40.

Action 1.7

Review the zoning and density coding of land surrounding Ascot Local Centre through the preparation of the City's Local Housing Strategy.

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2. Movement

The Ascot Local Centre is accessible by all modes of transport apart from train. Access to and from the Centre is supported by a legible road network and adequate parking facilities, making travel by private vehicle highly attractive. Walking and cycling is also available for surrounding residents, however Great Eastern Highway acts as a potential barrier. While existing uses within the Centre may not currently attract local residents by active modes of transport, this may in the future change. Therefore, it is important to ensure that high quality pedestrian and cyclist connections are provided.

State Planning Policy 4.2 - Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and ways it can be improved.



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Pedestrian and Cycling Connections and Priority

Ascot Local Centre currently contains medical centres, offices, a shop, and consulting rooms. These tenancies don't provide a high level of convenience or services that would attract people to walk or cycle to the Centre and spend time within it.

While Ascot Local Centre's proximity to Great Eastern Highway provides excellent business exposure and convenient access for private vehicle users, it creates a barrier to walking and cycling for residents to the south of Great Eastern Highway. A signalised pedestrian crossing point is provided at the intersection of Great Eastern Highway and Coolgardie Avenue, however the lack of shelter and exposure to a high number of vehicle movements, creates a relatively unattractive environment for pedestrians and cyclists.

The current walking and cycling environment surrounding Ascot Local Centre is considered to be unattractive and unlikely to encourage walking and/or cycling as a viable mode of transport. The footpath adjacent to Great Eastern Highway is located immediately abutting the road carriageway resulting in an undesirable pedestrian environment. In addition, there are limited tree plantings providing cover from weather events (heat or rain) and no footpath is provided along the northern side of Bulong Avenue.

With regard to cycling infrastructure, there are currently no bicycle racks within the Centre or cycle lanes leading to the Centre.

The City's draft Great Eastern Highway Urban Corridor Strategy identifies a 'Landscape Zone' either side of Great Eastern Highway. These 'Landscape Zones' are intended to provide for safer and more comfortable pedestrian and cyclist infrastructure, including through the planting of trees, off street cycle lanes and safer footpaths protected by a landscape buffer from the carriageway. It is considered that components of the 'Landscape Zone', such as the planting of trees, could be implemented in the immediate future. This should be further investigated by the City.

The City should also investigate measures to prioritise pedestrian and cyclist movements including the following as visualised by Figure 5:

- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Investigate a 40km/h speed limit on Bulong Avenue and Coolgardie Avenue to create a safer pedestrian orientated centre.
- For footpaths along Great Eastern Highway, the City should further investigate the 'Landscape Zone' recommendations of the draft Great Eastern Highway Urban Corridor Strategy.
- Investigate the construction of a footpath along Bulong Avenue.

Action 2.1

Investigate improvements to pedestrian and cycling priority within the Ascot Local Centre and advocate for increased priority for pedestrians and cyclists crossing Great Eastern Highway.

Action 2.2

Further investigate the recommendations of the draft Great Eastern Highway Urban Corridor Strategy for the 'Landscape Zone'.

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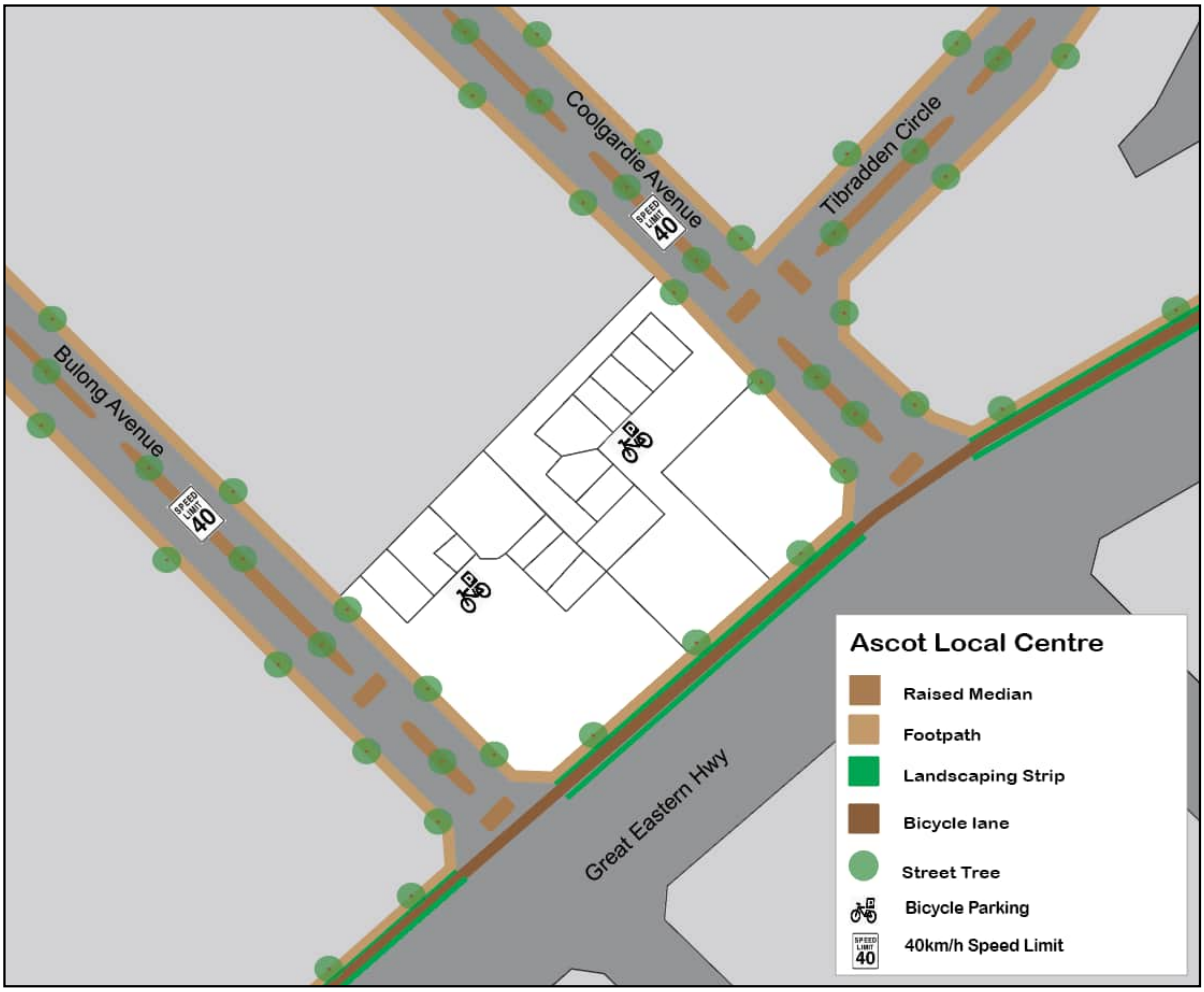


Figure 5: Pedestrian and Cyclist Infrastructure

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Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists locating points of interest, in this case Ascot Local Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest walking and cycling route.

Wayfinding signage and maps are able to clearly define these walking and cycling routes. This makes walking/cycling a more viable mode of transport.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the Centre.

Action 2.3

Investigate the implementation of wayfinding measures at select locations within 200m of the Ascot Local Centre.



Public Transport

Ascot Local Centre is currently serviced by bus route 940 which connects the Centre to Redcliffe Station and Elizabeth Quay via Great Eastern Highway. A stop is located immediately across from the Local Centre on Great Eastern Highway for westbound bus services while the eastbound stop is located 150m to the north east. Therefore, the City should liaise with the Public Transport Authority to obtain support for an eastbound bus stop to be located within the Great Eastern Highway road reserve in front of the Centre.

The uptake of public transport can be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in Centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

Action 2.4

Investigate the potential for an eastbound bus stop to be located within the Great Eastern Highway road reserve adjacent to the Ascot Local Centre.

Action 2.5

Implement travel behavior programs to encourage the use of alternative modes of transport to and from Ascot Local Centre.

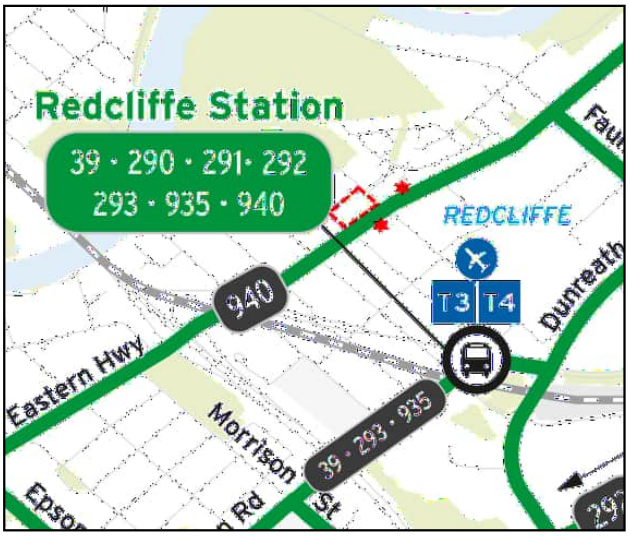


Figure 6: PTA Network Map (Bus Stops Identified by Red Star)

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Private Vehicles and Road Network

The road network servicing the Ascot Local Centre provides a high level of exposure. While vehicle movements are predominantly focused along Great Eastern Highway, no vehicle access is available directly from this road reserve. Rather, the site is accessed via crossovers from Bulong Avenue and Coolgardie Avenue.

While the intent of contemporary activity centre planning (as mentioned in SPP 4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres. Given this, the road network should be designed to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access.

Potential changes to the road network include investigating a 40km/h speed limit on Coolgardie Avenue and Bulong Avenue, planting additional trees within the road reserves, investigating additional pedestrian and cyclist crossing points particularly for Great Eastern Highway, and the construction of a footpath along Bulong Avenue. These measures will provide for the Centre to be accessed by private vehicles while also promoting the prioritisation of alternative modes of transport.

Action 2.6

Investigate and implement appropriate road network modifications to prioritise active modes of transport.

Car Parking

The Ascot Local Centre is currently well supplied by off street car parking, which is located at the front of the Centre, adjacent to Great Eastern Highway. The overall parking supply appears to exceed the demand generated by the current land uses on site.

Local Planning Scheme No. 15 provides standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied. Given an adequate number of bays is provided on site, it is considered that a payment in lieu of parking plan is not required for the Ascot Local Centre.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in Ascot Local Centre should be explored.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement.

Action 2.7

Investigate an appropriate car parking standard for land uses within the Ascot Local Centre.

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3. Place

The Ascot Local Centre currently contains a range of specialised and to a degree, complimentary land uses including Medical Centres, Offices, a shop (chemist) and Consulting Rooms. As a result of the Centre containing these specialised land uses, it does not provide convenience goods required to meet the day to day needs of the local community.

Buildings within the Ascot Local Centre are currently setback significantly from the surrounding road network. In addition, there is limited landscaping, footpath connectivity, public spaces for patrons to socialise, and the facade is dominated by vehicle parking.

The draft Great Eastern Highway Urban Corridor Strategy recommends that building setbacks be minimised to provide for active street frontages and the development of a public plaza within the Centre.







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Land Use Permissibility

The Ascot Local Centre is currently zoned 'Mixed Use' under LPS 15 and is subject to the land use permissibility's contained within the Zoning Table. The majority of land uses that can be considered within the 'Mixed Use' zone are listed as 'D' Discretionary land uses, and currently require a development application to be considered by the City.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 2, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table, are within the 'Commercial', 'Centre', or 'Mixed Use' zone, and meet the conditions listed in Table 1. The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability.

It may be appropriate for the City's future local planning scheme to maintain a Discretionary 'D' use class permissibility for typical activity centre land uses listed in SPP 4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone, the centre may be rezoned to 'Local Centre'. It is likely that the exemptions detailed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP4.2 through the preparation of a new local planning scheme.



Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme • Does not directly adjoin residential zone
Recreation - Private	Commercial, Centre or Mixed Use	• Within metropolitan region • NLA no more than 300sqm • No more than 60% of ground floor glazing obscured
Shop	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Restaurant/ Cafe	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Convenience Store	Commercial, Centre or Mixed Use	• Not used for the sale of petroleum products
Consulting Rooms	Commercial, Centre or Mixed Use	• No more than 60% of ground floor glazing obscured
Office	Commercial, Centre or Mixed Use	• Not located on the ground floor
Liquor Store - Small	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme

Table 1

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Street Activation

Buildings within the Local Centre are currently set-back substantially from surrounding roads, with car parking dominating the street frontages. An area of road reserve currently exists between the car parking area and the Great Eastern Highway carriageway.

In light of the above and due to the current land uses located within the Centre, there are very limited opportunities for street activation. The majority of tenancies within the Ascot Local Centre provide limited passive surveillance or street presence with services being internalised and glazing being obscured.

Future development within the Centre should be encouraged to have a minor setback to Great Eastern Highway, Bulong Avenue and Coolgardie Avenue and make provision for infrastructure (seating, drink fountains, bike racks, awnings) within the setback area as suggested by the draft Great Eastern Highway Urban Corridor Strategy. This will provide for consolidated vehicle access and car parking to be sleeved to the rear of the development.

In addition, the City should develop built form controls for local centres that require clear glazing, weather protection, clearly definable entry points and active street frontages. These built form provisions will allow for a high level of street activation to be achieved through future development.

Action 3.2

Ensure that future and existing development within the Centre provides for surveillance between buildings and public spaces.

Action 3.3

Ensure that future developments address all street frontages and makes provision for public realm improvements.

Action 3.4

Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.



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Public Art

Public art assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers. Despite this, there is currently no public art located within the Ascot Local Centre.

As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include blank wall surfaces.

Future funding mechanisms for public art within Ascot Local Centre should also be investigated. It is likely that the existing threshold amount of $4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.

Action 3.5

Investigate opportunities for public art to be located within Ascot Local Centre.

Action 3.6

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.



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CITY OF BELMONT

Ascot Local Centre Actions



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Actions & Implementation

Ascot

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate whether it is appropriate to rezone land within the Ascot Local Centre from 'Mixed Use' to 'Local Centre' through the preparation of a new local planning scheme.	Part 2 Ascot Local Centre Boundary and Zoning Page 5	1.2 1.3 1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Investigate whether it is appropriate to introduce a residential density code of R-AC1 over land within the Ascot Local Centre.	Part 2 Residential Density within the Centre Page 6	1.2 1.3 5.4 5.7	State Planning Policy 7.3 - Residential Design Codes: Volume 2 - Apartments State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	Short	Planning
1.3	As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density within the Centre Page 6	1.2 1.3 5.4 5.7	State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	Short	Planning
1.4	Liaise with the Department of Planning, Lands and Heritage to augment the R-AC1 minimum rear setback provisions contained within SPP 7.3 - Volume 2.	Part 2 Residential Density within the Centre Page 6	1.2 1.3 5.4 5.7	Local Housing Strategy	As part of Local Housing Strategy	Planning
1.5	Investigate the appropriate land use control mechanisms to ensure that residential development does not impact on the ability for convenience services to establish within the centre.	Part 2 Residential Density within the Centre Page 6	1.2 1.3 1.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning

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Actions & Implementation

Ascot

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.6	Review the draft Great Eastern Highway Urban Corridor Strategy in light of SPP 7.3 - Volume 1 and the recommendations and actions contained within this Strategy.	Part 2 Residential Density within the Centre Page 6	1.2 1.3 5.4 5.7	State Planning Policy 7.3 - Residential Design Codes: Volume 2 - Apartments State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	Short	Planning
1.7	Review the zoning and density coding of land surrounding the Ascot Local Centre through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 7	1.3 1.4 5.4	State Planning Policy 4.2 - Activity Centres	As part of Local Housing Strategy	Planning

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Actions & Implementation

Ascot

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate improvements to pedestrian and cyclist priority with the Ascot Local Centre and advocate for increased priority for pedestrians and cyclists crossing Great Eastern Highway.	Part 2 Pedestrian and Cycling Connections and Priority Page 9	1.2 1.5 2.2-2.4	State Planning Policy 4.2 - Activity Centres Great Eastern Highway Urban Corridor Strategy Streetscape Enhancement Strategy	Medium	Infrastructure Services Planning
2.2	Further investigate the recommendations of the draft Great Eastern Highway Urban Corridor Strategy for the 'Landscape Zone'.	Part 2 Pedestrian and Cycling Connections and Priority Page 9	1.2 2.2 3.1	Great Eastern Highway Urban Corridor Strategy	Medium	Planning Infrastructure Services
2.3	Investigate the implementation of wayfinding measures at select locations within 200m of the Ascot Local Centre.	Part 2 Wayfinding Page 11	2.2 2.4 5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services
2.4	Investigate the potential for an eastbound bus stop to be located within the Great Eastern Highway road reserve adjacent to the Ascot Local Centre.	Part 2 Public Transport Page 11	2.2-2.4 5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services Public Transport Authority

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Actions & Implementation

Ascot

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.5	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Ascot Local Centre.	Part 2 Public Transport Page 11	2.1 5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Infrastructure Services
2.6	Investigate and implement appropriate road network modifications to prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	1.2 1.5 2.2-2.4	State Planning Policy 4.2 - Activity Centres	Medium-Long	Infrastructure Services City Projects Planning
2.7	Investigate an appropriate car parking standard for land uses within the Ascot Local Centre.	Part 2 Car Parking Pge 12	1.2 1.5 2.2 2.4 5.7	Planning and Development (Local Planning Scheme) Regulations 2015	Medium	Planning

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Actions & Implementation

Ascot

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 14	1.2-1.4 4.1	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Scheme) Regulations 2015	Short	Planning
3.2	Ensure that future and existing development within the Centre provides for surveillance between buildings and public spaces.	Part 2 Street Activation Page 15	1.2-1.4 2.2	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Scheme) Regulations 2015	Ongoing	Planning
3.3	Ensure that future developments address all street frontages and makes provision for public realm improvements.	Part 2 Street Activation Page 15	1.2-1.4 2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.4	Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.	Part 2 Street Activation Page 15	1.2-1.4 2.2 5.7	State Planning Policy 4.2 - Activity Centres Canopy Plan	Medium/Long	Planning Infrastructure Services

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Actions & Implementation

Ascot

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.5	Investigate opportunities for public art to be located within Ascot Local Centre.	Part 2 Public Art Page 16	1.2 4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Medium/On-going	Planning Culture and Place
3.6	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 16	1.2 4.1	Local Planning Policy No. 11 - Public Art	Short	Planning

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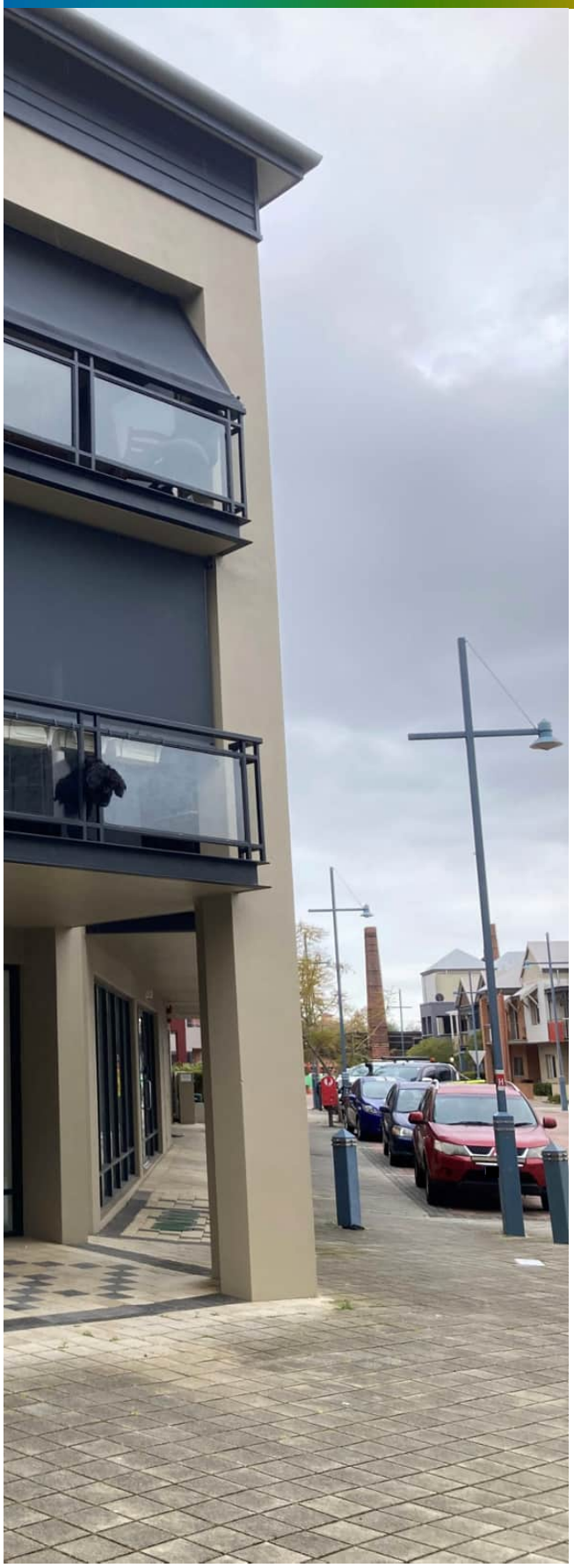
CITY OF BELMONT

Activity Centre Planning Strategy - Future Ascot Waters Local Centre



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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.

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Ascot Waters

The Ascot Waters Precinct which is generally bound by Grandstand Road, Stoneham Street, Great Eastern Highway, and the Swan River, has the potential to accommodate a Local Centre. The potential Centre's location is 10 Marina Drive which currently contains a mix of commercial and residential land uses and is zoned 'Special Development Precinct' under Local Planning Scheme No. 15.

The site is also subject to the provisions of Local Planning Policy No. 6 and the Local Planning Scheme allows the City to approve consulting rooms, fast food/takeaway, medical centre, studio, tavern, video store, shop, office, and restaurant as additional uses on the site. The 2008 Commercial Strategy acknowledged that the City had approved a small cafe and shop on a portion of 10 Marina Drive, Ascot. While there is currently no shop or cafe in this location, a small local centre would be supported on this site.

This section of the Strategy outlines the opportunities for the future Ascot Waters Local Centre, with recommendations on zoning, residential density, movement and place.



Figure 1: Future Ascot Waters Local Centre Locality Map

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1. Centre Context

The local centre site is currently zoned 'Special Development Precinct' under Local Planning Scheme No. 15 (LPS 15) and is subject to the provisions of Local Planning Policy No. 6 - Ascot Waters Special Development Precinct (LPP 6). Surrounding land is predominantly characterised by residential properties being a combination of single houses, grouped dwellings and multiple dwellings ranging in density from R20 to R100. Generally residential densities are relatively high for lots immediately surrounding the site (R100) and between R20 and R40 for lots further away.

The immediate catchment area of the future Ascot Waters Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). It is likely however that the catchment would extend beyond 200m to all land within the Ascot Waters estate.

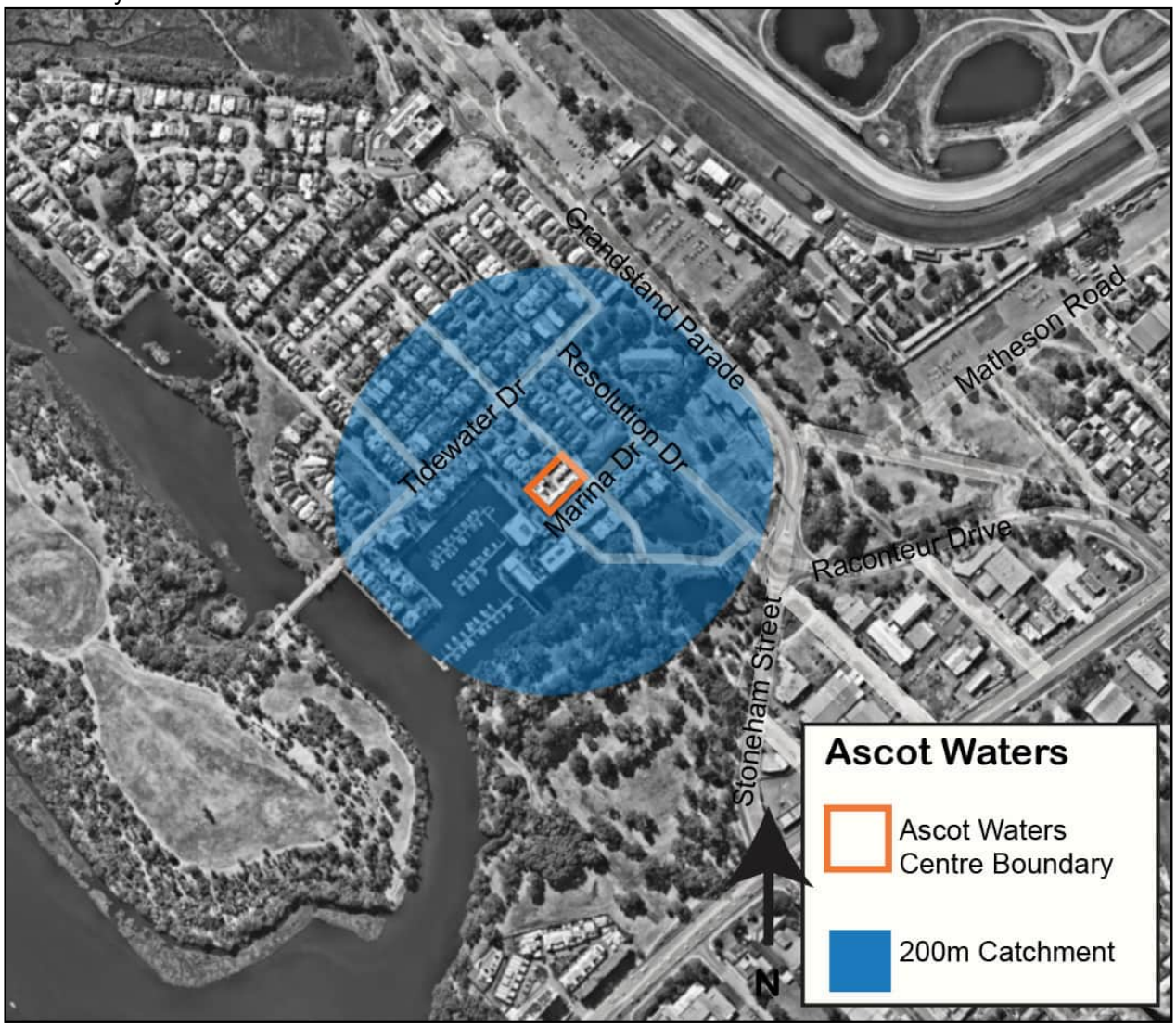


Figure 2: Future Ascot Waters Local Centre Catchment

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Local Planning Policy No. 6

Local Planning Policy No. 6 contains provisions to guide development within the Ascot Waters estate. The provisions cover:

- Site requirements;
- Residential Density;
- Building Setbacks;
- Building Form;
- Access and Parking;
- Open Space;
- Materials and Colours;
- Fencing and Retaining Walls;
- Services; and
- Landscaping.

In addition to the above, there are also specific provisions for various precincts. As such, the policy requires development on the local centre site to comply with the Ascot Waters Marina Village Outline Development Plan (Figure 21 of the Policy) which identifies the site for a combination of office, retail, and residential land uses (see Figure 3). Development completed within the estate and on the Ascot Waters Local Centre site has generally been undertaken in accordance with the Policy provisions and the built form identified by the Outline Development Plan.

With regard to residential density, LPP 6 allocates a density between R20 and R100 for lots subject to the Policy area as discussed in subsequent sections of this Strategy.

Opportunities exist for consistent provisions to be established to guide development across all activity centres. These could be applied through an appropriate planning instrument, including:

- Local planning scheme provisions;
- Designated activity centre precinct planning;
- Detailed local development plan; and/or
- An activity centre local planning policy.

Therefore, LPP 6 should be reviewed to determine the appropriateness of retaining this individual Local Planning Policy.

Action 1.1

Review LPP 6 and determine whether it should be retained as an independent Policy or whether the Centre could be subject to development provisions which are consistent across all activity centres and are contained within a relevant planning instrument.

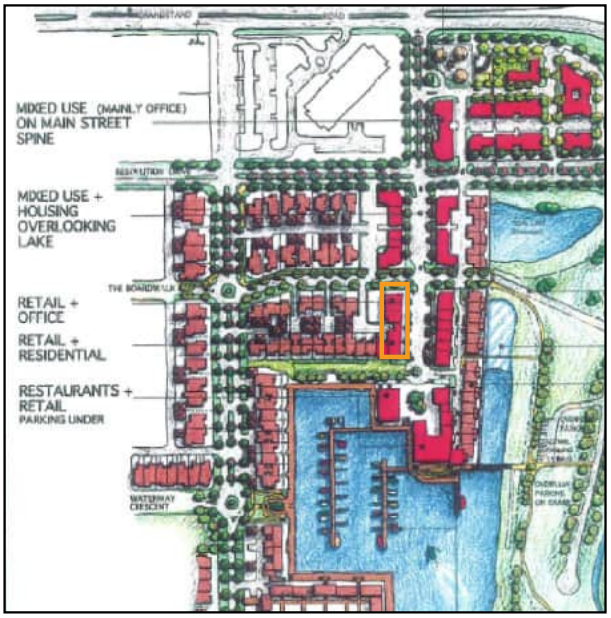


Figure 3: Ascot Waters Marina Village Outline Development Plan extract (subject land outlined in orange)

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Ascot Waters Local Centre Boundary and Zoning

A Retail Needs Assessment (RNA) prepared to inform this Strategy indicates that there is no local centre in Ascot Waters at present. There is however a few street fronting tenancies at 10 Marina Drive that could potentially be put to active use to form a local centre comprising of 500m^2 of shop/retail floor area. Currently these tenancies don't serve the function of a local centre as they don't provide any convenience services to the local community.

The site of the future local centre at 10 Marina Drive, Ascot is currently zoned 'Special Development Precinct' under LPS 15 (see Figure 4). This zoning was applied to provide for the development of the Ascot Waters estate. As a 'Special Development Precinct' zoning is inconsistent with the zoning of other local centres, it may be appropriate to modify the zoning from 'Special Development Precinct' to 'Local Centre' through the preparation of a new local planning scheme.

Ascot Waters Local Centre is also subject to an Additional Use area (A2) under Local Planning Scheme No.15. The land uses provided for by the additional use area would be capable of approval in the 'Local Centre' zone. Given this, it may be appropriate for the City to investigate deleting Additional Use 2.

Action 1.2

Investigate whether it is appropriate to introduce a 'Local Centre' zone over the site of the future Ascot Waters Local Centre.

Action 1.3

Investigate whether it is appropriate to retain Additional Use 2 through the preparation of a new local planning scheme.



Figure 4: Existing Zoning of the Future Ascot Waters Local Centre Site

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Residential Density within the Centre

LPP 6 allocates a residential density between R20 and R100 for lots within Ascot Waters. While 10 Marina Drive is not listed as having a residential density, residential development has been undertaken at the R100 code. Figure 21 (Outline Development Plan) designates the site for a combination of residential, retail, and office land uses. The subject land has been developed for office and residential land uses and has the potential to accommodate retail uses.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within Centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor. This built form has already been established at 10 Marina Drive albeit that the commercial tenancies are underutilised/vacant. Consistent with this built form, it may be appropriate to apply a residential density code of R100 to the subject site.

The provision of residential dwellings above commercial tenancies presents an opportunity for the future Ascot Waters Local Centre to be an activity generator that supports the local population through the provision of convenience services.

Action 1.4

Investigate whether it is appropriate to introduce a residential density code of R100 over land forming part of the future Ascot Waters Local Centre.



Figure 5: Proposed Zoning Investigations

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Zoning and Residential Density Surrounding the Centre

Land surrounding 10 Marina Drive is predominantly surrounded by residential uses. There is also a small amount of commercial development at 16 and 2 Marina Drive. As with 10 Marina Drive, the surrounding land is zoned 'Special Development Precinct' under Local Planning Scheme No. 15.

Through the preparation of the City's Local Housing Strategy, appropriate zones and residential density codes will be investigated for the surrounding residential land.

The City will also investigate appropriate zonings for 16 Marina Drive and 2 Marina Drive. Both these properties contain a combination of commercial and residential land uses. Therefore, it may be appropriate to apply a 'mixed use' zoning through the preparation of a new local planning scheme. This matter will further be investigated through the preparation of the City's Local Housing Strategy.

Action 1.5

Investigate rezoning residential properties within the Ascot Waters Special Development Precinct and applying a residential density code through the preparation of the City's Local Housing Strategy.

Action 1.6

Investigate an appropriate zone for 16 Marina Drive and 2 Marina Drive through the preparation of the City's Local Housing Strategy.







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2. Movement

The site of the future Ascot Waters Local Centre is accessible by all modes of transport apart from train. Vehicle access is supported by a legible road network and on-street parking.

Footpaths connecting the surrounding residential area to 10 Marina Drive facilitate walking as an option. Cycling is not specifically encouraged through on-street cycle lanes, however the existing road environment within the Ascot Waters estate is relatively safe for on-street cycling.

With regard to public transport, the closest bus stop is located approximately 200m to the north along Grandstand Road. Bus stops either side of the road provide access to bus service 998 and 999.

State Planning Policy 4.2 – Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Local Centre site and look at ways this can be improved.



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Pedestrian and Cycling Connections and Priority

While it is expected that due to the lack of convenience services offered within the existing commercial tenancies only a very small number of people would currently utilise active modes of transport, alternative transport opportunities should still be encouraged and facilitated for the benefit of commercial uses that may establish within the future Local Centre.

With regard to pedestrian activity, the current road network presents as a relatively safe pedestrian environment. Vehicles travel relatively slow as a result of the paved road surface and presence of on-street parking. There is however a lack of shelter provided in the road reserves surrounding 10 Marina Drive through landscaping including shade trees.

With regard to cycling, while there are no dedicated on-street cycle lanes, the road network is relatively safe for on-street cycling. It is noted however that there is a lack of bicycle parking facilities located within close proximity to 10 Marina Drive.

SPP 4.2 recommends that pedestrians and cyclists be prioritised within activity centres. Two key opportunities exist to promote increased pedestrian and cyclist activity as detailed below and visualised by Figure 6:

- Undertake a review of street trees within 400m of 10 Marina Drive and program planting for species that establish shade canopies.
- Investigate the inclusion of additional bike parking facilities surrounding 10 Marina Drive.

It is anticipated that the above measures will facilitate increased pedestrian and cyclist activity. It is also expected that use of these modes of transport will increase should convenience services establish within the centre.

Action 2.1

Investigate improvements to pedestrian and cyclist priority within and surrounding the future Ascot Waters Local Centre once commercial uses offering convenience goods establish.



Figure 6: Pedestrian and Cyclist Infrastructure

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Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case the future Ascot Waters Local Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest walking and cycling route.

Wayfinding signage and maps, which include letters and pictures, are able to clearly define these walking and cycling routes. This creates a more viable mode of transport.

It is recommended that once a local centre is established, detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200m walkable catchment.

Action 2.2

Once a local centre is established, investigate the implementation of wayfinding measures at select locations within 200m of the site.



Public Transport

Unlike other local centres in the City of Belmont, the site of the future Ascot Waters Local Centre isn't directly serviced by a bus route. The nearest bus stop is located approximately 400m to the north along Grandstand Road.

While the current commercial land use (office) is unlikely to generate the need for a bus stop, future land uses may benefit from good accessibility to public transport. Existing residential land uses within and surrounding the future Ascot Waters Local Centre would also benefit from better public transport connections. Therefore, when a local centre/convenience uses establish, the City should engage with the Public Transport Authority to obtain support for a bus stop to be located in closer proximity to 10 Marina Drive.

The uptake of public transport can be supported by travel behaviour programs which are designed to inform the general public about their transport options. A greater level of education may result in the future centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

Action 2.3

When a local centre/convenience uses establish, liaise with the Public Transport Authority to obtain support for a bus stop to be located within closer proximity to 10 Marina Drive.

Action 2.4

When a local centre/convenience uses establish, implement travel behaviour programs to encourage an increase in bus patronage to reduce car usage.



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Private Vehicles and Road Network

Access to the future Local Centre by private vehicles is available from Marina Drive and The Boardwalk. Rear access for the residential land uses is available via Sabot Close.

While the intent of contemporary activity centre planning (as mentioned in SPP 4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres. Given this, the road network should be maintained to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access. It is considered that this balance is already quite well achieved. A potential improvement could include planting additional trees within the road reserves to provide shelter for pedestrians.

Action 2.5

Investigate and implement appropriate road network modifications to further prioritise active modes of transport.

Car Parking

Car parking within and surrounding 10 Marina consists of on-street parking along the Marina Drive and The Boardwalk road reserve, and private parking accessible from Sabot Close.

Local Planning Scheme No. 15 provides parking standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations also make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied. Given there are limited opportunities for additional parking to be provided, the City should review the adequacy of the existing parking arrangements. If it is found that parking provision isn't adequate, the City should investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre. Money collected from the parking in lieu payments could be used to promote active modes of transport or to establish appropriate parking management measures.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in the future Ascot Waters Local Centre should also be explored.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing on-site and on-street parking, and contemporary planning principles contained within SPP 4.2 which seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

Action 2.6

Investigate an appropriate car parking standard for land uses within the future Ascot Waters Local Centre.

Action 2.7

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the future Ascot Waters Local Centre.

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3. Place

Local centres have an important role to play in the overall social fabric of the community. While the current commercial land use (office) doesn't provide any convenience services to the local community, the built form is relatively attractive and provides opportunities for active land uses to establish within the future Centre. In addition, the design of the road network is conducive to street activation. Overall, there is an opportunity to establish a Local Centre that serves the local community of the Ascot Waters Estate. Further opportunities will be discussed in the following sections of this Strategy.







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Land Use Permissibility

The Futue Ascot Waters Local Centre is currently zoned 'Special Development Precinct' under Local Planning Scheme No. 15. Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table and located within the 'Commercial, Centre or Mixed Use' zones.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in SPP4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may be appropriate to zone land within the centre 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme • Does not directly adjoin residential zone
Recreation - Private	Commercial, Centre or Mixed Use	• Within metropolitan region • NLA no more than 300sqm • No more than 60% of ground floor glazing obscured
Shop	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Restaurant/ Cafe	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Convenience Store	Commercial, Centre or Mixed Use	• Not used for the sale of petroleum products
Consulting Rooms	Commercial, Centre or Mixed Use	• No more than 60% of ground floor glazing obscured
Office	Commercial, Centre or Mixed Use	• Not located on the ground floor
Liquor Store - Small	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme

Table 1

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Street Activation

There is currently a lack of activity surrounding 10 Marina Drive resulting from the absence of convenience services. Existing land uses don't rely on passing trade and don't encourage people to spend time within the locality.

While the built form doesn't directly address The Boardwalk road reserve, it is expected that this road reserve will see increased activity should 10 Marina Drive function as a Local Centre. To encourage activation on Marina Drive the City should encourage trade within public places which may benefit and encourage a future cafe/restaurant establishing within the Centre.

The public realm surrounding the future Ascot Waters Local Centre is relatively underutilised. This area is dominated by paved surfaces and limited landscaping. Therefore, the City should investigate opportunities to include additional tree planting and landscaping within the public realm. It is also considered that the attractiveness of the public realm will be improved should a restaurant/café with alfresco dining establish within the centre.

Local Planning Policy No. 6 currently contains built form controls to guide development. As discussed in previous sections of this Strategy, an opportunity exists for consistent provisions to be established to guide development across all activity centres. Therefore, the City should investigate implementing built form controls aimed at increasing activity at street level. As part of this, the provisions of LPP 6 should be reviewed to determine the appropriateness of retaining this individual Policy.

Action 3.2

Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.

Action 3.3

Investigate implementing built form controls aimed at increasing activity at street level.

Public Art

Public art is a vital part of the public realm as it assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers.

The City requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No.11 – Public Art Contribution, and has a development cost greater than four and a half million dollars.

10 Marina Drive is currently recognised as being within the Local Planning Policy No. 11 policy area. While this is the case, it is not expected that any major redevelopment triggering the provision of public art would occur at 10 Marina Drive in the short term. Despite this, the City should consider further opportunities for public art to be installed surrounding the future Centre. This may include the installation of a statement piece of public art and/or the painting of blank facades/walls. The City should also engage with local businesses to facilitate and promote the provision of public art.

Action 3.4

Investigate opportunities for public art to be located within and surrounding the future Ascot Waters Local Centre.



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Activity Centre Planning Strategy

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CITY OF BELMONT

Ascot Waters

Actions



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Actions & Implementation

Ascot Waters

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Review LPP 6 and determine whether it should be retained as an independent Policy or whether the Centre could be subject to development provisions which are consistent across all activity centres and are contained within a relevant planning instrument.	Part 2 Local Planning Policy No. 6 Page 5	1.2-1.4 5.7	Local Planning Policy No. 6	Short	Planning
1.2	Investigate whether it is appropriate to introduce a 'Local Centre' zone over the site of the future Ascot Waters Local Centre.	Part 2 Ascot Waters Local Centre Boundary and Zoning Page 6	1.2-1.4	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
1.3	Investigate whether it is appropriate to retain Additional Use 2 through the preparation of a new local planning scheme.	Part 2 Ascot Waters Local Centre Boundary and Zoning Page 6	1.2 1.3 1.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.4	Investigate whether it is appropriate to introduce a residential density code of R100 over land forming part of the future Ascot Waters Local Centre.	Part 2 Residential Density within the Centre Page 7	1.3 1.4 5.4 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	Short	Planning

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Actions & Implementation

Ascot Waters

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.5	Investigate rezoning residential properties within the Ascot Waters Special Development Precinct and applying a residential density code through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	5.7	Local Housing Strategy Local Planning Policy No. 6	As part of Local Housing Strategy.	Planning
1.6	Investigate an appropriate zone for 16 Marina Drive and 2 Marina Drive through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	5.7	Local Housing Strategy Local Planning Policy No. 6	As part of Local Housing Strategy.	Planning

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Actions & Implementation

Ascot Waters

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate improvements to pedestrian and cyclist priority within and surrounding the future Ascot Waters Local Centre once commercial uses offering convenience goods establish.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	1.2 1.5 2.1-2.4	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services
2.2	Once a local centre is established, investigate the implementation of wayfinding measures at select locations within 200m of the site.	Part 2 Wayfinding Page 11	2.1-2.3 5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services
2.3	When a local centre/convenience uses establish, liaise with the Public Transport Authority to obtain support for a bus stop to be located within closer proximity to 10 Marina Drive.	Part 2 Public Transport Page 11	2.2-2.4 5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services Public Transport Authority
2.4	When a local centre/convenience uses establish, implement travel behaviour programs to encourage an increase in bus patronage to reduce car usage.	Part 2 Public Transport Page 11	2.1 5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Infrastructure Services
2.5	Investigate and implement appropriate road network modifications to further prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	1.2 1.5 2.2-2.4	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services City Projects

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Actions & Implementation

Ascot Waters

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.6	Investigate an appropriate car parking standard for land uses within the future Ascot Waters Local Centre.	Part 2 Car Parking Page 12	2.1 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning
2.7	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the future Ascot Waters Local Centre.	Part 2 Car Parking Page 12	2.1-2.3 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning Infrastructure Services

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Actions & Implementation

Ascot Waters

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 14	1.2-1.4 4.1	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Investigate public realm improvements aimed at increasing activity and sense of place within the Centre	Part 2 Street Activation Page 15	1.2-1.4 2.2 5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services
3.3	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 15	1.2-1.4 2.2 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
3.4	Investigate opportunities for public art to be located within and surrounding the future Ascot Waters Local Centre.	Part 2 Public Art Page 15	1.2 4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Medium/Ongoing	Planning Culture and Place

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CITY OF BELMONT

Activity Centre Planning Strategy - Belgravia Street



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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.

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Belgravia Street

The Belgravia Street Local Centre is situated at the corner of Belgravia Street and Gabriel Street in the suburb of Cloverdale. It is located approximately 670m north-east of the Belmont Town Centre.

The Centre presents a main street design, with shops and businesses fronting Belgravia Street and Gabriel Street. These include restaurants/cafes, shops, medical facilities, and consulting rooms. The built form is characterised by relatively old single storey commercial buildings with parking predominantly in the road reserves. Land surrounding the Centre is predominantly characterised by single houses and grouped dwellings, with a small number of multiple dwellings.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Belgravia Street Local Centre, with recommendations on zoning, residential density, movement and place.

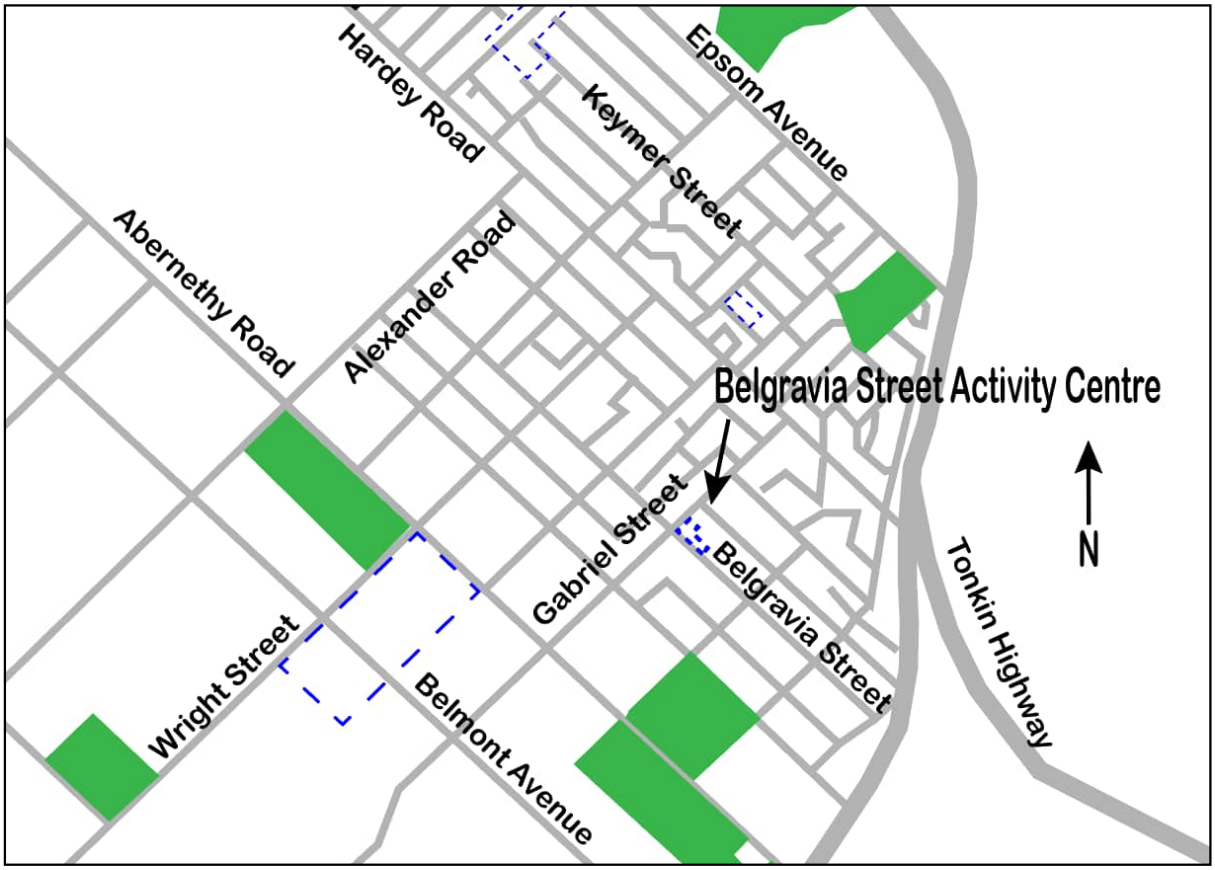


Figure 1: Belgravia Street Locality Map

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1. Centre Context

Land within the Centre is zoned 'Commercial' under Local Planning Scheme No.15 (LPS 15), with no associated residential density coding. No residential development has been undertaken within the Centre to date.

Surrounding land is zoned 'Residential' with a flexible residential density code of R20/40. Single houses represent the predominant housing typology surrounding the Centre, with some grouped dwelling developments and a small number of multiple dwellings.

The immediate catchment area for Belgravia Street Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). It is likely however that due to the services provided within the Centre, that the catchment area extends further than 200m.

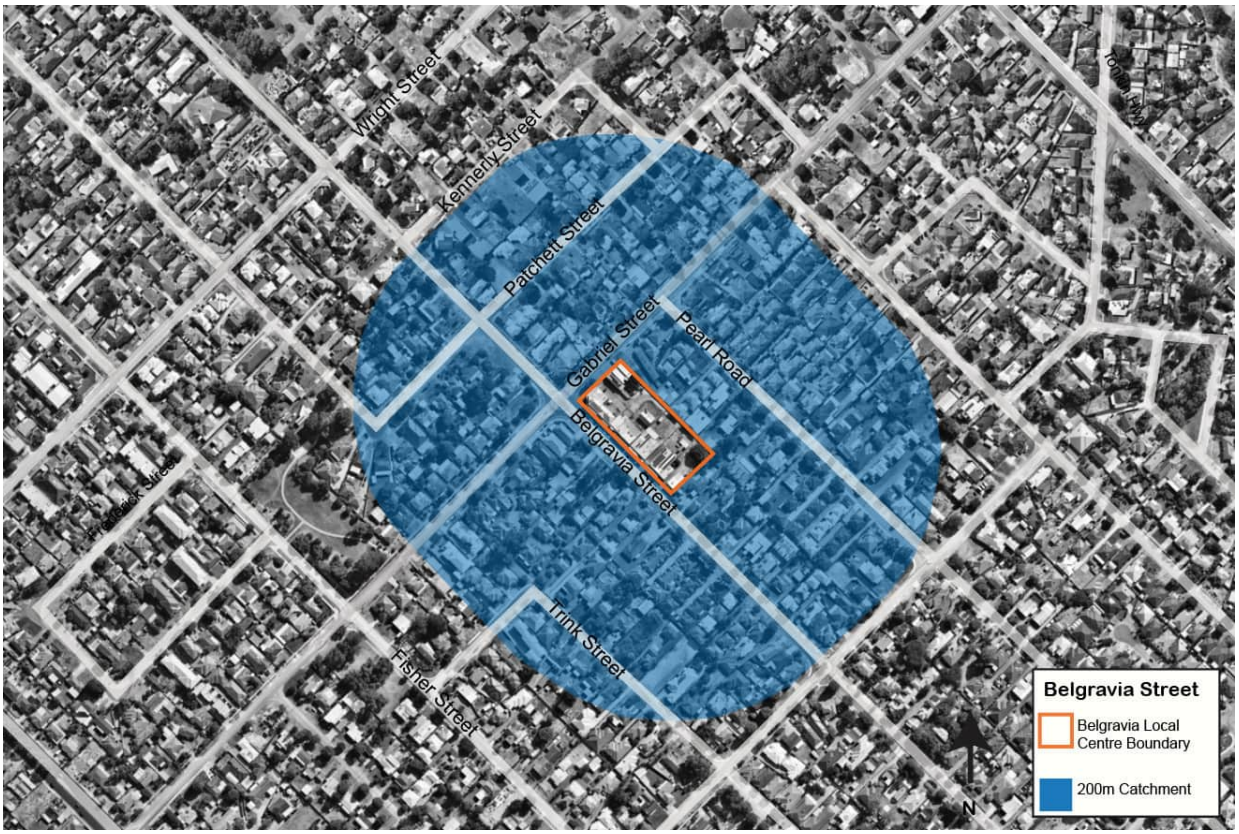


Figure 2: Belgravia Street Catchment

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Belgravia Street Local Centre Boundary and Zoning

The Belgravia Street Local Centre is currently defined by the extent of the 'Commercial' zone, with frontages to both Belgravia Street and Gabriel Street as shown in Figure 3. A portion of the parking area and footpath is located within the property boundaries of 277, 279 and 381 Belgravia Street. This effectively results in the private ownership of a portion of the "public realm". Therefore, the City should engage with the landowners to investigate whether the lot boundaries and zoning can be normalised to be consistent with 371, 373, and 375 Belgravia Street (see Figure 4).

A recent Retail Needs Assessment (RNA) prepared to inform this Strategy indicates that while the Centre provides useful functions, it appears to be under performing commercially. This is evident in that Shop/Retail floorspace in 2016 totaled just 942m^2, down from 1,387m^2 in 2008. Therefore, there are opportunities to improve the commercial performance of the Centre as discussed in subsequent sections of this Strategy.

The RNA recommends the retail floor area be increased to 1,000m^2, it is considered that this expansion is able to occur within the existing centre boundary. Therefore, it may be appropriate for the centre boundary to remains as it is (minor changes may result after investigating the normalisation of the 277, 279 and 381 Belgravia Street front lot boundaries).

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. Therefore, the City should investigate whether it is appropriate to modify the zoning of Belgravia Local Centre from 'Commercial' to 'Local Centre' through the preparation of a new local planning scheme.

Action 1.1

Investigate normalising the front property boundary of 277, 279 and 381 Belgravia Street.

Action 1.2

Investigate whether it is appropriate to maintain the centre boundary and apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.

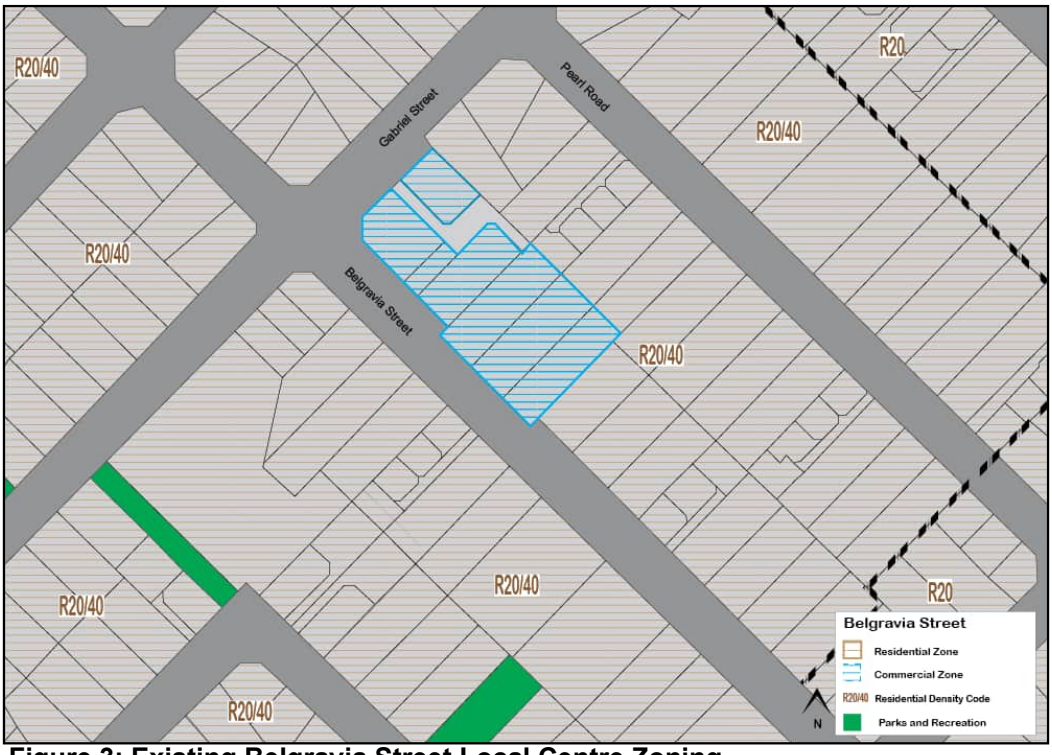


Figure 3: Existing Belgravia Street Local Centre Zoning

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Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. There is also no residential development within the Centre.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within Centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail/commercial land uses, whilst promoting economic sustainability. In this regard, it may be appropriate to apply a residential density code of R60 to land within the Centre (as shown in Figure 4). The appropriateness of an R60 density code will be further explored through the preparation of a new local planning scheme.

The residential density coding of R60 is considered appropriate to deliver good quality apartment style development within the Centre at a suitable scale for the locality. Development would be limited to a maximum of three storeys, a front setback of 2m, and side and rear setbacks of 3m. This scale is considered to integrate well with the surrounding land which can develop to a maximum height of two storeys under an R40 density code.

The provision of residential dwellings above commercial tenancies will generate activity, increase population, attribute to better passive surveillance and has the potential to incentivise redevelopment of the Belgravia Street Local Centre.

To ensure that residential development does not occur in a manner that erodes the intent of the Local Centre in providing convenience services to the community, the City should investigate introducing appropriate controls within the local planning framework. This may include limiting residential development on ground floors and requiring provision for a commercial component in any redevelopment proposal.

Whilst commercial and residential land uses are able to be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended that provisions to address such considerations be investigated through the preparation of a new Local Planning Scheme.

Action 1.3

Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Belgravia Street Local Centre through the preparation of a new Local Planning Scheme.

Action 1.4

As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.

Action 1.5

Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.

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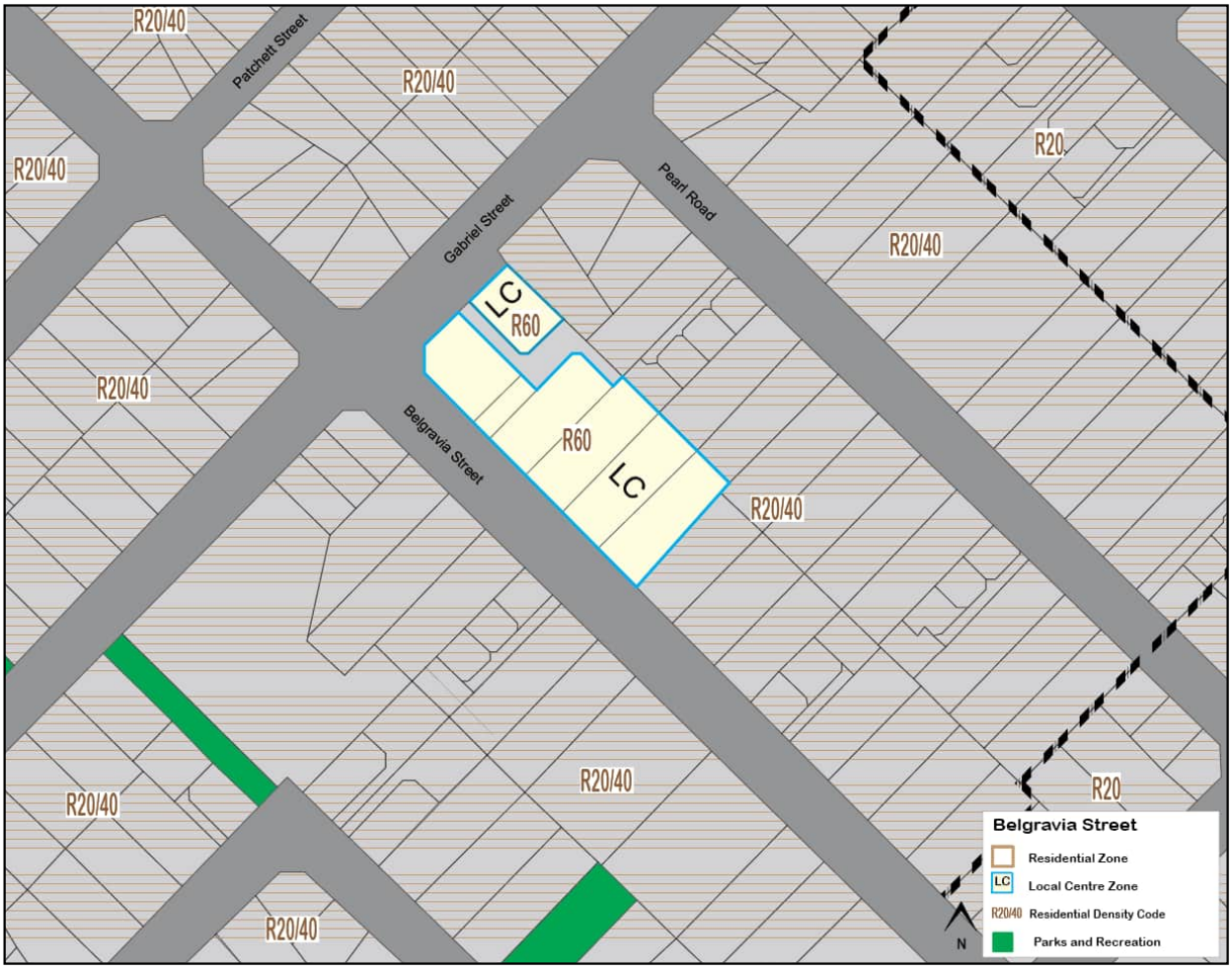


Figure 4: Proposed Zoning Investigations

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Zoning and Residential Density Surrounding the Centre

The Centre is surrounded by 'Residential' zoned land with an associated residential density coding of R20/40. This land is predominantly characterised by a mixture of single houses and grouped dwellings, with a small number of multiple dwellings. Adjacent to this land and further from the Centre land is coded R20.

The RNA prepared to inform this Strategy modeled the effect of an increase in residential development within the Centre and an increase in surrounding residential density from R40 to R80. This model aimed to understand the benefit that increased residential development within and surrounding the Centre may have on annual revenue for businesses.

If land surrounding the Centre was vacant and developed in accordance with an R80 density coding and residential development was provided within the Centre, the model predicted an increase of up to 8.3% in annual revenue for local businesses.

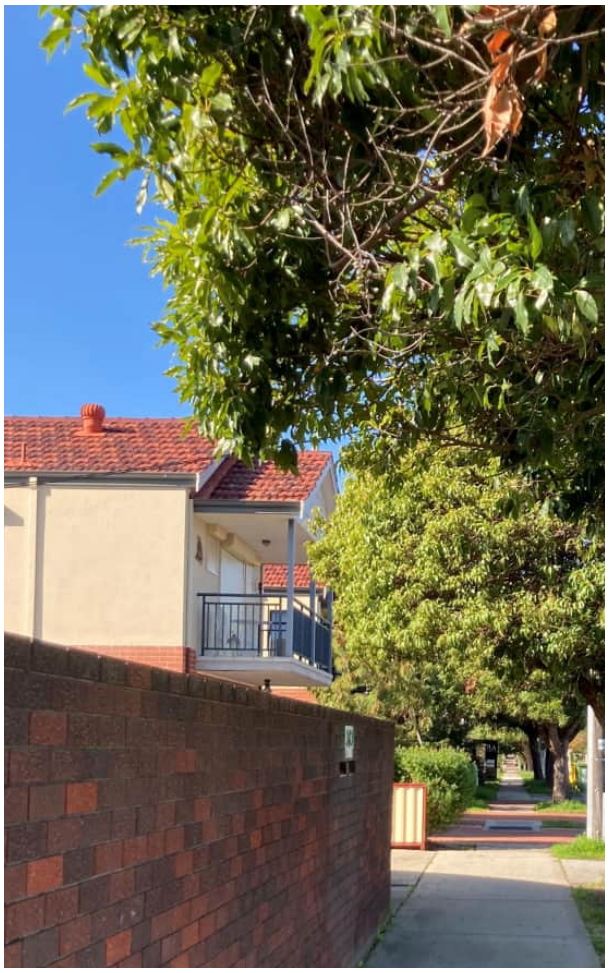
Given much of the surrounding land has been redeveloped and land ownership is fragmented, it is unlikely that development to realise the modelled density will occur within the foreseeable future. In addition, a portion of land within 200m of the Centre is located within the ANEF contour associated with Perth Airport. State Planning Policy 5.1 generally seeks to limit density codes above R20 on land subject to ANEF noise contours except where:

- Land is identified as appropriate for more intensive development through strategic planning instruments such as a regional or sub-regional structure plan;
- a higher density coding is desirable to facilitate redevelopment or infill development of an existing residential area; and
- it can be demonstrated that the public benefits of higher density coding outweigh the negative impacts of exposing additional residents to aircraft noise.

A potential increase in the surrounding residential density should be explored in more detail through the preparation of the City's Local Housing Strategy.

Action 1.6

Investigate increasing the density coding of land surrounding Belgravia Street Local Centre through the preparation of the City's Local Housing Strategy.



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2. Movement

The Belgravia Street Local Centre is accessible by all modes of transport apart from train; however the most convenient remains the private vehicle. This is evident in that 64.3% of survey respondents indicated that they access the Centre by private vehicle, while 30% access the Centre by walking or cycling.

Access to and from the Local Centre is supported by a legible local road network and an adequate supply of public on-street car parking, making travel by private vehicle highly attractive. Footpaths connecting the surrounding residential areas to the Centre facilitate walking as an option. Although Gabriel Street and Belgravia Street are characterised by a relatively low number of vehicle movements, cycling is not encouraged through on-street cycle lanes. The Centre is also serviced by two bus routes, with bus stop facilities located on both Belgravia Street and Gabriel Street.

State Planning Policy 4.2 – Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and look at ways that access can be improved.



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Pedestrian and Cycling Connections and Priority

The Belgravia Local Centre plays a role in providing services and employment opportunities to the local community. The local catchment for this Centre is predominantly located within a 200m walkable area. Generally footpaths connect the Centre to the surrounding residential land. Pedestrian and cyclist access to and from Belgravia Street Local Centre is possible through the relatively legible grid road network, which is for the most part accompanied by footpaths on at least one side of the street.

The Local Centre itself supports walking and cycling with awnings providing weather protection. Bicycle locking points, public seating, and rubbish bins are also provided and encourage movement across the front of tenancies within the Centre.

The City should investigate further measures to prioritise pedestrian and cyclist movements including the following as visualised by Figure 5:

- Provide dedicated pedestrian crossing points along Gabriel Street and within a new raised central median along Belgravia Street.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Implement a 40km/h speed limit on Belgravia Street and Gabriel Street to create a safer pedestrian orientated centre.
- Modifying road surface treatments to increase driver awareness to the presence of pedestrians and cyclists.

Action 2.1

Investigate improvements to pedestrian and cyclist priority within the Belgravia Street Local Centre.

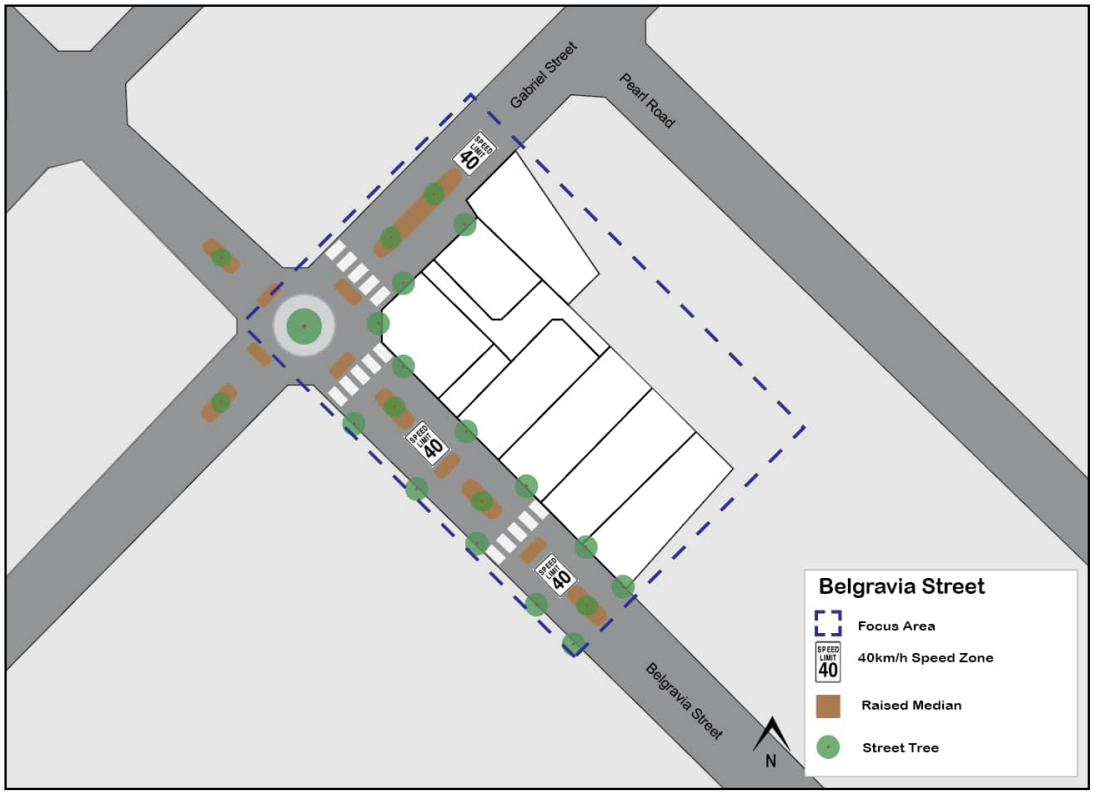


Figure 5: Pedestrian and Cyclist Infrastructure

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Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case Belgravia Local Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest walking and cycling route.

Wayfinding signage and maps, which include letters and pictures, are able to clearly define these walking and cycling routes. This creates a more viable mode of transport.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the Centre.

Action 2.2

Investigate and implement wayfinding measures at select locations within 200m of the Belgravia Street Local Centre.



Public Transport

Bus routes 38 and 39 run along Belgravia Street and Gabriel Street. These routes provide connections to Elizabeth Quay, Belmont Forum, and the surrounding residential land. Stops for these routes are provided in close proximity to the Centre as shown in Figure 6.

The level of service and connectivity provided by the bus routes make travel via bus a relatively convenient and attractive mode of transport.

The uptake of public transport can be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

Users may also look to combine trips for example a trip to work in the CBD combined with a shopping trip to Belgravia Street Local Centre before catching a bus home or walking/cycling.

Action 2.3

Implement travel behavior programs to encourage the use of alternative modes of transport to and from Belgravia Street Local Centre.

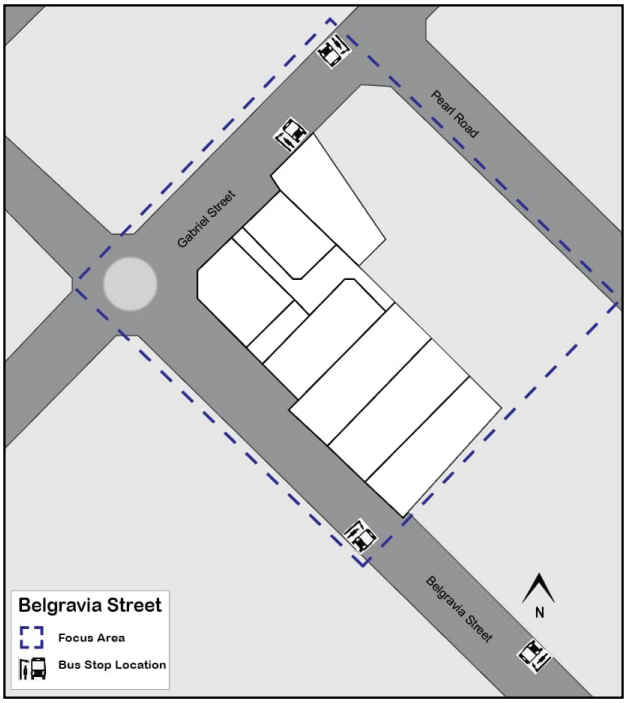


Figure 6: Location of Bus Stops

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Private Vehicles and Road Network

Access to Belgravia Street Local Centre via private vehicle is attractive due to the design of the road network, as well as the availability of unrestricted public on-street car parking. The surrounding road network is predominately a grid network with clear legibility and very limited traffic calming measures. Furthermore, the main intersection within the Local Centre, being Belgravia Street and Gabriel Street, is controlled by a roundabout facilitating free flowing vehicle movements.

While private vehicle movement is recognised as being important to both the Centre and through traffic accessing the surrounding residential areas, an effort should be made to encourage access via other modes of transport.

The City should investigate the potential for the sections of Belgravia Street and Gabriel Street, that fall within the boundary of the Local Centre, to be modified to balance the movement of private vehicles with walking and cycling.

The City should investigate implementing a 40km/h speed limit through the Local Centre to encourage pedestrian and cyclist permeability and informal crossing. In addition, the City should investigate the appropriate measure to formalise pedestrian and cyclist crossing of both Belgravia Street and Gabriel Street through the provision of raised platforms, road treatments or any other appropriate measure.

Action 2.4

Investigate and implement appropriate road network modifications to prioritise active modes of transport.



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Rear Laneway Access

A number of tenancies currently located within the Belgravia Street Local Centre have access for service vehicles and staff members via a rear laneway (Figure 7). The majority of the laneway is designated as 'road reserve' and provides direct access to the rear of 176, 174 and 172 Gabriel Street and 375, 373, and 371 Belgravia Street. The remaining three properties at 377, 379, and 381 Belgravia Street have varying rear access arrangements. 377 Belgravia Street currently contains an easement to the rear of the property to ensure access is maintained from the laneway. Both 379 and 381 Belgravia Street provide rear access from Belgravia Street through separate driveways and crossovers.

Access to the rear of all properties for off-street public parking and service vehicles should be rationalised to a rear laneway arrangement. In order to achieve this, an easement needs to be created at the rear of 379 and 381 Belgravia Street. The City will also be required to investigate the viability of allowing two-way access through the laneway and as a result may require additional land to be vested through an easement for all properties within the Belgravia Street Local Centre. Should an easement be successfully created to the rear of all properties providing permanent access, all crossovers fronting Belgravia Street could be removed. The removal of these crossovers would allow for continuous footpaths and awnings to be constructed, thereby increasing pedestrian and cyclist movements within the Centre.

Action 2.5

Investigate the extension of the laneway across 379 and 381 Belgravia Street and the closure of the exiting crossovers to Belgravia Street.



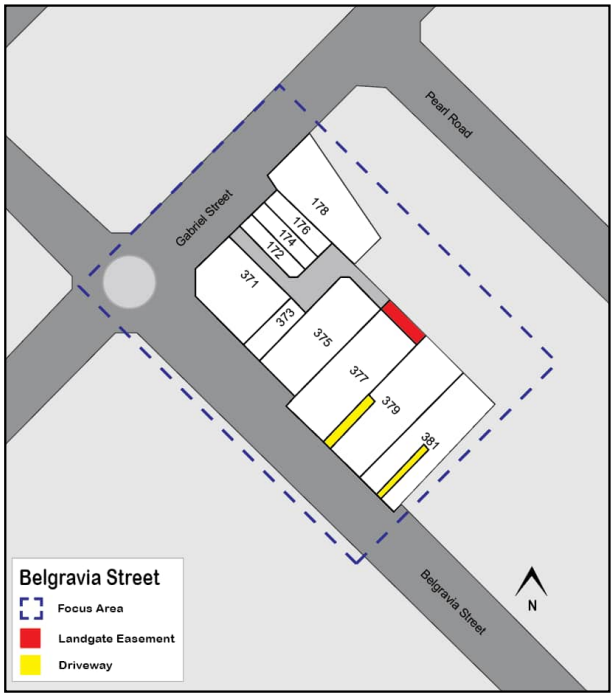


Figure 7: Existing rear access arrangements

Car Parking

Car parking within Belgravia Street Local Centre consists of the following:

- 90 degree parking bays along Belgravia Street and Gabriel Street.
- Parallel bays along Belgravia Street.
- Private car parking behind the tenancies.

For various centres in the City of Belmont, the 'Belmont on the Move' Strategy recommends that a range of parking restrictions be implemented to increase turnover of vehicles and the availability of parking for consumers. Given parking facilities and shared between tenancies, parking restrictions could be applied to the Belgravia Street Local Centre to ensure that all tenancies have bays available for their customers.

Local Planning Scheme No. 15 provides standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and

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- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in Belgravia Street Local Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement and provision of on-street public parking. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

Action 2.6

Investigate an appropriate car parking standard for land uses within the Belgravia Street Local Centre.

Action 2.7

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belgravia Street Local Centre.

Action 2.8

Investigate introducing car parking restrictions in appropriate loactions within the Belgravia Street Local Centre.



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3. Place

The Belgravia Street Local Centre provides a wide range of goods and services for the surrounding local community, including restaurants, shops, a liquor store, a news agency, office, and specialist consulting rooms. These uses facilitate activity within the Centre both during the day and at night.

Landscaping and signage on the corner of Belgravia Street and Gabriel Street acts as an entry statement while the adequate footpaths and weather protection could facilitate street activity. The frontages of the commercial tenancies are however dominated by expanses of advertising, roller shutters, or blank sections of walls. This and the lack of community infrastructure (e.g. public seating areas) results in a relatively low level of activity within the public realm. Therefore, there is scope for improvement to activate the Belgravia Street Local Centre which will be outlined in the following sections of this Strategy.









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Land Use Permissibility

Belgravia Street Local Centre is currently zoned 'Commercial' under LPS15. The 'Commercial' section of the Zoning Table of LPS15 demonstrates only one retail commercial or entertainment land use as being a permissible 'P' land use, which is 'Video Store'. Other retail commercial type land uses or land uses primarily for entertainment remain as discretionary 'D' land uses.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 2, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate to retain a 'D' use class permissibility for typical activity centre land uses listed in SPP4.2 as this reduces any potential impacts associated with land uses, whilst still providing landowners with a level of flexibility. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, the centre may be rezoned to 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Centre' zones.

Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.



Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme • Does not directly adjoin residential zone
Recreation - Private	Commercial, Centre or Mixed Use	• Within metropolitan region • NLA no more than 300sqm • No more than 60% of ground floor glazing obscured
Shop	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Restaurant/ Cafe	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Convenience Store	Commercial, Centre or Mixed Use	• Not used for the sale of petroleum products
Consulting Rooms	Commercial, Centre or Mixed Use	• No more than 60% of ground floor glazing obscured
Office	Commercial, Centre or Mixed Use	• Not located on the ground floor
Liquor Store - Small	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme

Table 1

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Street Activation

Belgravia Street Local Centre is characterised by a range of commercial tenancies with frontages that are dominated by expanses of impermeable advertising, roller shutters, or blank sections of wall. This results in a low level of street activation.

The Centre benefits from an established built form where tenancies front Belgravia Street and Gabriel Street, and include awnings for whether protection. Given this, there is potential for the current businesses to present a more active frontage to the streets through the removal of non-permeable advertising, reducing the amount of time the businesses roller shutters are down, and where possible, increasing the aesthetic appeal of the frontage. Windows should also be encouraged facing the laneway to activate this space and provide passive surveillance. An opportunity also exists for local businesses to utilise the space available in front of tenancies and the public realm for activities such as alfresco dining. These measures will improve street activity and as a result, passive surveillance.

The City could also facilitate an increase in street activity through upgrades to the public realm, as well as the promotion of trading in public places (inclusive of alfresco dining). To improve the overall aesthetic appeal of Belgravia Street's public realm area, additional landscaping (including shade trees) should be installed within the verge immediately adjoining car parking areas. Public seating and landscaping improvements could be focused at the intersection of Belgravia Street and Gabriel Street to allow for a passive public space to be created. The City should also look to improve existing seating and introduce additional seating areas complementing new landscaping to encourage patrons to spend additional time within the Centre.

Opportunities also exist to improve street activation and a sense of place through place activation measures, and engagement with local businesses and the broader community. The laneway could serve as a good space for community events.

Action 3.2

Ensure that future and existing development within the Centre provides for surveillance between buildings and public spaces.

Action 3.3

Investigate implementing built form controls aimed at increasing activity at street level.

Action 3.4

Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.

Action 3.5

Investigate the use of the laneway as a shared space for community events.





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Public Art

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than $4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include the large number of blank wall surfaces on both street frontages and within the laneway, or on the road surface itself.

Future funding mechanisms for public art within Belgravia Street Local Centre should also be investigated. It is likely that the existing threshold amount of $4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.

Action 3.6

Investigate opportunities for public art to be located within Belgravia Street Local Centre.

Action 3.7

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.





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CITY OF BELMONT

Belgravia Street Local Centre

Actions



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Actions & Implementation

Belgravia Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate normalising the front property boundary or 277, 279 and 381 Belgravia Street.	Part 2 Belgravia Street Local Centre Boundary and Zoning Page 5	5.1		Medium-Long	Planning Economic Development
1.2	Investigate whether it is appropriate to maintain the centre boundary and apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Belgravia Street Local Centre Boundary and Zoning Page 5	1.2 1.3 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.3	Investigate whether it is appropriate to Introduce a residential density code of R60 over land within the Belgravia Street Local Centre through the preparation of a new Local Planning Scheme.	Part 2 Residential Density within the Centre Page 6	1.2 1.3 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning

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Actions & Implementation

Belgravia Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.4	As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density within the Centre Page 6	1.2 1.3 5.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.5	Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density within the Centre Page 6	1.2 1.3 1.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.6	Investigate increasing the density coding of land surrounding the Belgravia Street Local Centre through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	1.3 1.4 5.4	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	As part of the Local Housing Strategy	Planning

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Actions & Implementation

Belgravia Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate improvements to pedestrian and cyclist priority with the Belgravia Street Local Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	1.2 1.5 2.2-2.4 3.1	State Planning Policy 4.2 - Activity Centres Belmont on the Move Streetscape Enhancement Strategy	Long	Infrastructure Services Planning
2.2	Investigate and implement wayfinding measures at select locations within 200m of the Belgravia Street Local Centre.	Part 2 Wayfinding Page 11	1.5 2.2 2.4 5.7	Belmont on the Move	Medium	Infrastructure Services Planning
2.3	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Belgraiva Street Local Centre.	Part 2 Public Transport Page 11	2.1 2.4 5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Long	Infrastructure Services
2.4	Investigate and implement appropriate road network modifications to prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	2.1 5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move Streetscape Enhancement Strategy	Long	Planning Infrastructure Services

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Actions & Implementation

Belgravia Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.5	Investigate the extension of the laneway across 379 and 381 Belgravia Street and the closure of the existing crossovers to Belgravia Street.	Part 2 Rear Laneway Access Page 13	1.2 2.3 5.1		Long	Planning
2.6	Investigate an appropriate car parking standard for land uses within the Belgravia Street Local Centre.	Part 2 Car Parking Page 14	1.2&1.5 2.2 2.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
2.7	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belgravia Street Local Centre.	Part 2 Car Parking Page 14	1.2&1.5 2.2 2.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning Infrastructure Servies
2.8	Investigate introducing car parking restrictions in appropriate locations within the Belgravia Street Local Centre.	Part 2 Car Parking Page 14	2.4 5.7	Belmont on the Move	Medium	Infrastructure Servies Ranger Servies

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Actions & Implementation

Belgravia Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 16	1.2-1.4 4.1	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Ensure that future and existing development within the Centre provides for surveillance between buildings and public spaces.	Part 2 Street Activation Page 17	1.2-1.4 2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.3	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 17	1.2-1.4	State Planning Policy 4.2 - Activity Centres	Medium	Planning
3.4	Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.	Part 2 Street Activation Page 17	1.2-1.4 4.1	State Planning Policy 4.2 - Activity Centres Place Making Strategy	Long	Infrastructure Services City Projects Planning

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Actions & Implementation

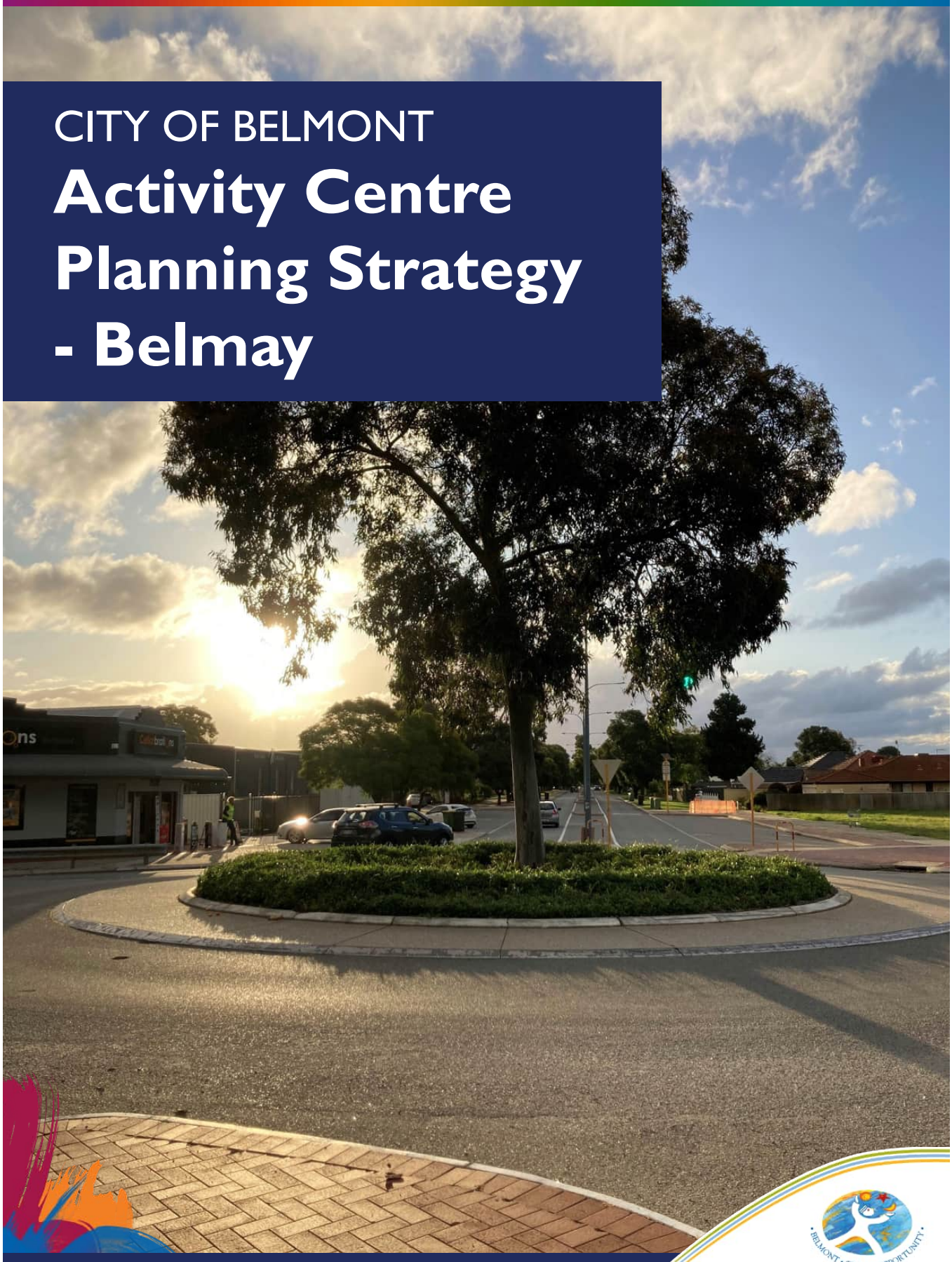
Belgravia Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.5	Investigate the use of the laneway as a shared space for community events.	Part 2 Street Activation Page 17	1.2 1.4 4.1 4.3	Place Making Strategy	Medium/On-going	Culture and Place
3.6	Investigate opportunities for public art to be located within Belgravia Street Local Centre.	Part 2 Public Art Page 18	4.1	Place Making Strategy	Medium/On-going	Planning Culture and Place
3.7	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 18	1.2-1.4 4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Short	Planning Culture and Place

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CITY OF BELMONT

Activity Centre Planning Strategy - Belmay



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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.

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Belmay Local Centre

The Belmay Local Centre is located at the corner of Sydenham Street and Epsom Avenue in the suburb of Belmont. The Centre is located opposite the Belmay Primary School and approximately 150m south west of Redcliffe Park (see Figure 1 below).

The Centre presents a main street design, with businesses fronting both Sydenham Street and Epsom Avenue. The Local Centre currently provides a limited range of goods and services, with the sole retail tenancy being a liquor store. Other land uses within the Centre include a single house, offices, a medical centre, and place of worship.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Belmay Local Centre, with recommendations on zoning, residential density, movement and place.

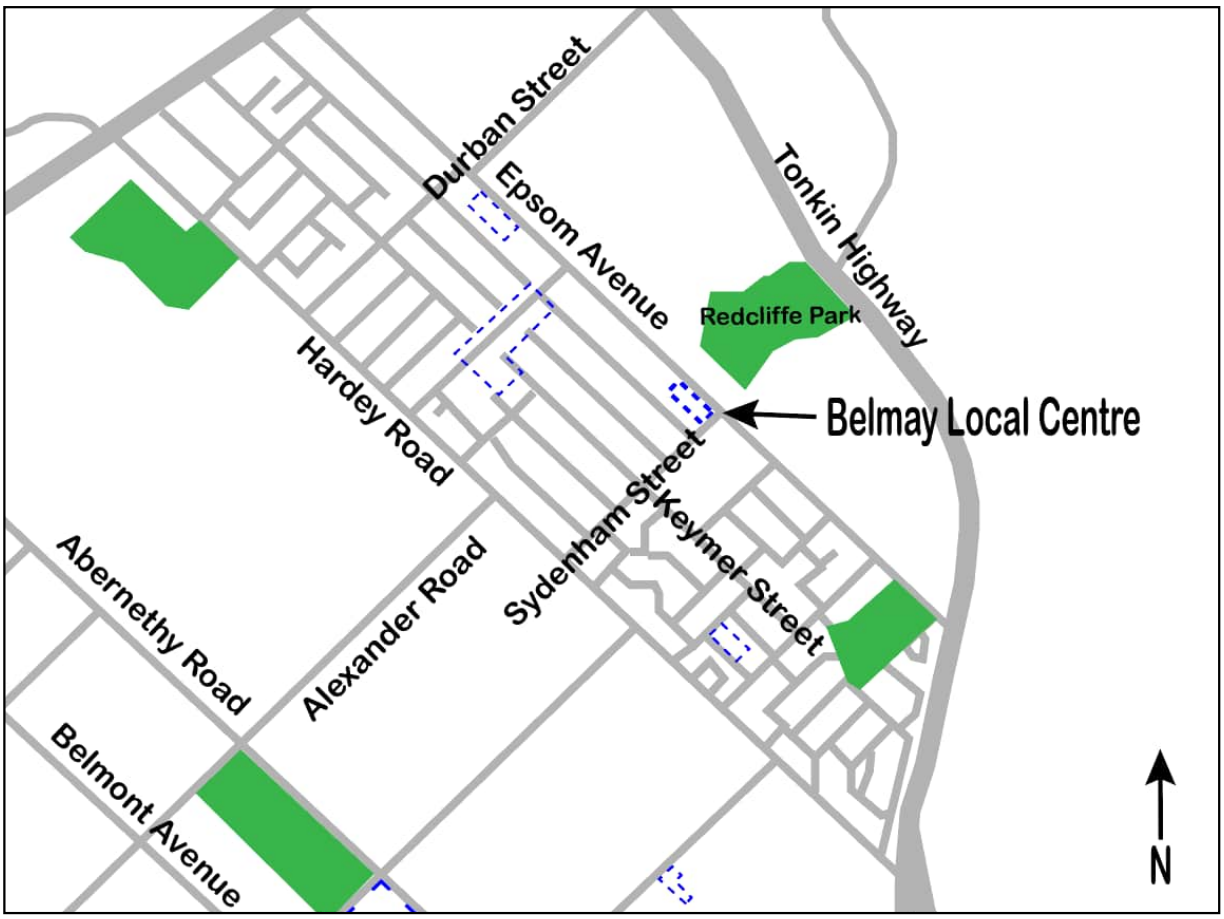


Figure 1: Belmay Local Centre Locality Map

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1. Centre Context

The majority of the Belmay Local Centre is zoned 'Commercial' under Local Planning Scheme No. 15 (LPS 15) with no associated residential density coding. The place of worship at 240 Epsom Avenue is zoned 'Place of Public Assembly' and 236 Epsom Avenue is subject to an Additional Use of 'Place of Worship'.

Surrounding land is zoned 'Residential' with density codes of R20 and R12.5, resulting in varying housing arrangements and lot sizes. Single houses represent the predominant housing typology surrounding the Centre, with some grouped dwelling developments. Belmay Primary School on the opposite side of Sydenham Street is zoned 'Public Purposes'.

The immediate catchment area of Belmay Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). However, due to the services offered within the Centre, it is likely to extend beyond 200m.

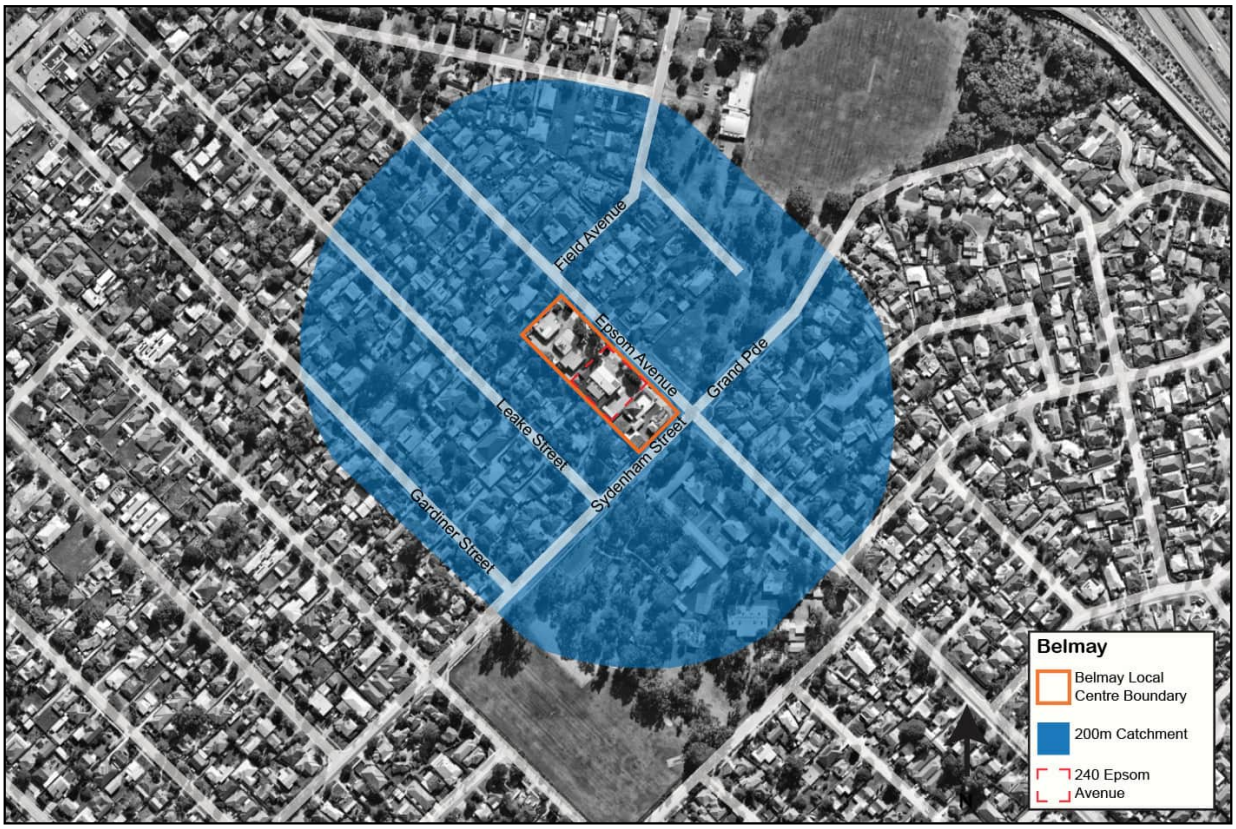


Figure 2: Belmay Local Centre Catchment

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Belmay Local Centre Boundary and Zoning

The majority of land within the Belmay Local Centre is zoned ‘Commercial’ under LPS 15, with the exception of 240 Epsom Avenue which is zoned ‘Place of Public Assembly’. The property at 236 Epsom Avenue is also subject to an Additional Use of ‘Place of Worship’ under Schedule 2 of LPS 15.

The WAPC's Land Use and Employment Survey Data indicated that in 2016, the Belmay Local Centre accommodated a relatively small amount of shop/retail floorspace at approximately 180m^2. The Retail Needs Assessment (RNA) prepared to inform this Strategy did not anticipate any additional retail floorspace within the Centre. Given there are opportunities for additional retail floorspace to be provided within the existing Centre boundary, there may be no need to change it.

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. Therefore, the City should investigate whether it is appropriate to modify the zoning of Belmay Local Centre from 'Commercial' to 'Local Centre' through the preparation of a new local planning scheme.

240 Epsom Avenue is currently zoned 'Place of Public Assembly' which is not consistent with the zoning of other properties. While the place of worship located at this property acts as an activity generator on days services are held, the current zoning fragments the Centre and limits its future land use options. Given the intent of a local centre is to provide convenience services to the community within walkable catchments, it may be appropriate to zone this land 'local centre' as part of the preparation of a new Local Planning Scheme. For this reason it may also be appropriate to remove the Additional Use over 236 Epsom Avenue as further discussed in the Land Use Permissibility section of this Strategy.

Action 1.1

Investigate whether it is appropriate to maintain the centre boundary and apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.

Action 1.2

Investigate the removal of the Additional Use from 236 Epsom Avenue and the rezoning of 240 Epsom Avenue from 'Place of Public Assembly' to 'Local Centre' through the preparation of a new Local Planning Scheme.

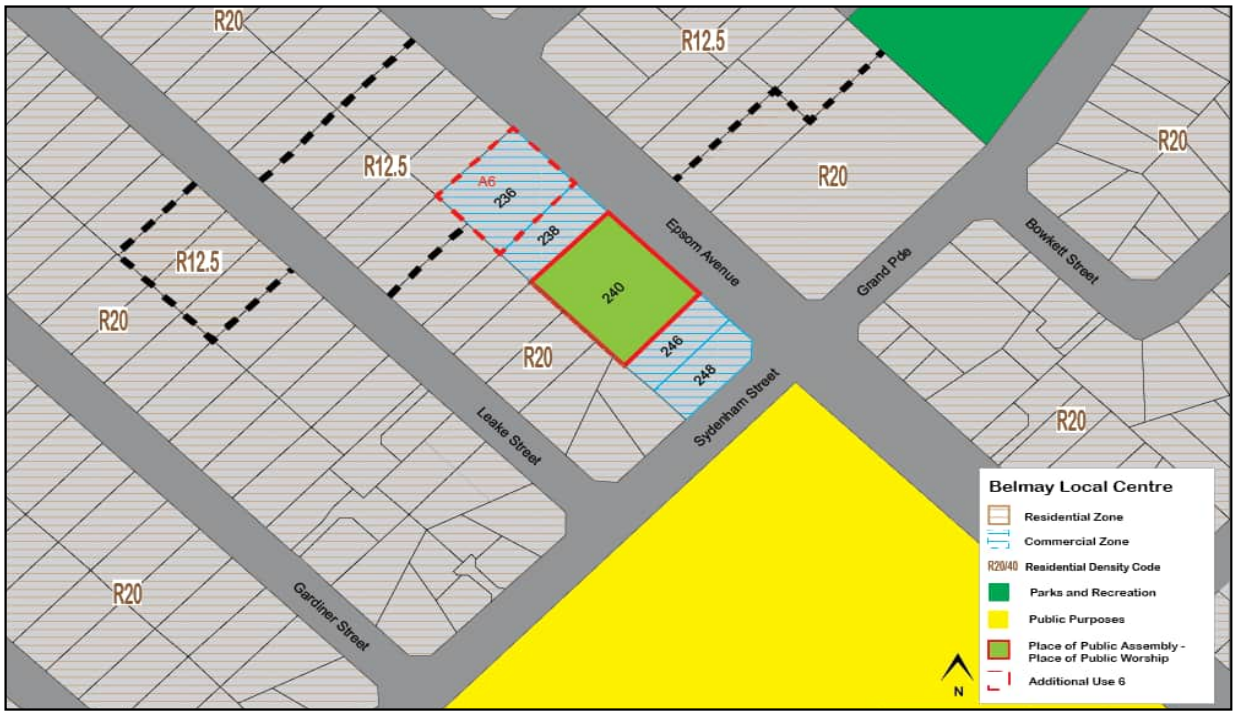


Figure 3: Existing Belmay Local Centre Zoning

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Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. There is also no residential development within the Centre.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within Centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail/commercial land uses, whilst promoting economic diversity. In this regard, it may be appropriate to apply a residential density code of R60 to land within the Centre.

The residential density coding of R60 is considered appropriate to deliver apartment style development within the Centre at a suitable scale for the locality. Development would be limited to a maximum of three storey's, a front setback of 2m, and side and rear setbacks of 3m. These setbacks will provide an appropriate separation to land abutting the Centre and present opportunities for landscaping. The potential scale of development is considered to integrate well with the surrounding residential density codes which facilitate development to a height of two storey's.

It is noted that the Belmay Local Centre is subject to ANEF noise contour 20. *State Planning Policy 5.1 - Land Use Planning in the Vicinity of Perth Airport* generally aims to limit residential development within this contour to a maximum density coding of R20. However a higher density coding can be considered to facilitate redevelopment or infill development, and where the public benefits of a higher density coding outweigh the negative impacts of exposing additional residents to aircraft noise.

In that respect, the provision of residential dwellings above commercial tenancies will generate activity, contribute to better passive surveillance, and has the potential to incentivise redevelopment of the Belmay Local Centre. It is also noted that future dwellings within the Centre could incorporate noise insulation. Therefore, the residential density coding of R60 may be appropriate for the Belmay Local Centre.

Whilst commercial and residential land uses may be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended that provisions to address such considerations also be investigated through the preparation of a new local planning scheme.

To ensure that residential development does not occur in a manner that erodes the intent of the Local Centre in providing convenience services to the community, appropriate controls should be investigated through the preparation of a new local planning scheme. This may include limiting residential development on ground floors and requiring provision for a commercial component in any redevelopment proposal.

Action 1.3

Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Belmay Local Centre through the preparation of a new Local Planning Scheme.

Action 1.4

As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.

Action 1.5

Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.



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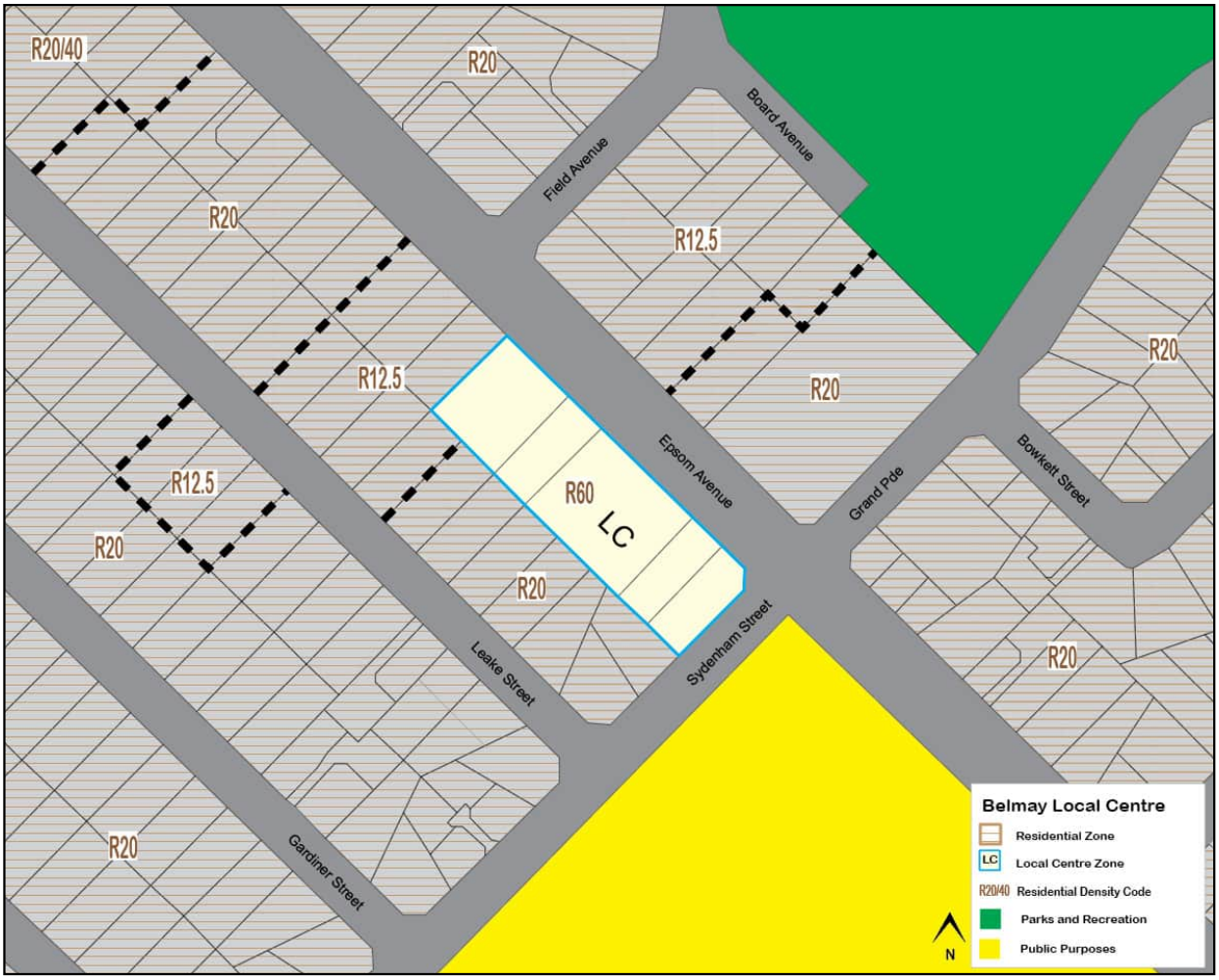
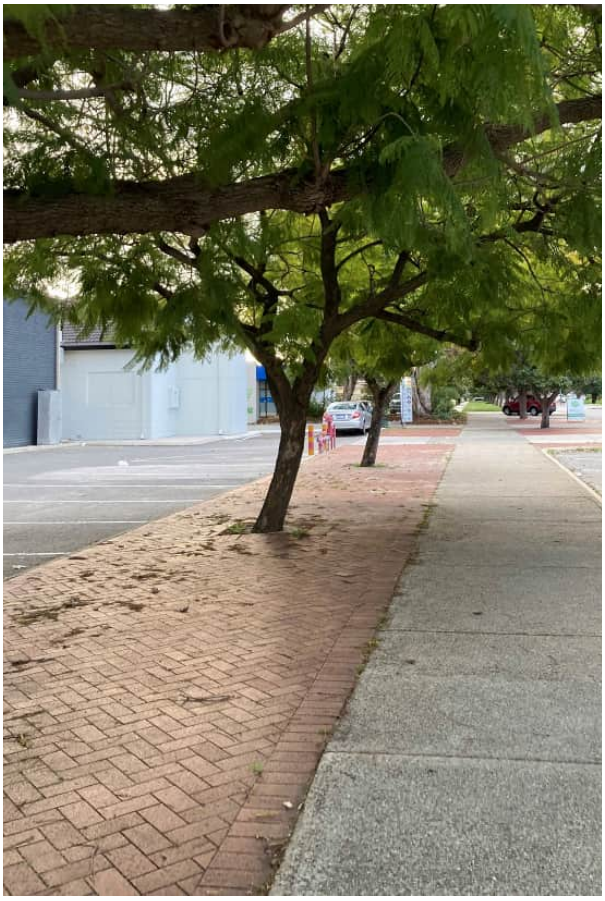


Figure 4: Proposed Zoning Investigations

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Zoning and Residential Density Surrounding the Centre

The residential density coding surrounding the Belmay Local Centre is predominantly R20, with some areas also being subject to an R12.5 coding. The Belmay Local Centre is unique in its proximity to Perth Airport and subsequently its relation to aircraft noise. The Local Centre and its surrounds are located within the flight path of Perth Airport's cross runway and the Australian Noise Exposure (ANEF) 20-25 contour. State Planning Policy 5.1 stipulates that where residential land falls within the 20-25 ANEF, a density coding of R20 should not be exceeded. However, a higher density coding can be considered to facilitate redevelopment or infill development, and where the public benefits of a higher density coding outweigh the negative impacts of exposing additional residents to aircraft noise.



The surrounding residential land that is subject to an R12.5 coding was formerly located within the higher impact 25-30 ANEF contour. In accordance with SPP 5.1, an R12.5 coding was appropriately applied to this land, however in light of changes to the contour, consideration should now be given to increasing the residential density to R20 to align with the surrounding area. A potential increase in the residential density should be explored in more detail through the preparation of the City's Local Housing Strategy.

Action 1.6

Investigate increasing the R12.5 density surrounding the Belmay Local Centre through the preparation of the Local Housing Strategy.

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2. Movement

The Belmay Local Centre is accessible by all modes of transport apart from train; however the most convenient remains the private vehicle. Access to and from the Local Centre is supported by a legible road network and public on-street car parking, making travel by private vehicles highly attractive.

Footpaths connecting the surrounding residential areas to the Local Centre facilitate walking as an option. Cycling to and from the Centre is not specifically promoted through on-street cycle lanes or bicycle parking facilities. With regard to public transport, a bus route does not currently service the Centre. The nearest bus stop is located approximately 270m away along Copeland Drive.

State Planning Policy 4.2 – Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and look at ways that this can be improved.



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Pedestrian and Cycling Connections and Priority

Besides the liquor store, the Belmay Local Centre doesn't provide convenience goods to the local community within a walkable catchment. The Centre is more focused at offering services to the broader community through the medical centre, offices, and place of worship. While footpaths are located along the roads connecting to the Centre, very limited priority is given to pedestrians and cyclists.

Of those that participated in the Local Planning Scheme Review Survey, 37.5% indicated that they access Belmay Local Centre by walking while 62.5% access the Centre by car. Whilst this figure is encouraging and higher than other activity centres in the City of Belmont, it is considered that there is scope to improve the desirability of accessing the Centre by active modes of transport as detailed below and visualised by Figure 5:

- Improve provision for secure cycle parking facilities.
- Investigate the provision of dedicated pedestrian crossing points along Sydenham Street and Epsom Avenue in the form of zebra crossings.
- Investigate extending the footpath on the north east side of Epsom Avenue.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Include street furniture within designated locations.
- Investigate applying a 40km/h speed limit to roads within the Centre.
- Install entry signage/statements at either end of Belmay Local Centre.

Action 2.1

Investigate improvements to pedestrian and cyclist priority within and surrounding the Belmay Local Centre.



Figure 5: Pedestrian and Cyclist Infrastructure

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Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case Belmay Local Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest walking and cycling route.

Wayfinding signage and maps are able to clearly define these walking and cycling routes. This creates a more viable mode of transport.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the Centre.

Action 2.2

Investigate and implement wayfinding measures at select locations within 200m of the Belmay Local Centre.



Public Transport

Bus route number 39 currently completes a loop to the east as visualised by Figure 6 but does not intersect the Belmay Local Centre. The nearest bus stop is located on Copeland Drive, approximately 270m walk from the Belmay Local Centre (marked red on Figure 6).

The City should investigate the potential to request an extension to bus route 39 so that it intersects the Centre. A bus stop should also be located within the Centre for ease of access. The City should also continue to monitor patronage of bus route 39 and if suitable advocate for an increase in the frequency of services to encourage greater public transport usage.

Action 2.3

Liaise with the Public Transport Authority to obtain support for a bus stop within the Belmay Local Centre.

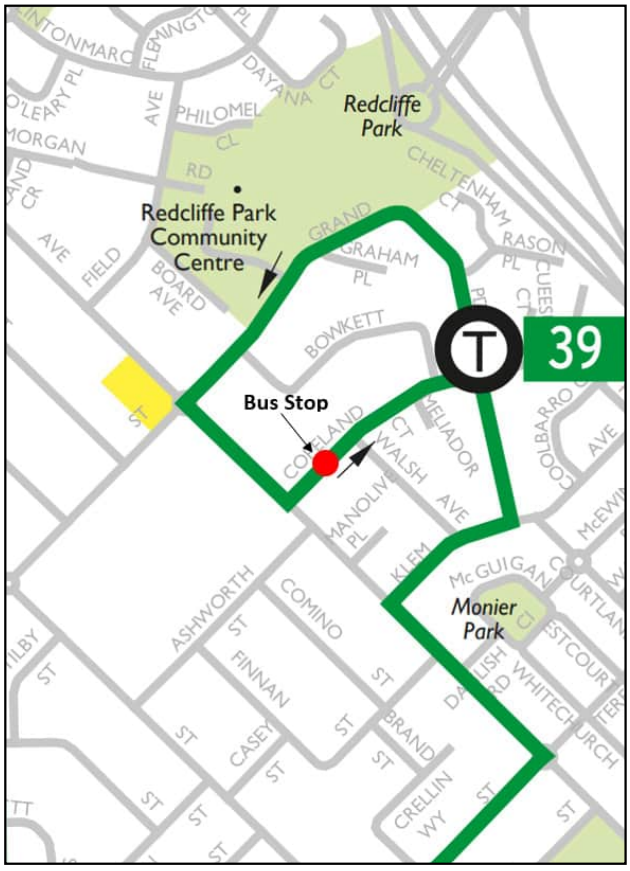


Figure 6: Public Transport Authority Network Map

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Private Vehicles and Road Network

The Centre is primarily focused on Epsom Avenue between Sydenham Street and Field Avenue. A small secondary frontage also exists to Sydenham Street. Access to Belmay Local Centre via private vehicle is attractive due to the design of the road network, as well as the availability of public on-street car parking.

While private vehicle movement is recognised as being important to both the Local Centre and through traffic accessing the surrounding residential areas, an effort should be made to encourage access via other modes of transport. Therefore, the City should investigate the potential for the portions of Epsom Avenue and Sydenham Street that fall within the boundary of the Local Centre, to be modified to balance the movement of private vehicles with walking and cycling.

In this regard, the City should investigate implementing a 40km/h speed limit within the Centre at all hours instead of only between the hours of 7:30am – 9:00am and 2:30pm – 4:00pm on school days. This measure will encourage pedestrian and cyclist movements and facilitate safe crossing. In addition, the City should investigate the installation of additional pedestrian and cyclists crossing points within the Centre through the provision of raised platforms. It is considered that these changes will better balance private vehicle access to the Centre with pedestrian and cyclist movements.

Action 2.4

Investigate and implement appropriate road network modifications to prioritise active modes of transport.

Car Parking

Belmay Local Centre currently contains highly accessible on-street public and off-street private car parking. Unrestricted on-street parking bays are provided as 45 degree angled bays on either side of Epsom Avenue and parallel bays on either side of Sydenham Street. Off-street car parking is located for the majority of businesses within the front setback area.

Local Planning Scheme No. 15 provides parking standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations also make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in Belmay Local Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of park

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ing plan for the Centre. The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

Action 2.5

Investigate an appropriate car parking standard for land uses within the Belmay Local Centre.

Action 2.6

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belmay Local Centre.









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3. Place

The Belmay Local Centre currently consists of a mixture of land uses, including a liquor store, a place of worship, a medical centre, and offices.

As a result of the large street setbacks and parking being located in front of the buildings, the frontages of the commercial tenancies generally don't address the street resulting in very limited street activation. The public realm contains additional parking, scattered landscaping and tree planting.

There is scope for improvement to activate the Belmay Local Centre which will be outlined in the following sections of this Strategy.









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Land Use Permissibility

Belmay Local Centre is proposed to be zoned ‘Local Centre' through the preparation of a new local planning scheme. At present, the ‘Commercial’ section of the Zoning Table of LPS15 demonstrates only one retail commercial or entertainment land use as being a permissible ‘P’ land use, which is ‘Video Store’. Other retail commercial type land uses or land uses primarily for entertainment remain as discretionary ‘D’ land uses.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a ‘D’ use class permissibility within the City’s Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It is considered appropriate to retain the ‘D’ use class permissibility for typical activity centre land uses listed in SPP4.2 as this reduces any potential impacts associated with land uses, whilst still providing landowners with a level of flexibility. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, this strategy proposes to investigate zoning land within the centre 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Centre' zones.

A 'Place of Worship' is currently designated as an 'X' use in the 'Commercial' zone under LPS 15, meaning that it is not permitted. This has led to the application of a 'Place of Public Assembly' zoning and Additional Uses being applied to two properties within this Centre so as to enable 'Place of Worship' land uses. It is considered these land uses may not be appropriate within activity centres due to their relatively inactive nature. Therefore, the City should investigate the appropriateness of applying an 'X' permissibility for 'Place of Worship' within the 'Local Centre' zone, the removal of the Additional Use from 236 Epsom Avenue, and the rezoning of 240 Epsom Avenue from 'Place of Public Assembly' to 'Local Centre' through the preparation of a new Local Planning Scheme. Under this situation the existing place of worship will have a non conforming use right and be able to continue operating within the Centre on this basis.

Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed in SPP 4.2 through the preparation of a new local planning scheme.

Action 3.2

Investigate the appropriateness of applying an 'X' permissibility for 'Place of Worship' within the 'Local Centre' zone, the removal of the Additional Use from 236 Epsom Avenue, and the rezoning of 240 Epsom Avenue from 'Place of Public Assembly' to 'Local Centre' through the preparation of a new Local Planning Scheme.





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Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme • Does not directly adjoin residential zone
Recreation - Private	Commercial, Centre or Mixed Use	• Within metropolitan region • NLA no more than 300sqm • No more than 60% of ground floor glazing obscured
Shop	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Restaurant/ Cafe	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Convenience Store	Commercial, Centre or Mixed Use	• Not used for the sale of petroleum products
Consulting Rooms	Commercial, Centre or Mixed Use	• No more than 60% of ground floor glazing obscured
Office	Commercial, Centre or Mixed Use	• Not located on the ground floor
Liquor Store - Small	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme

Table 1







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Street Activation

Belmay Local Centre consists of areas of brick paving, footpaths, scattered landscaping and street tree planting, street parking, and buildings which apart from the liquor store on the corner of Epsom Avenue, are separated from the street by large set-backs containing parking. As a whole, the Belmay Local Centre results in very little activation on the street frontages. Therefore, any future development within the Belmay Local Centre should be focused on activating the street with car parking sleeved to the rear of buildings, minimal to nil street setbacks, continuous weather protection, and clear glazing. These design elements will provide for an attractive local centre and should be encouraged by the City through the preparation and application of a set of built form guidelines/development provisions for the Centre.

The City could also facilitate an increase in street activity through upgrades to the public realm and by promoting trade in public places (inclusive of alfresco dining should a café or restaurant establish within the Centre). In addition, the potential for increased landscaping (inclusive of shade trees) should be investigated to create an attractive streetscape that offers shelter. To enhance a sense of place within the Centre and to assist in wayfinding, opportunities for the installation of entrance statements should also be explored.

The activation of Belmay Local Centre is dependent on the success of small businesses. Therefore, the City should actively connect and form relationships with local business owners and continue to provide them with support through appropriate marketing and business incentives/rewards.

Action 3.3

Facilitate existing and future development within the Centre to provide for surveillance between buildings and public spaces.

Action 3.4

Investigate implementing built form controls aimed at increasing activity at street level.

Action 3.5

Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.

Action 3.6

Continue to support small business and facilitate the growth in local community support for local small businesses.



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Public Art

The Belmay Local Centre currently lacks a sense of place and identity, with little to no identifiable landmarks, entrance statements or community fabric. The Local Centre is characterised by areas of blank walls, facades covered by advertising, non-visually permeable windows, and large setbacks from the street.

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than $4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include the large number of blank wall surfaces or the road surface.

Future funding mechanisms for public art within Belmay Local Centre should also be investigated. It is likely that the existing threshold amount of $4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

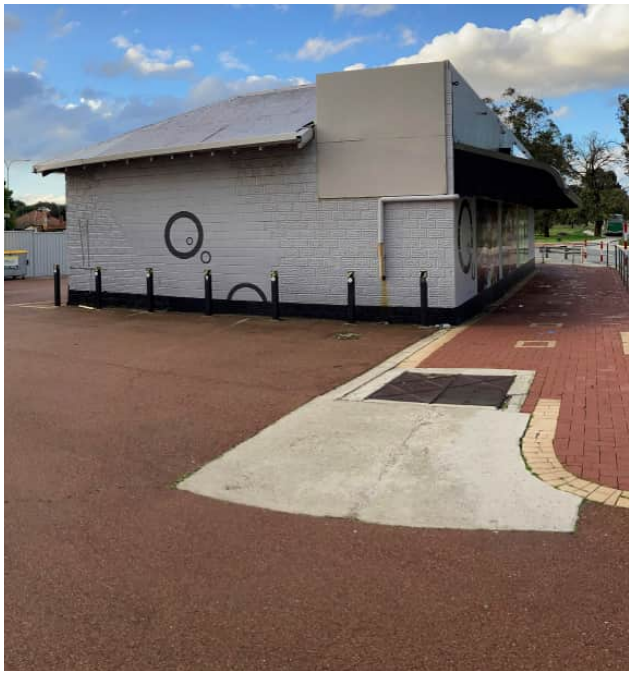
Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.

Action 3.7

Investigate opportunities for public art to be located within the Belmay Local Centre.

Action 3.8

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.



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City of Belmont

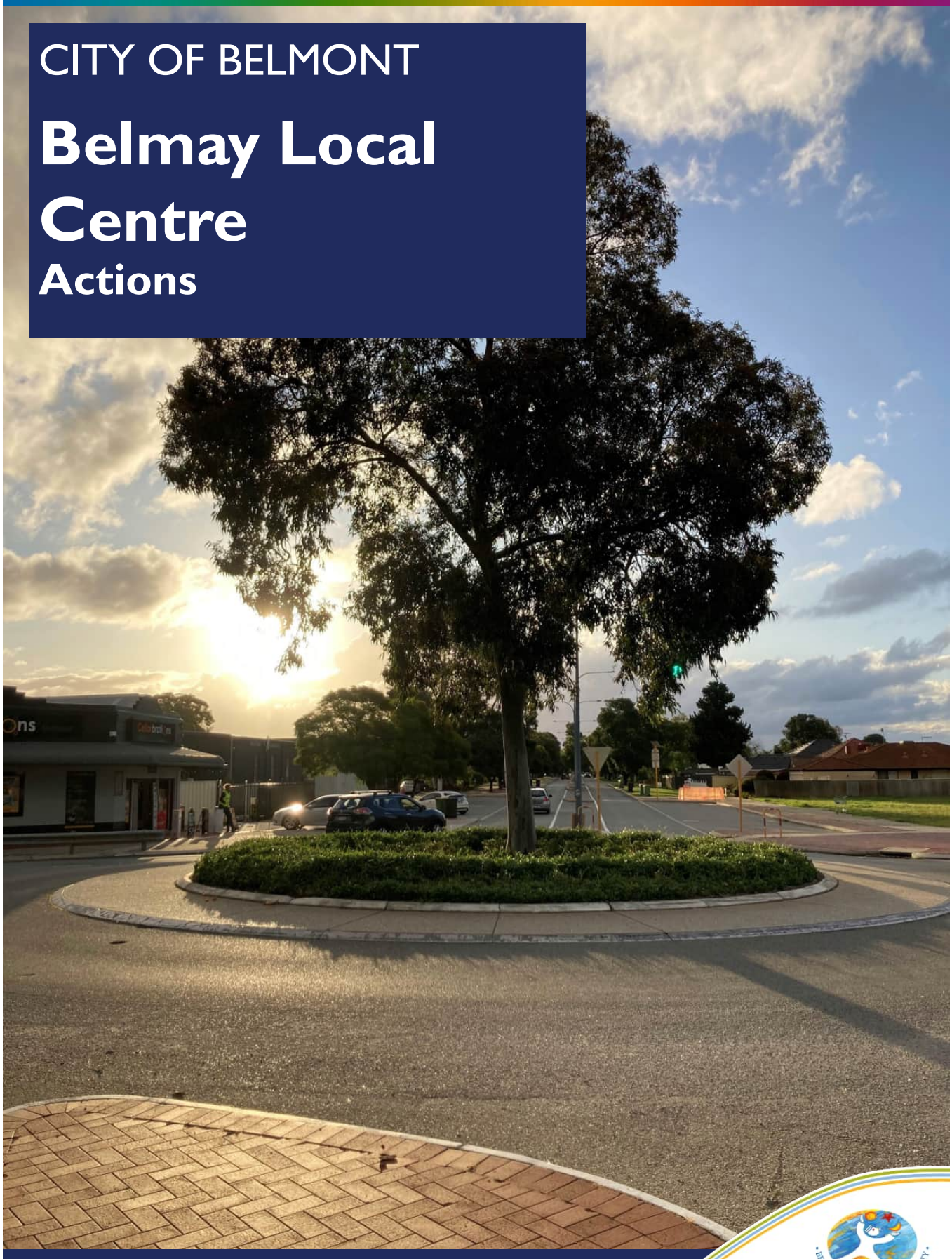
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CITY OF BELMONT

Belmay Local Centre

Actions



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Actions & Implementation

Belmay

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate whether it is appropriate to maintain the centre boundary and apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Belmay Local Centre Boundary and Zoning Page 5	1.2 1.3 1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
1.2	Investigate the removal of the Additional Use from 236 Epsom Avenue and the rezoning of 240 Epsom Avenue from 'Place of Public Assembly' to 'Local Centre' through the preparation of a new Local Planning Scheme.	Part 2 Belmay Local Centre Boundary and Zoning Page 5	5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.3	Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Belmay Local Centre through the preparation of a new Local Planning Scheme.	Part 2 Residential Density within the Centre Page 6	1.2 1.3 5.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.4	As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density within the Centre Page 6	1.2 1.3 5.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning

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Actions & Implementation

Belmay

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.5	Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density within the Centre Page 6	1.2 1.3 1.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.6	Investigate increasing the R12.5 density surrounding the Belmay Local Centre through the preparation of the Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	5.7	State Planning Policy 5.1 - Perth Airport	Short	Planning

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Actions & Implementation

Belmay

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate improvements to pedestrian and cyclist priority within the Belmay Local Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	1.5 2.2 2.4 3.1	State Planning Policy 4.2 - Activity Centers Belmont on the Move Streetscape Enhancement Strategy	Long	Planning Infrastructure Services
2.2	Investigate and implement wayfinding measures at select locations within 200m of the Belmay Local Centre.	Part 2 Wayfinding Page 11	1.2 1.5 2.2-2.4	Belmont on the Move	Medium	Planning Infrastructure Services
2.3	Liaise with Public Transport Authority to obtain support for a bus stop within the Belmay Local Centre.	Part 2 Public Transport Page 11	1.2 2.3&2.4	Belmont on the Move	Medium	Infrastructure Services
2.4	Investigate and implement appropriate road network modifications to prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	1.2&1.5 2.2-2.4	Belmont on the Move	Long	Planning Infrastructure Services

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Actions & Implementation

Belmay

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.5	Investigate an appropriate car parking standard for land uses within the Belmay Local Centre.	Part 2 Car Parking Page 12-13	1.2 1.5 2.2-2.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
2.6	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Belmay Local Centre.	Part 2 Car Parking Page 12-13	1.2 1.5 2.2-2.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning

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Actions & Implementation

Belmay

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed in SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 15	1.2-1.4 4.1	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services City Projects
3.2	Investigate the appropriateness of applying an 'X' permissibility for 'Place of Worship' within the 'Local Centre' zone, the removal of the Additional Use from 236 Epsom Avenue, and the rezoning of 240 Epsom Avenue from 'Place of Public Assembly' to 'Local Centre' through the preparation of a new Local Planning Scheme.	Part 2 Land Use Permissibility Page 15	5.7 1.2-1.4	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services City Projects
3.3	Facilitate existing and future development within the Centre to provide for surveillance between building and public spaces.	Part 2 Street Activation Page 16	2.2 1.2-1.4	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.4	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 16	1.2-1.4 4.1	State Planning Policy 4.2 - Activity Centres Place Making Strategy	Medium	Planning

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Actions & Implementation

Belmay

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.5	Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.	Part 2 Street Activation Page 16	1.2-1.4 4.1 3.1	State Planning Policy 4.2 - Activity Centres Streetscape Enhancement Strategy	Long	Infrastructure Services City Projects
3.6	Continue to support small business and facilitate the growth in local community support for local small businesses.	Part 2 Street Activation Page 16	1.2-1.4 5.1	Place Making Strategy	Ongoing	Culture and Place Economic Development
3.7	Investigate opportunities for public art to be located within the Belmay Local Centre.	Part 2 Public Art Page 17	4.1	Place Making Strategy	Medium/Ongoing	Culture and Place
3.8	Amend Local Planning Policy No. 11, relating to public art, to include land within the Centre.	Part 2 Public Art Page 17	1.2-1.4 4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Short	Planning Culture and Place

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CITY OF BELMONT

Activity Centre Planning Strategy - Belmont Square



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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.

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Belmont Square

Belmont Square is a small local centre located at the intersection of Orrong Road and Oats Street in the suburb of Kewdale. The Centre is located approximately 350m south-west of Tomato Lake.

Belmont Square comprises two properties in separate ownership and associated parking areas. It includes two specialist retail stores (a pool shop and a baseball shop) and a take-away food outlet. Land surrounding the Centre is predominantly characterised by single houses and grouped dwellings, with a small number of multiple dwellings.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Belmont Square Local Centre, with recommendations on zoning, residential density, movement and place.



Figure 1: Belmont Square Locality Map

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1. Centre Context

Land within the Centre is zoned 'Commercial' under Local Planning Scheme No.15 (LPS 15), with no associated residential density coding.

Surrounding land is zoned 'Residential' with density codes ranging from R20 up to R20/60, resulting in varying housing arrangements and lot sizes. Single houses and grouped dwellings represent the predominant housing typology surrounding the Centre, with a few apartment style developments also occurring. 351 and 347 Orrong Road and 2 Oats Street adjacent to Belmont Square, on the opposite side of Oats Street, are subject to 'Additional Uses' under LPS 15 that allow for non-residential development, including consulting rooms, medical centre, office, and showroom. These uses can only be considered where a high level of compliance is achieved and where showrooms do not exceed 2000m^2 NLA. The land has not been developed with any of these uses to date. It is also noted that 347 Orrong Road is currently owned by the Western Australian Planning Commission and is located within Planning Control Area 142 associated with the future upgrades to Orrong Road. 329 Orrong Road accommodates a 'Place of Worship' and is currently zoned 'Residential' with an 'Additional Use' which provides for this land use to continue to operate from the property.

The immediate catchment area of Belmont Square Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). The catchment is likely to extend beyond this however, due to the specific services offered on-site.

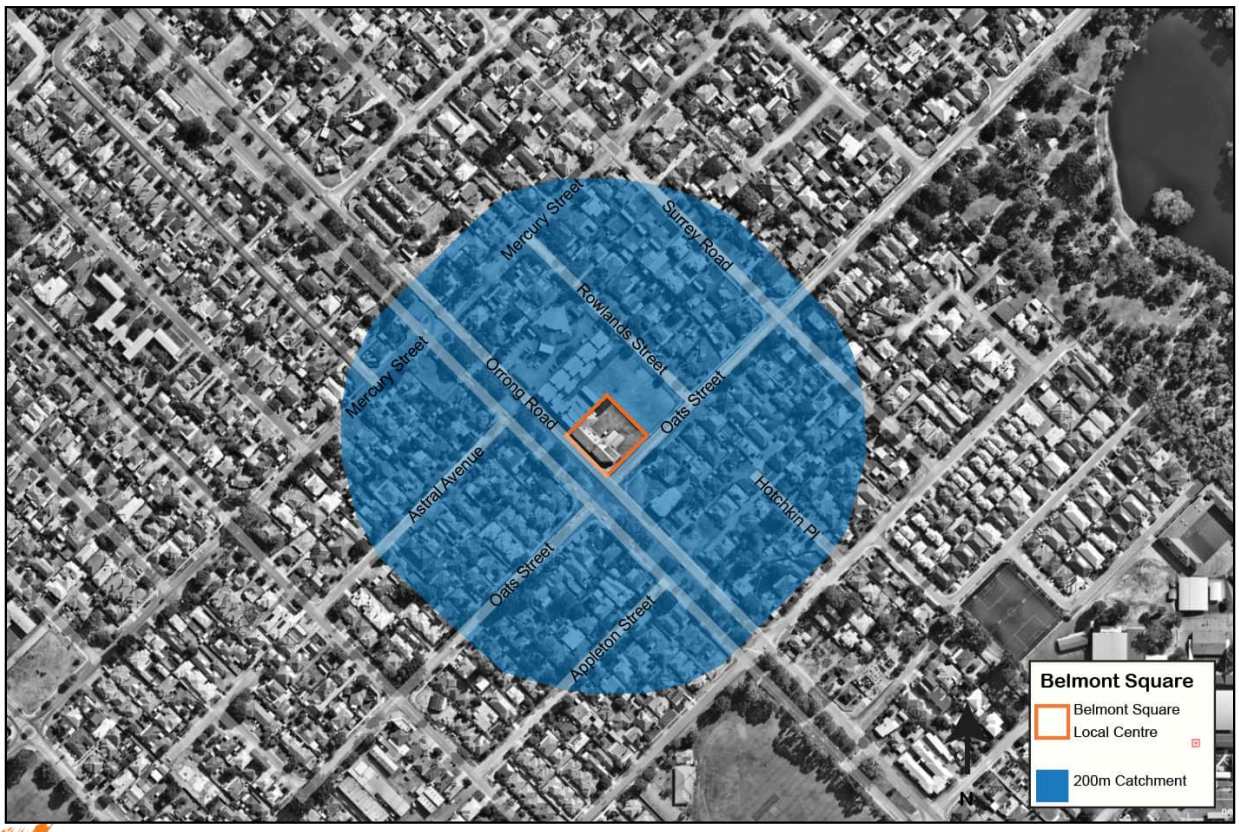


Figure 2: Belmont Square Catchment

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Belmont Square Local Centre Boundary and Zoning

The Belmont Square Local Centre is defined by the area zoned 'Commercial' as shown in Figure 3. The WAPC's Land Use and Employment Survey Data indicated that in 2016, the Belmont Square Local Centre accommodated approximately 580m^2 of shop/retail floorspace. The Retail Needs Assessment (RNA) prepared to inform this Strategy suggests that retail floorspace within the Belmont Square Local Centre should be maintained at its current size.

However, this does not account for the specialised nature of the existing land uses within the Centre, which do not support the daily needs of residents. The City will liaise with the landowners of the Centre to encourage land uses which support the daily needs of residents to establish within the Centre. If these uses are proposed, it may be appropriate to support additional retail floorspace within the Centre. It is considered that this could be accommodated within the existing Centre boundary.

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. It is therefore recommended that the City investigate rezoning the centre to 'Local Centre' through the preparation of a new local planning scheme.

Action 1.1

Investigate the appropriateness of maintaining the centre boundary and applying a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.

Action 1.2

Liaise with the owners of the Centre regarding future land use and development.



Figure 3: Existing Belmont Square Local Centre Zoning

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Zoning and Residential Density Surrounding the Centre

The Centre is surrounded by 'Residential' zoned land with an associated density coding of either R20, R20/40, R20/60, and R30 on the opposite side of Orrong Road within the Town of Victoria Park.

The flexible coded lots allow for subdivision and development at the upper density code where certain provisions of LPS 15 and Local Planning Policy 2 are met. As part of the preparation of the Local Housing Strategy, the City should review the success of the existing density codes in facilitating infill development.

Located adjacent to Belmont Square, on the opposite side of Oats Street, three lots (351 Orrong Road, 347 Orrong Road, and 2 Oats Street) are currently zoned 'Residential' and assigned 'Additional Uses' under LPS 15. This land is also subject to a residential density coding of R20/60 and the requirements of Local Planning Policy No.2 - Orrong Road (LPP 2). The LPS 15 Additional Uses and LPP 2 seek to facilitate mixed use development on these lots, allowing for limited non-residential land uses including consulting rooms, medical centre, office, serviced apartments, showroom (not greater than 200m^2) and studio. It is noted however that 347 Orrong Road is currently owned by the Western Australian Planning Commission and is located within Planning Control Area 142. This Planning Control Area is associated with the future upgrades to Orrong Road and is intended to ensure that no development occurs on this land.

As part of the preparation of a new local planning scheme, the City should investigate the appropriateness of retaining the additional uses over the three lots.

Action 1.3

Review the success of the existing density codes in facilitating infill development through the preparation of the Local Housing Strategy.

Action 1.4

Investigate the appropriateness of retaining the additional uses over 347 and 351 Orrong Road and 2 Oats Street through the preparation of a new local planning scheme.



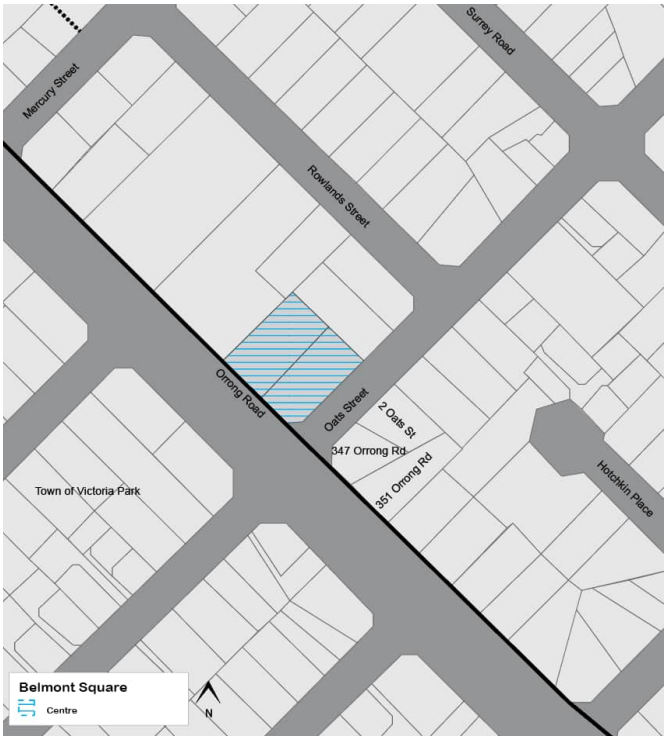


Figure 4

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Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. There is also no residential development within the Centre.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within Centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail/commercial land uses whilst promoting economic sustainability. In this regard, it may be appropriate for a residential density code of R60 to be applied to land within the Centre (as shown in Figure 5). The residential density coding of R60 is consistent with the maximum density coding already applied to land along Orrong Road.

The provision of residential dwellings above commercial tenancies will generate activity, increase population, contribute to better passive surveillance, and has the potential to incentivise redevelopment of the Belmont Square Local Centre.

To ensure that residential development does not impact on the ability for retail uses to establish within the Centre, the City should investigate introducing appropriate controls within the local planning framework. This may include limiting residential development on ground floors and requiring provision for a commercial component in any redevelopment proposal.

Whilst commercial and residential land uses are able to be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended that provisions to address such considerations also be investigated through the preparation of a new local planning scheme.

Action 1.5

Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Belmont Square Local Centre through the preparation of a new local planning scheme.

Action 1.6

As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.

Action 1.7

Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.



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Figure 5: Proposed Zoning Investigations

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2. Movement

The Belmont Square Local Centre is accessible by all modes of transport apart from train; however the most convenient remains the private vehicle. Access to and from the Centre is supported by a legible road network and adequate parking facilities, making travel by private vehicle highly attractive. Walking and cycling is also available for surrounding residents, however Orrong Road acts a potential barrier for residents to the south-west. While existing uses within the Centre may not currently attract local residents by active modes of transport, this may change in the future. To facilitate this, it is important to ensure that high quality pedestrian and cyclist connections are provided.

State Planning Policy 4.2 – Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and look at ways that this can be improved.



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Pedestrian and Cycling Connections and Priority

Of those that participated in the Local Planning Scheme Review survey, only 15.4% indicated that they access Belmont Square Local Centre by walking while 84.6% access the Centre by car. A range of factors play a role in this as discussed further below.

Belmont Square currently contains a baseball equipment shop, takeaway food outlet, and a pool shop. These tenancies don't provide a high level of convenience or services that would attract people to walk or cycle to the Centre and spend time within it.

While Belmont Square's proximity to Orrong Road provides excellent business exposure and convenient access for private vehicle users, it creates a barrier to walking and cycling for residents to the south-west. Signalised pedestrian and cyclist crossing points are provided at the intersection of Oats Street and Orrong Road, however the lack of shelter and exposure to a high number of vehicle movements, creates a relatively unattractive environment for pedestrians and cyclists.

It is noted that Main Roads WA are currently undertaking detailed planning works for the future of Orrong Road. The City should continue to monitor and review the progress of proposals put forward by Main Roads WA to ensure that pedestrian and cyclist movements are considered and appropriately factored into future road network designs. At this stage the designs released for public comment do not provide detailed information on the proposed cycling and walking networks.

The current walking and cycling environment surrounding Belmont Square is unattractive and is un likely to encourage walking and/or cycling as a viable mode of transport. Footpaths surrounding Belmont Square do not provide any weather protection through tree canopies. Therefore, the City should look to increase tree planting surrounding the Belmont Square Local Centre.

A line marked on-street cycle lane is present on Oats Street and may provide an incentive for cyclists however it stops short of Belmont Square Local Centre. Therefore, the City should review the overall attractiveness of the cycle lane, determine whether any additional separation or safety measures are required, and consider extending the cycle lane for the full extent of the Centre along Oats Street.

In addition, the City should investigate further measures to prioritise appropriate pedestrian and cyclist movements including the following as visualised by Figure 6:

- Provide dedicated pedestrian crossing points along a new raised median on Oats Street.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Investigate implementing a 40km/h speed limit on Oats Street adjacent to the centre to create a safer pedestrian orientated centre.
- Install formalised cycling infrastructure, including bicycle racks.
- Extend the existing on street cycling lane on Oats Street for the length of the Centre.

Action 2.1

Investigate improvements to pedestrian and cyclist priority within the Belmont Square Local Centre and advocate for increased priority for pedestrians and cyclists crossing Orrong Road.

Action 2.2

Continue to liaise with Main Roads WA regarding future Orrong Road upgrades/works.

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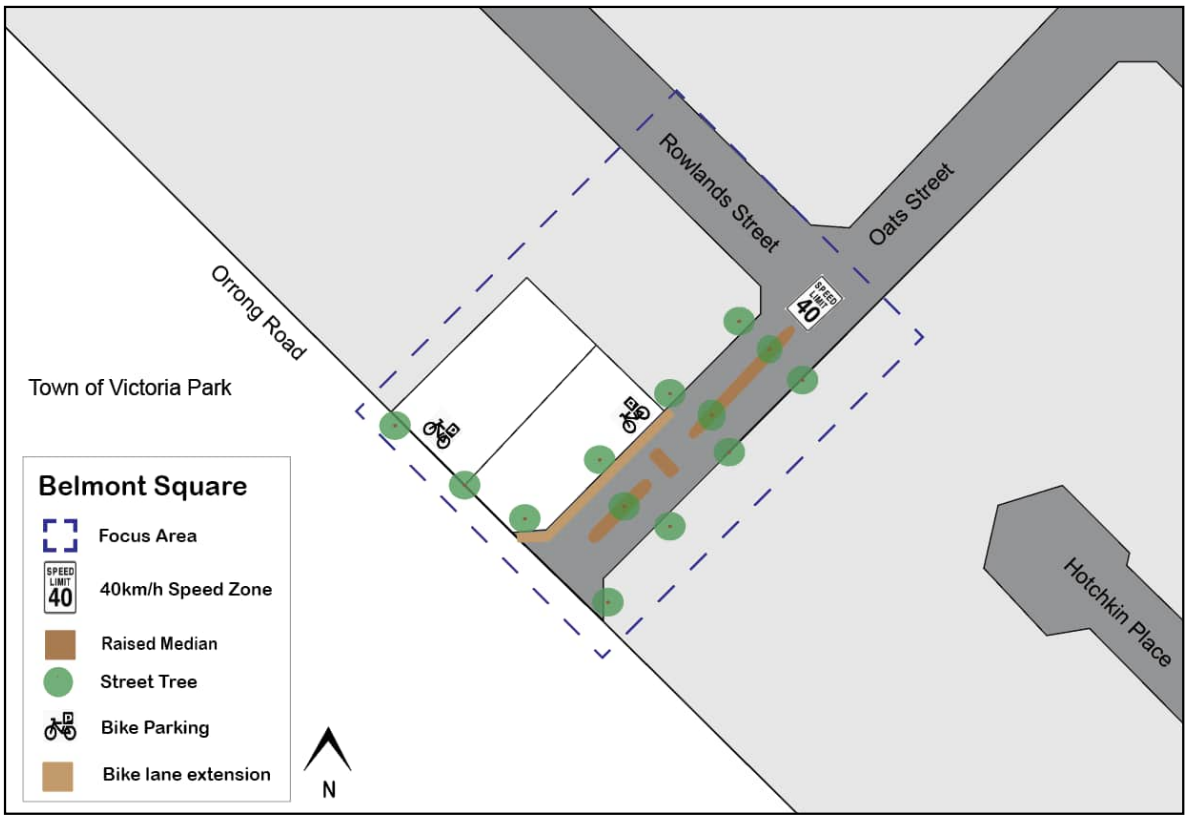


Figure 6: Pedestrian and Cyclist Infrastructure

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Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case Belmont Square Local Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest walking and cycling route.

Wayfinding signage and maps are able to clearly define these walking and cycling routes. This creates a more viable mode of transport.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the Centre.

Action 2.3

Investigate and implement wayfinding measures at select locations within 200m of the Belmont Square Local Centre.



Public Transport

Belmont Square Local Centre is serviced by bus route 39 which connects the Centre to Belmont Forum and Elizabeth Quay. The bus stop for this service is located on the opposite side of Oats Street. A safe pedestrian crossing point should be provided to this bus stop.

Bus routes 998, 999, and 285 also provide access to the Centre with stops being located on Orrong Road 200m to the south east and north west. To provide better access to these services, the City of Belmont should advocate for an additional stop to be located along Orrong Road adjacent to the Centre.

The uptake of public transport can be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in Centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

Action 2.4

Liaise with the Public Transport Authority to obtain support for an additional bus stop to be located along Orrong Road adjacent to the Centre.

Action 2.5

Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Belmont Square Local Centre.



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Private Vehicles and Road Network

Belmont Square Local Centre adjoins Oats Street and Orrong Road. Overall, the road network is vehicle dominant with very limited priority given to alternative modes of transport.

While the intent of contemporary activity centre planning (as mentioned in SPP 4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres. Given this, the road network should be designed to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access. In this regard, potential changes to the road network include providing dedicated pedestrian crossing points on Oats Street within a new raised median, extending the cycle lane for the full length of the Centre on Oats Street, and the planting of additional trees.

With regard to landscaping, the current built form and streetscape is dominated by hard infrastructure with very little shade/shelter. The planting of additional trees will assist in providing this shade/shelter and will create a more attractive space for pedestrians and cyclists.

Currently the speed limit along Oats Street is 50km/h. To improve safety for pedestrians and cyclists, the City should investigate implementing a 40km/h speed limit for the length of the Centre.

The above measures will allow the centre to continue to be accessed by private vehicles while also promoting the prioritisation of alternative modes of transport.

Action 2.6

Investigate and implement appropriate road network modifications to better balance pedestrian and cyclist movements.



Car Parking

Car parking within Belmont Square Local Centre consists of a private car parking area accessible from Oats Street. Bays adjacent to Oats Street service the pool shop while bays to the rear service the baseball shop and takeaway food outlet.

Local Planning Scheme No. 15 provides parking standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations also make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied. Given adequate parking is provided on-site with no bays being located within the road reserve, the City considers that the preparation of a payment-in-lieu of parking plan is not considered appropriate for Belmont Square Local Centre.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in Belmont Square Local Centre should be explored.

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The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

Action 2.7

Investigate an appropriate car parking standard for land uses within the Belmont Square Local Centre.





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3. Place

Despite the high level of exposure on Orrong Road and proximity to residential land uses, the Belmont Square Local Centre provides very limited convenience services to the local community, and only consists of a baseball shop, pool shop and take-away food outlet.

The built form doesn't address Orrong Road or Oats Street with the facades being dominated by blank walls, or windows covered in advertising and shutters. When viewed from Oats Street, the centre presents a large expanse of car parking with limited landscaping. Therefore, there is scope for improvement to activate the Belmont Square Local Centre as outlined in the following sections of this Strategy.









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Land Use Permissibility

Belmont Square Local Centre is currently zoned 'Commercial' under LPS15. Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate for the City's future local planning scheme to maintain a 'D' use class permissibility for typical activity centre land uses listed in SPP4.2 as this reduces any potential impacts associated with land uses, whilst still providing landowners with a level of flexibility. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may be appropriate to zone land within the Centre 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Centre' zones.

Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.



Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme • Does not directly adjoin residential zone
Recreation - Private	Commercial, Centre or Mixed Use	• Within metropolitan region • NLA no more than 300sqm • No more than 60% of ground floor glazing obscured
Shop	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Restaurant/ Cafe	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Convenience Store	Commercial, Centre or Mixed Use	• Not used for the sale of petroleum products
Consulting Rooms	Commercial, Centre or Mixed Use	• No more than 60% of ground floor glazing obscured
Office	Commercial, Centre or Mixed Use	• Not located on the ground floor
Liquor Store - Small	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme

Table 1

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Street Activation

Belmont Square benefits from a high level of business exposure, however the proximity to major transport routes also presents challenges for attractive street activation. Belmont Square in its current configuration provides poor street activation.

While the Orrong Road frontage presents the potential for a level of street activation, this space is dominated by advertising and a lack of activity. Businesses don't currently use the access points provided from Orrong Road and instead have covered these with advertising material. To improve this situation and activate the Orrong Road street frontage, there is scope for a better buffer to be provided between the road and the tenancies. This could be achieved through landscaping aimed at creating a more attractive space for pedestrians and cyclist. Therefore, the City should continue to liaise with Main Roads WA regarding upgrades to Orrong Road adjacent to the Centre, and advocate for public realm improvements including the planting of additional street trees.

The limited street activation is also impacted by the relatively inactive uses currently occupying the tenancies within Belmont Square. These uses are not heavily reliant on passing trade and generally provide goods of a specialist nature. Access is to the rear and glazing facing the road reserves is covered by advertising material or shutters.

The Oats Street frontage is dominated by vehicle access and car parking, and only provides a low level of passive surveillance and activity. Future plans for Orrong Road may significantly benefit the potential for street activation. Should redevelopment occur, tenancies within Belmont Square should be encouraged to interact with and provide surveillance to the street. The City should also facilitate street activation through appropriate built form requirements where any redevelopment occurs on the site.

The public realm surrounding Belmont Square is relatively unattractive and underutilised. Both frontages to Oats Street and Orrong Road are dominated by hard infrastructure consisting of cement footpaths. While limited space exists to provide additional infrastructure within the public realm, there is potential for additional street tree planting. The City should also investigate the provision of public seating areas and rubbish bins which could attract people to spend additional time within the Centre. The City anticipates this infrastructure would in particular be used by customers of the take-away food outlet.

Action 3.2

Encourage existing and future development within the Centre to provide for surveillance between buildings and public spaces.

Action 3.3

Investigate implementing built form controls aimed at increasing activity at street level.

Action 3.4

Continue to liaise with Main Roads WA regarding the future Orrong Road upgrades/works and advocate for public realm improvements.



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Public Art

The Belmont Square Local Centre currently lacks a sense of place and identity, with little to no identifiable landmarks, entrance statements or community fabric. The Local Centre is characterised by areas of blank walls, facades covered by roller shutters or advertising, and a lack of activity. Public art is a vital part of the public realm as it assists in developing a strong sense of place with the local community and increases the overall attractiveness of a centre to customers.

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than $4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include the large number of blank wall surfaces or the road surface.

Future funding mechanisms for public art within Wright Street Local Centre should also be investigated. It is likely that the existing threshold amount of $4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.







Action 3.5

Investigate opportunities for public art to be located within the Belmont Square Local Centre.

Action 3.6

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.

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Belmont Square Local Centre

Actions



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Actions & Implementation

Belmont Square

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate the appropriateness of maintaining the centre boundary and applying a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Belmont Square Local Centre Boundary and Zoning Page 5	1.2 1.3 1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Liaise with the owners of the Centre regarding future land use and development.	Part 2 Belmont Square Local Centre Boundary and Zoning Page 5	1.3 1.4 5.1	State Planning Policy 4.2 - Activity Centres	Short/Ongoing	Planning Economic Development
1.3	Review the success of the existing density codes in facilitating infill development through the preparation of the Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 6	1.3 1.4 5.4	Local Housing Strategy	As part of the Local Housing Strategy	Planning

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Actions & Implementation

Belmont Square

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.4	Investigate the appropriateness of retaining the additional uses over 347 and 351 Orrong Road and 2 Oats Street through the preparation of a new local planning scheme.	Part 2 Zoning and Residential Density Surrounding the Centre Page 6	1.3 1.4 5.4	State Planning Policy 4.2 - Activity Centres Local Planning Policy No. 2 - Orrong Road	Short	Planning
1.5	Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Belmont Square Local Centre through the preparation of a new local planning scheme.	Part 2 Residential Density within the Centre Page 7	1.3 1.4 5.4	State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	Short	Planning
1.6	As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density within the Centre Page 7	1.2 1.3 5.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.7	Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density within the Centre Page 7	1.2 1.3 1.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning

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Actions & Implementation

Belmont Square

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate improvements to pedestrian and cyclist priority within the Belmont Square Local Centre and advocate for increased priority for pedestrians and cyclists crossing Orrong Road.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	1.5 2.2&2.4 3.1	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
2.2	Continue to liaise with Main Roads WA regarding future Orrong Road upgrades/ works.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	2.1-2.4	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Infrastructure Services
2.3	Investigate and implement wayfinding measures at select locations within 200m of the Belmont Square Local Centre.	Part 2 Wayfinding Page 12	1.5 2.2&2.4 5.7	Belmont on the Move	Medium	Planning Infrastructure Services
2.4	Liaise with the Public Transport Authority to obtain support for an additional bus stop to be located along Orrong Road adjacent to the Centre.	Part 2 Public Transport Page 12	2.3-2.4	State Planning Policy 4.2 - Activity Centres	Medium-Long	Planning Infrastructure Services

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Actions & Implementation

Belmont Square

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.5	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Belmont Square Local Centre.	Part 2 Public Transport Page 12	2.1 2.4 5.7	Belmont on the Move	Short	Infrastructure Services
2.6	Investigate and implement appropriate road network modifications to better balance pedestrian and cyclist movements.	Part 2 Private Vehicles and Road Network Page 13	1.5 2.2&2.4 3.1	State Planning Policy 4.2 - Activity Centres Streetscape Enhancement Strategy	Long	Planning Infrastructure Services
2.7	Investigate an appropriate car parking standard for land uses within the Belmont Square Local Centre.	Part 2 Car Parking Page 14	1.2 1.5 2.2&2.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning

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Actions & Implementation

Belmont Square

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 16	1.2-1.4 4.1	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Encourage existing and future development within the Centre to provide for surveillance between buildings and public spaces.	Part 2 Street Activation Page 17	1.2 - 1.4 2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.3	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 17	1.2-1.4	State Planning Policy 4.2 - Activity Centres	Short	Planning

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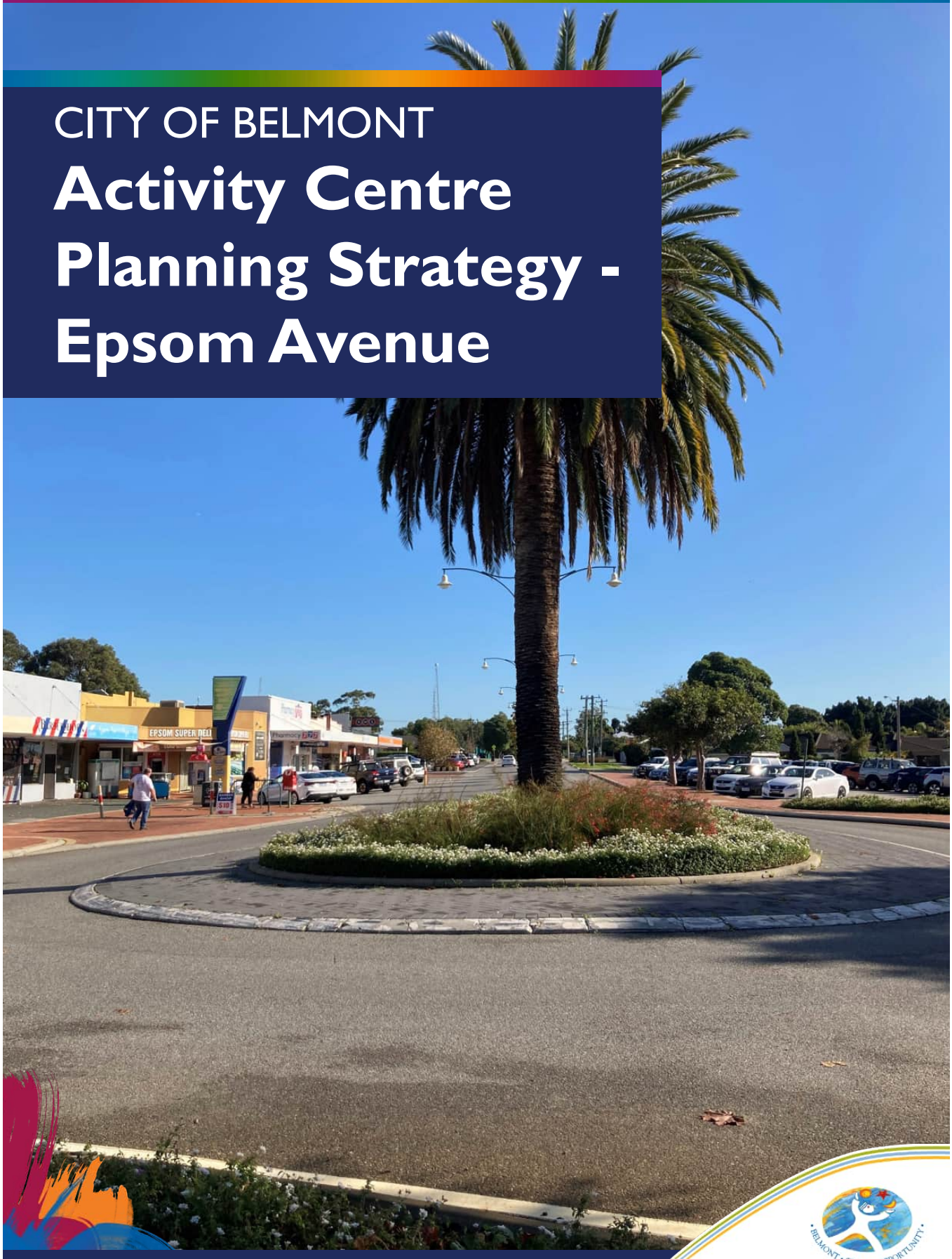
Belmont Square

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.4	Continue to liaise with Main Roads WA regarding the future Orrong Road upgrades/ works and advocate for public realm improvements.	Part 2 Street Activation Page 17	1.2 1.5 2.2-2.4 5.1	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Infrastructure Services
3.5	Investigate opportunities for public art to be located within the Belmont Square Local Centre.	Part 2 Public Art Page 18	1.2-1.4 4.1	Place Making Strategy	Medium/Ongoing	Planning Culture and Place
3.6	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 18	1.2-1.4 4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Short	Planning Culture and Place

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CITY OF BELMONT

Activity Centre Planning Strategy - Epsom Avenue



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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.

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Epsom Avenue

The Epsom Avenue Local Centre is located in the suburb of Belmont approximately 1km from Perth Airport and 10km from the Perth CBD (Figure 1). The Centre has been operating since the 1950's and currently contains 1,205m² of retail floor space.

The Centre is roughly divided into two segments with one portion containing buildings directly fronting Epsom Avenue, and the second half containing tenancies further setback from Epsom Avenue with car parking located out the front (see aerial image below). Apart from the two-storey Trainwest building, the Centre comprises of single storey development.

There are a range of businesses located within the Centre which offer a variety of goods and services to the community including a deli, pharmacy, fish and chips shop, dentist, medical centre, real estate office, and an educational establishment. The Centre presents opportunities to act as a vibrant hub for surrounding residents through alfresco dining, public art and community spaces.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Epsom Avenue Local Centre, with recommendations on zoning, residential density, movement and place.

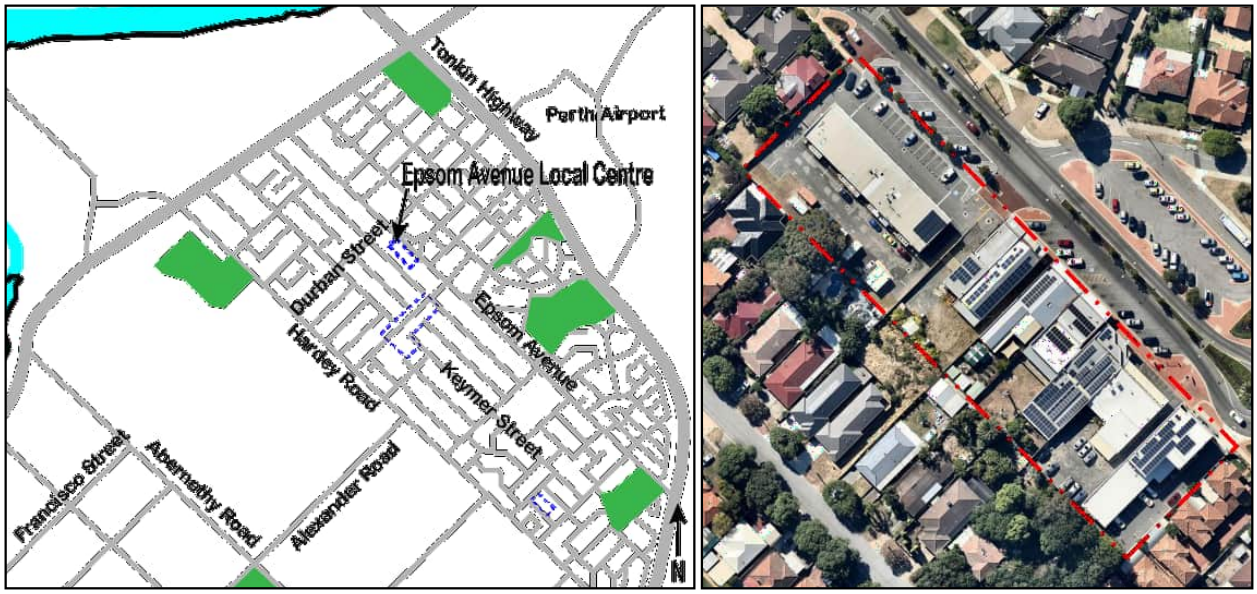


Figure 1: Epsom Avenue Locality Map

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1. Centre Context

Land within the Centre is zoned 'Commercial' under Local Planning Scheme No. 15 (LPS 15), with no associated residential density coding. Surrounding land is zoned 'Residential' with a flexible residential density code of R20/40.

Land surrounding the Centre is predominantly characterised by single houses and grouped dwellings, with a small number of apartment dwellings.

The immediate catchment area of Epsom Avenue Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). A number of dwellings within this catchment area are also within the catchment area associated with the Belvidere Street Neighbourhood Centre.

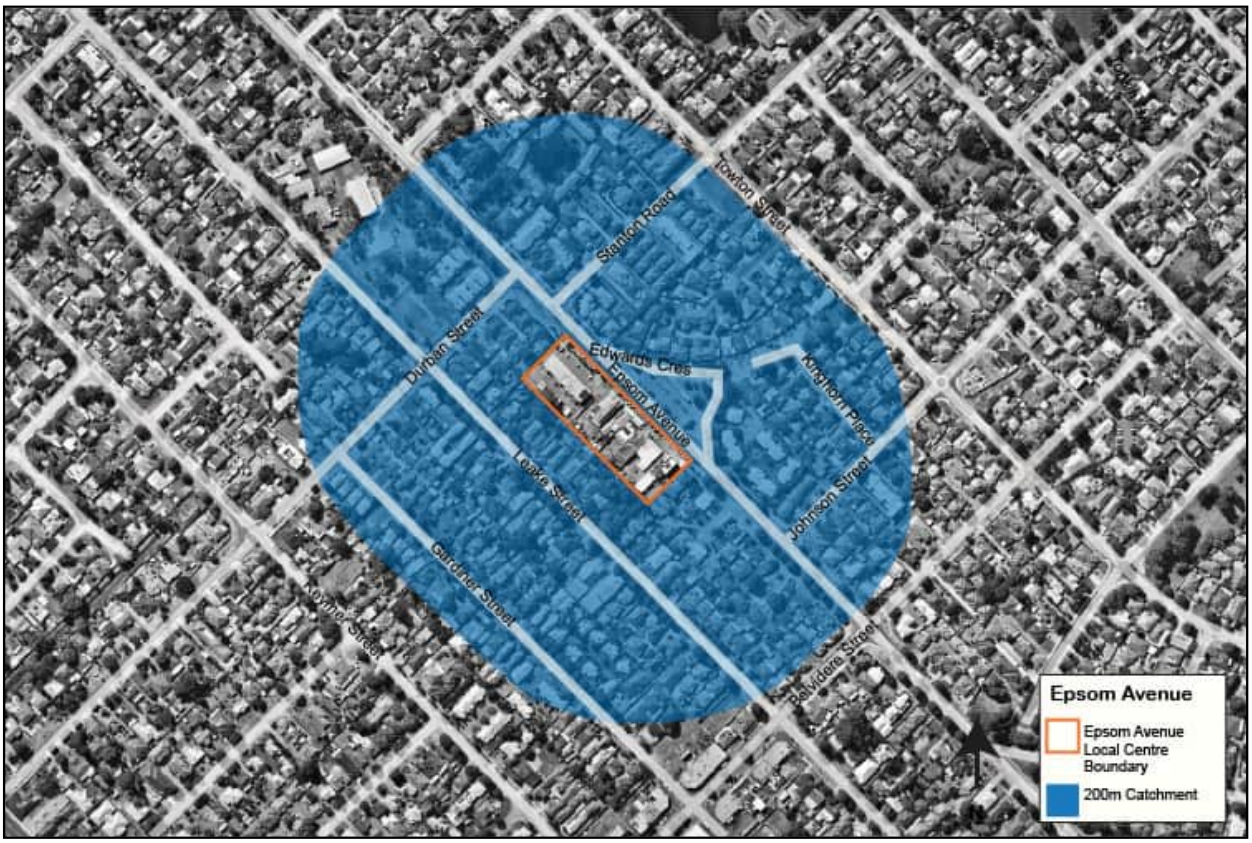


Figure 2: Epsom Avenue Catchment

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Epsom Avenue Local Centre Boundary and Zoning

Epsom Avenue Local Centre is defined by the area zoned 'Commercial' as shown in Figure 3. A Retail Needs Assessment (RNA) prepared to inform this Strategy suggests that retail floorspace within the Epsom Avenue Local Centre should be maintained at its current size being 1,200m². Therefore, no changes are proposed to the Centre boundary.

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. Therefore, it may be appropriate for land within the Centre to be zoned 'Local Centre' through the preparation of a new local planning scheme.

Action 1.1

Investigate whether it is appropriate to apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.



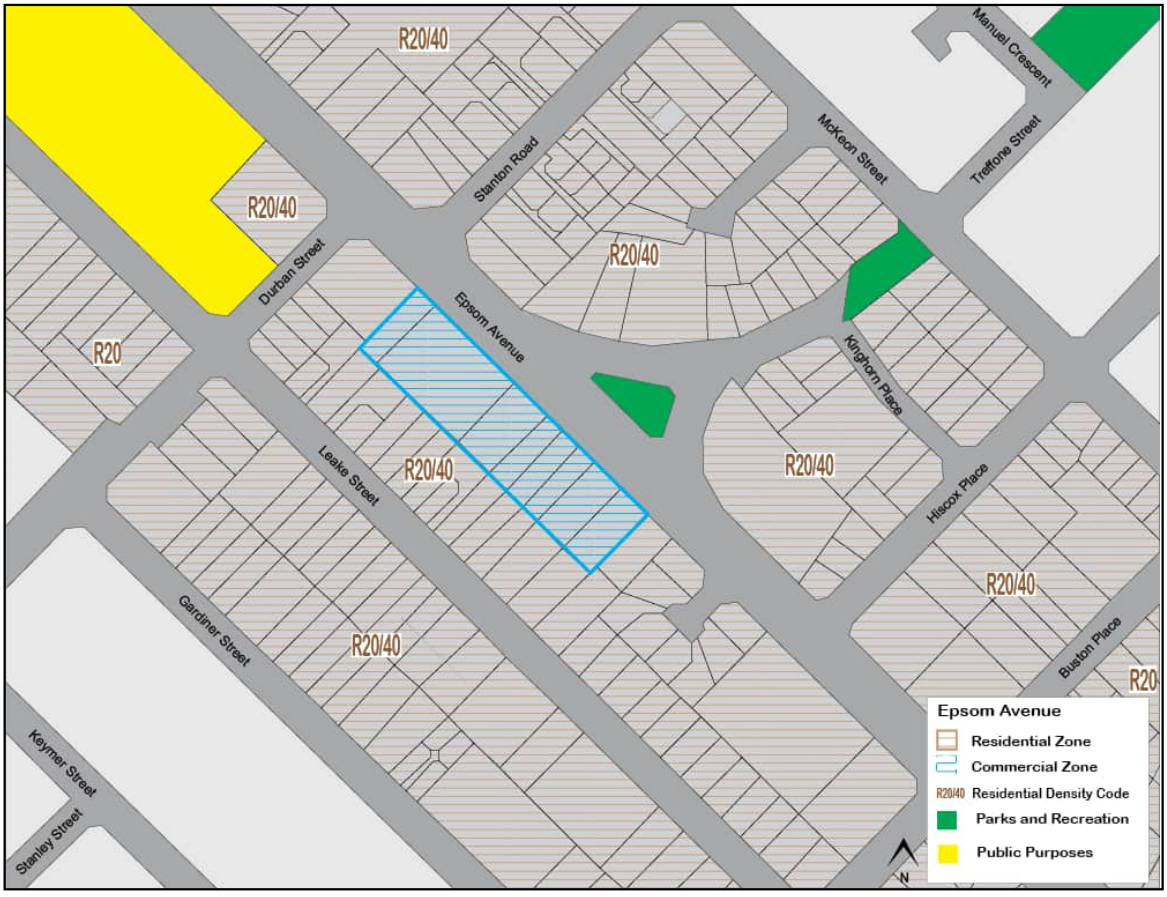


Figure 3: Existing Epsom Avenue Local Centre Zoning

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Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. There is also currently no residential development within the Centre.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail/commercial land uses, whilst promoting economic sustainability.

In this regard, a residential density code of R60 may be appropriate (as shown in Figure 4).

The residential density coding of R60 is considered appropriate to deliver apartment style development within the Centre at a suitable scale for the locality. Development would be limited to a maximum of three storey's, a front setback of 2m, and side and rear setbacks of 3m. This scale is considered to integrate well with the surrounding R20/40 coded land which can develop to a height of 2 storey's.

The provision of residential dwellings above commercial tenancies will generate activity, increase population, attribute to better passive surveillance and has the potential to incentivise redevelopment of the Epsom Avenue Local Centre.

To ensure that residential development does not occur in a manner that erodes the intent of the Local Centre in providing convenience services to the community, the City should investigate introducing appropriate controls within the local planning framework. This may include limiting residential development on ground floors and providing a commercial component in any redevelopment proposal.

Whilst commercial and residential land uses are able to be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended that provisions to address such considerations be investigated through the preparation of a new Local Planning Scheme.

Action 1.2

Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Epsom Avenue Local Centre.

Action 1.3

As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.

Action 1.4

Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.

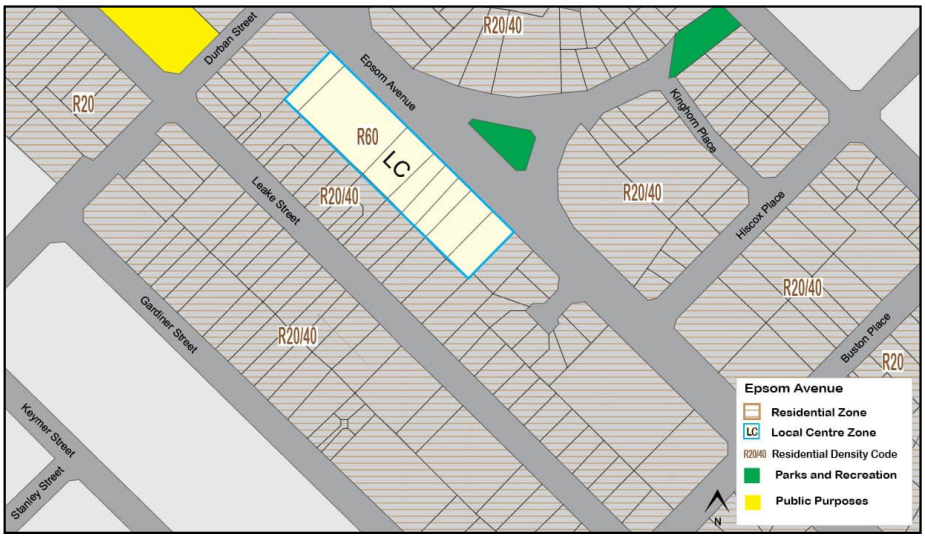


Figure 4: Proposed Zoning Investigations

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Zoning and Residential Density Surrounding the Centre

The Centre is predominantly surrounded by 'Residential' zoned land with an associated density coding of R20/40. This land is predominantly characterised by a mixture of single houses and grouped dwellings, with a small number of multiple dwellings. The Department of Fire and Emergency Services Belmont office is also located in close proximity to the Centre, on a large lot currently reserved for 'Public Purposes'.

The RNA prepared to inform this Strategy modelled the effect of an increase in residential development within the Centre and an increase in surrounding residential density from R40 to R80. This model aimed to understand the benefit that increased residential development within and surrounding the Centre may have on annual revenue for businesses.

If land surrounding the Centre was vacant and developed in accordance with an R80 density coding and residential development was provided within the Centre, the model predicted an increase of up to 12.4% in annual revenue for local businesses. Given much of the surrounding land has been redeveloped and land ownership is fragmented, it is unlikely that development to realise the modelled density will occur within the foreseeable future.

A potential increase in the surrounding residential density should be explored in more detail through the preparation of the City's Local Housing Strategy.

Action 1.5

Investigate increasing the density coding of land surrounding Epsom Avenue Local Centre through the preparation of the City's Local Housing Strategy.







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2. Movement

The Epsom Avenue Local Centre is accessible by all modes of transport apart from train and bus; however the most convenient remains the private vehicle. Access to and from the Local Centre is supported by a legible road network and on-site parking, making travel by private vehicles highly attractive.

A continuous footpath network to encourage walking and cycling surrounds the Centre. There are four evenly distributed pedestrian crossing points provided along Epsom Avenue which connect the Centre to surrounding residential properties and car parking. With regard to public transport, a high frequency bus route travels along Epsom Avenue however there are no bus stops located within the Centre.

State Planning Policy 4.2 - Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the strategy will analyse existing access to the Centre and ways that access can be improved.



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Pedestrian and Cycling Connections and Priority

Epsom Avenue Centre provides services and employment opportunities to the local and wider community. Footpaths connect the Centre to the surrounding residential land. However, limited priority is given to cyclists with no cycling lanes currently being provided within or surrounding the Centre.

Of those that participated in the Local Planning Scheme Review Survey, only 9.3% indicated that they access the Epsom Avenue Local Centre by walking, and 3.7% by cycling. It is considered that there is scope to improve the desirability of accessing the Centre by active modes of transport as discussed further below.

While evenly distributed crossing points are provided within the Centre along Epsom Avenue, the pedestrian priority of these is limited.

Trees were recently installed in the central median and footpath area on the south east side of Epsom Avenue. With regard to the opposite side of Epsom Avenue, there is a lack of street trees and shade. Therefore, there is scope to plant additional trees within this area.

Awnings attached to businesses provide a level of protection and shelter for pdestrians. There is however a lack of continuation of the awnings with the southern portion of the Centre having awnings over the public footpath, while the northern section has greater building setbacks and private parking between Epsom Avenue and the building facades. This results in no shelter being provided over the public footpath, and emphasises this section's car dominance.

SPP 4.2 recommends that pedestrians and cyclists be prioritised within activity centres. Several opportunities exist to increase pedestrian and cyclist priority within key areas of the Centre.

The City's Integrated Movement Strategy 'Belmont on the Move' recommends the following in relation to the Centre:

- Provide dedicated pedestrian crossing points within the Centre in the form of zebra crossings and raised median treatments.
- Examine the potential reconfiguration of Epsom Avenue with relocation of the southbound carriageway to develop a linear park adjacent to the Centre.
- Improve provision for secure cycle parking facilities.
- Establish appropriate entrance treatments and signage within the Centre.
- Review existing parking usage of all on-street bays to determine whether any bays could be removed.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.

In addition, the City should investigate further measures to priorities pedestrian and cyclist movement including the following as visualised by Figure 5:

- Provide a continuous high quality shared surface main street environment with generous uncluttered footpaths providing sufficient space for alfresco seating where appropriate, and pedestrian movement.
- Implement a pedestrian and cyclist friendly road geometry to slow traffic.
- Street furniture being included within designated locations.
- Providing regular tree planting particularly on the north east side of Epsom Avenue to provide shade and shelter.

Action 2.1

Investigate and implement the recommendations made by 'Belmont on the Move' in relation to the Epsom Avenue Local Centre.

Action 2.2

Investigate improvements to pedestrian and cyclist priority within the Epsom Avenue Local Centre.

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Figure 5: Pedestrian and Cyclist Infrastructure

Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case Epsom Avenue Local Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest walking and cycling route.

Wayfinding signage and maps, which include letters and pictures, are able to clearly define these walking and cycling routes. This creates a more viable mode of transport.

'Belmont on the Move' details that there are currently limited wayfinding measures for the Centre. This hinders the public's knowledge regarding access to the site.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the Centre.

Action 2.3

Investigate and implement wayfinding measures at various locations within 200 metres of Epsom Avenue Local Centre.



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Public Transport

Unlike other local centres in the City of Belmont, Epsom Avenue Local Centre isn't directly serviced by a bus route. The nearest bus stop is approximately 200m from the subject land along Johnson Street. Additional bus stops are located along Belvidere Street with the closest being 240m from the subject land.

To increase uptake of public transport, the City should engage with the Public Transport Authority to obtain support for a bus stop to be located within the Epsom Avenue Local Centre. Better pedestrian connections and wayfinding signage to the existing bus stop along Johnson Street should also be investigated.

The uptake of public transport can be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

Action 2.4

Investigate improving pedestrian connections and wayfinding signage to the bus stop on Johnson Street.

Action 2.5

Liaise with the Public Transport Authority to obtain support for a bus stop within the Epsom Avenue Local Centre.

Action 2.6

Implement travel behaviour programs to encourage an increase in bus patronage to reduce car usage.

Private Vehicles and Road Network

The Centre is focussed on Epsom Avenue, between Dray Court and Durban Street. Roads such as Stanton Road, Durban Street, and Johnson Street provide connections to the surrounding residential areas.

While the intent of contemporary activity centre planning (as mentioned in SPP4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres. Given this, the road network should be designed to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access.

'Belmont on the Move' recommends that a 40km/h speed limit be implemented along Epsom Avenue adjacent to the Centre and that dedicated pedestrian crossing points be established. These changes will better balance private vehicles access to the Centre with pedestrian and cyclist movements.

Action 2.7

Review the recommendations of 'Belmont on the Move' and investigate the implementation of the appropriate road network modifications.



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Car Parking

Car parking within Epsom Avenue Local Centre includes a variety of public and private forms including:

- Private parking dedicated to the Train West building.
- 45 degree on-street parking on the south west side of Epsom Avenue. Parking in the southern section of the Centre is limited to two hours.
- 45 degree public parking on the north east side of Epsom Avenue. This parking is unrestricted.
- Private 90 degree bays at 132 Epsom Avenue.
- Informal employee parking to the rear of tenancies.

'Belmont on the Move' recommends that a range of parking restrictions be implemented for car parking within the Centre. The City has recently implemented additional restrictions with the intent of increasing the turnover of vehicles within close proximity to the activity centre, therefore increasing the availability of parking for consumers.

In terms of private car parking, Local Planning Scheme No. 15 provides standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses with Epsom Avenue Local Centre should be explored.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement and provision of on-street public parking. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

Action 2.8

Investigate an appropriate car parking standard for land uses within the Epsom Avenue Local Centre.

Action 2.9

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Epsom Avenue Local Centre.

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3. Place

Local centres have an important role to play in the overall social fabric of the community. Epsom Avenue Local Centre provides a range of services including a convenience store, bottle shop, community centre, registered training organisation (Trainwest), pharmacy, take-away food outlets, dentist, medical centre, hairdresser, and a real estate office. These uses facilitate activity within the Centre both during the day and at night.

The frontages of the commercial tenancies are dominated by expanses of advertising, roller shutters, or blank sections of walls. This and the lack of community infrastructure (e.g. public seating areas) results in a relatively low level of activity within the Centre. Therefore, there is scope for improvement to activate the Epsom Avenue Local Centre which will be outlined in the following sections of this Strategy.



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Land Use Permissibility

Epsom Avenue Local Centre is currently zoned 'Commercial' under LPS15. The 'Commercial' section of the Zoning Table of LPS15 demonstrates only one retail commercial or entertainment land use as being a permissible 'P' land use, being a 'Video Store'. Other retail commercial type land uses or land uses primarily for entertainment remain as discretionary 'D' land uses.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in SPP 4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, the centre may be rezoned to 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

Action 3.1

Investigate whether it is appropriate to apply a 'D' permissiblity for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.



Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme • Does not directly adjoin residential zone
Recreation - Private	Commercial, Centre or Mixed Use	• Within metropolitan region • NLA no more than 300sqm • No more than 60% of ground floor glazing obscured
Shop	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Restaurant/ Cafe	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Convenience Store	Commercial, Centre or Mixed Use	• Not used for the sale of petroleum products
Consulting Rooms	Commercial, Centre or Mixed Use	• No more than 60% of ground floor glazing obscured
Office	Commercial, Centre or Mixed Use	• Not located on the ground floor
Liquor Store - Small	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme

Table 1

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Street Activation

Epsom Avenue operates as a well established main street local centre with a level of activity to the street generated through existing commercial frontages and on-street parking. The majority of shop frontages contain clearly definable entry points and have awnings over footpaths.

Despite the urban form of the Local Centre being generally conducive to street activation, there are limited examples of this occuring. The majority of glazing is currently covered with advertising material, or obscured through window tinting or coverings. Therefore, the City should encourage businesses to maintain a portion of their frontage unobstructed in order to provide clear sightlines to the street. This will assist in improving perceived safety and the likelihood of passing trade.

A lack of formalised public spaces results in people spending relatively short amounts of time within the Centre. There is also no alfresco dining and very limited seating opportunities. Opportunities exist to improve street activation within the Centre though consistent built form design, place activation measures, and engagement with local business and the broader community.

Action 3.2

Ensure that future and existing developments within the Centre provide for surveillance between buildings and public spaces.

Action 3.3

Liaise with landowners and consider the appropriate mechanism to facilitate public spaces as part of any redevelopment.

Action 3.4

Investigate built form improvements and place making activities within the Centre which aim to increase activity at street level.

Public Art

Public art is a vital part of the public realm as it assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers. Despite this, there is currently no public art located within the Epsom Avenue Local Centre.

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than $4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include the large number of blank wall surfaces or the road surface.

Future funding mechanisms for public art within Epsom Avenue Local Centre should also be investigated. It is likely that the existing threshold amount of $4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.

Action 3.5

Investigate opportunities for public art to be located within Epsom Avenue Local Centre.

Action 3.6

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.

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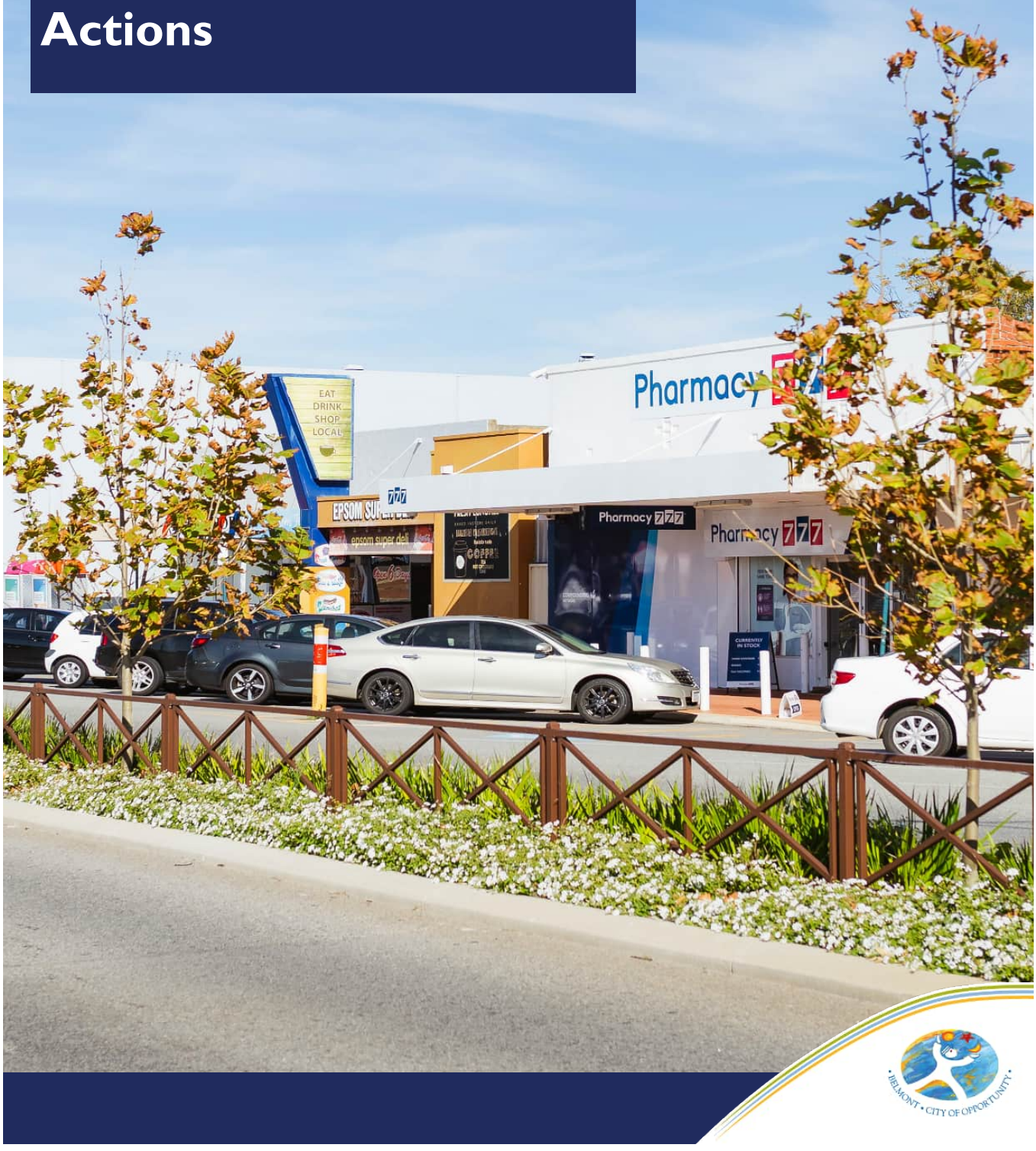
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CITY OF BELMONT

Epsom Avenue Local Centre

Actions



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Epsom Avenue

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate whether it is appropriate to apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Epsom Avenue Local Centre Boundary and Zoning Page 5	1.2 1.3 1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
1.2	Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Epsom Avenue Local Centre.	Part 2 Residential Density within the Centre Page 6	1.2 1.3 5.4 5.7	State Planning Policy 7.3 - Residential Design Codes State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning
1.3	As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density within the Centre Page 6	1.2 1.3 5.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.4	Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density within the Centre Page 6	1.2 1.3 1.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning

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Actions & Implementation

Epsom Avenue

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.5	Investigate increasing the density coding of land surrounding Epsom Avenue Local Centre through the preparation of the City's Local Housing Strategy.	Part 2 Residential Density within the Centre Page 6	1.3 1.4 5.4	State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	As part of Local Housing Strategy	Planning



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Actions & Implementation

Epsom Avenue

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate and implement the recommendations made by 'Belmont on the Move' in relation to the Epsom Avenue Local Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 9	1.2 1.5 2.2-2.4	State Planning Policy 4.2 - Activity Centre Belmont on the Move	Long	Planning Infrastructure Services
2.2	Investigate improvements to pedestrian and cycling priority within the Epsom Avenue Local Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 9	1.5 2.2 2.4 3.1	State Planning Policy 4.2 - Activity Centre Belmont on the Move Streetscape Enhancement Strategy	Long	Planning Infrastructure Services
2.3	Investigate and implement wayfinding measures at various locations within 200 metres of Epsom Avenue Local Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	1.5 2.2 2.4 5.7	Belmont on the Move	Medium	Planning Infrastructure Services
2.4	Investigate improving pedestrian connections and wayfinding signage to the bus stop on Johnson Street.	Part 2 Public Transport Page 11	2.1 5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services

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Epsom Avenue

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.5	Liaise with the Public Transport Authority to obtain support for a bus stop within the Epsom Avenue Local Centre.	Part 2 Public Transport Page 11	1.2-1.4 5.7	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
2.6	Implement travel behaviour programs to encourage an increase in bus patronage to reduce car usage.	Part 2 Public Transport Page 11	2.1&2.4 5.7	Belmont on the Move	Short	Infrastructure Services
2.7	Review the recommendations of 'Belmont on the Move' and investigate the implementation of the appropriate road network modifications.	Part 2 Private Vehicles and Road Network Page 11	1.2 1.5 2.2-2.4	Belmont on the Move	Long	Infrastructure Services
2.8	Investigate an appropriate car parking standard for land uses within the Epsom Avenue Local Centre.	Part 2 Car Parking Page 12	1.2&1.5 2.2 2.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
2.9	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Epsom Avenue Local Centre.	Part 2 Car Parking Page 12	1.2&1.5 2.2 2.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning

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Actions & Implementation

Epsom Avenue

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate whether it is appropriate to apply a 'D' permissiblity for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 14	1.2-1.4 4.1	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Ensure that future and existing developments within the Centre provide for surveillance between buildings and public spaces.	Part 2 Street Activation Page 15	1.2-1.4 2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.3	Liaise with landowners and consider the appropriate mechanism to facilitate public spaces as part of any redevelopment.	Part 2 Street Activation Page 15	1.2-1.4 3.1 3.4	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.4	Investigate built form improvements and place making activities within the Centre which aim to increase activity at street level.	Part 2 Street Activation Page 15	1.2-1.4 4.1	State Planning Policy 4.2 - Activity Centres Place Making Strategy	Long/Ongoing	Planning
3.5	Investigate opportunities for public art to be located within Epsom Avenue Local Centre.	Part 2 Public Art Page 15	4.1	Place Making Strategy	Medium/Ongoing	Planning Culture and Place
3.6	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 15	1.2-1.4 4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Short	Planning Culture and Place

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CITY OF BELMONT

Activity Centre Planning Strategy - Francisco Street



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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.

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Francisco Street

The Francisco Street Local Centre is located on the corner of Francisco Street and Acton Avenue in Rivervale. The Centre is comprised of five lots which vary in size between 210m^2 and 228m^2. The lots are currently zoned 'Commercial' under the City's Local Planning Scheme No.15 and accommodate a printing shop (previously a corner store).

Francisco Street Local Centre is not currently operating as a desirable or typical local centre, as it does not provide for the day-to-day needs of surrounding residents. Despite this, it is appropriate to maintain the site as a Local Centre and encourage redevelopment and/or land uses that meet the day to day needs of the local community.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Francisco Street Local Centre, with recommendations on zoning, residential density, movement and place.



Figure 1: Francisco Street Locality Map

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1. Centre Context

Land within the Centre is zoned 'Commercial' under Local Planning Scheme No. 15 (LPS 15), with no associated residential density coding. Surrounding land is zoned 'Residential' with a residential density code of R20.

Land surrounding the Centre is predominantly characterised by single houses with a small number of grouped dwellings. Tranby Primary School is also located at 99 Acton Avenue, 130m to the south east.

The immediate catchment area of the Francisco Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2). The catchment is likely to extend beyond this however due to the printing service offered on-site.

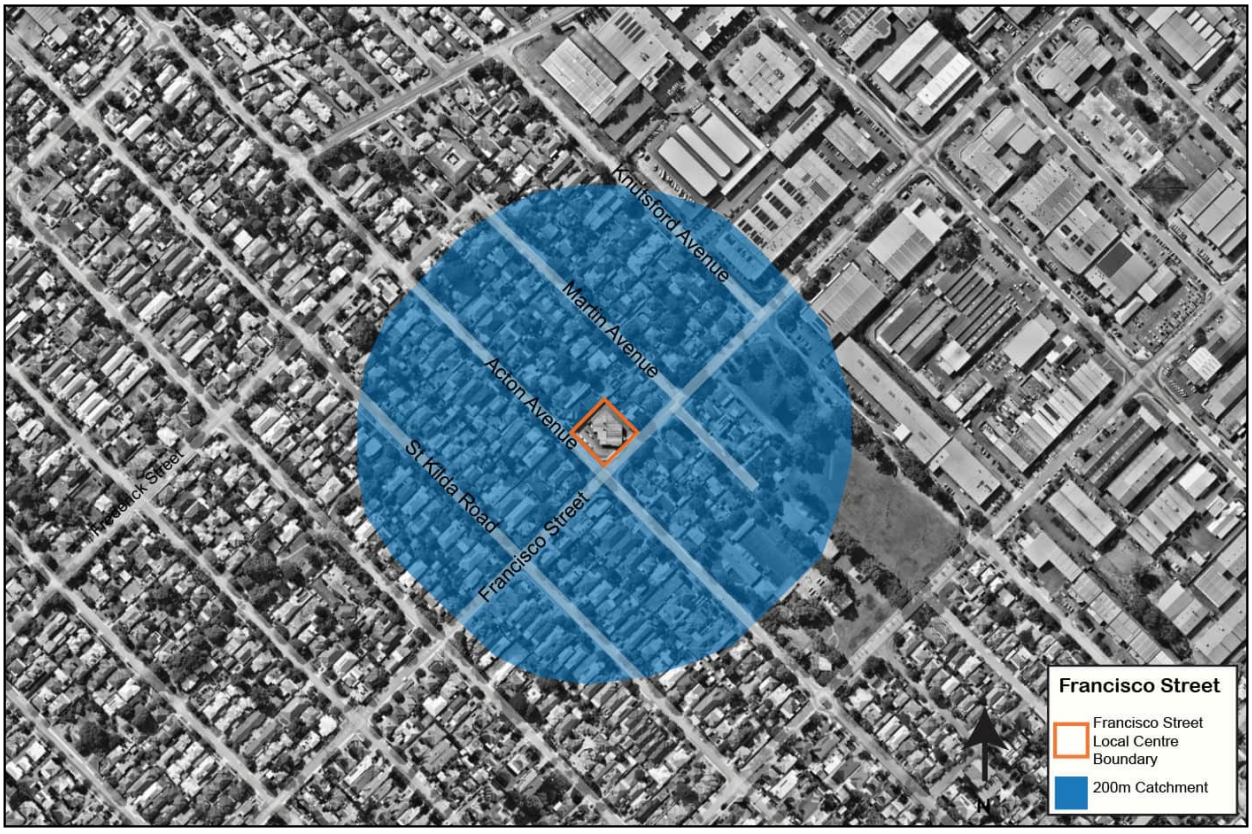


Figure 2: Francisco Street Catchment

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Francisco Street Local Centre Boundary and Zoning

Francisco Street Local Centre is defined by the area zoned 'Commercial' as shown in Figure 3. The WAPC'S Land use and Employment Survey Data indicated that in 2016, the Francisco Street Local Centre accommodated approximately 697m^2 of commercial floor space. The RNA prepared to inform this ACPS suggests that it is unlikely, but possible that retail land uses will establish within this area. Despite this, the City considers that the site could be used for a range of other land uses typical of local centres. To facilitate these uses, it is appropriate to retain the subject land as a Local Centre.

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierachy included in State Planning Policy 4.2. Therefore, it may be appropriate for land within the Centre to be zoned 'Local Centre' through the preparation of a new local planning scheme.

Action 1.1

Investigate whether it is appropriate to apply a 'Local Centre' zoning through the preparation of a new Local Plannng Scheme.



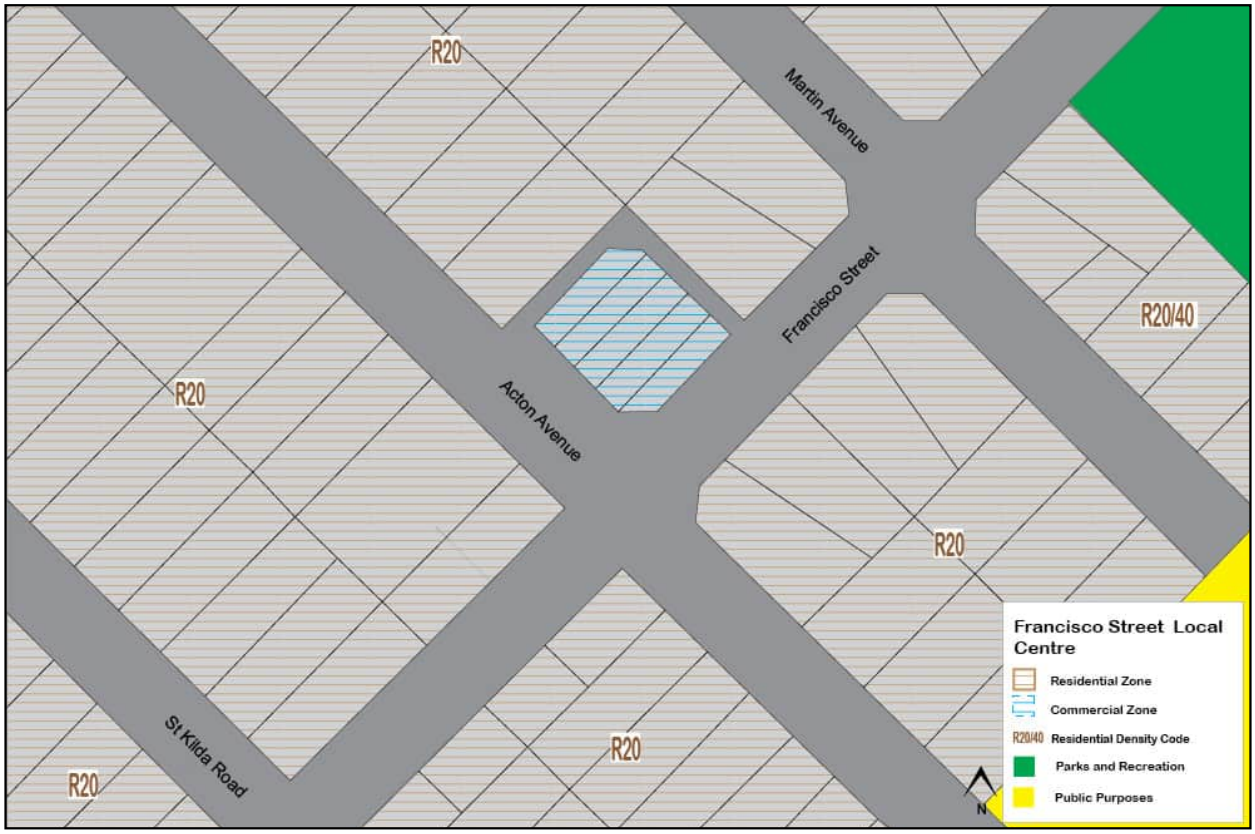


Figure 3: Francisco Street Local Centre Zoning

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Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. There is also currently no residential development within the Centre. During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within Centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail/commercial land uses whilst promoting economic sustainability.

In this regard, it may be appropriate that a residential density code of R60 is applied to land within the Centre (as shown in Figure 4).

The residential density coding of R60 is considered appropriate to deliver good quality medium density development within the Centre at an appropriate scale for the locality. Development would be limited to a maximum of three storey's, a front setback of 2m, and side and rear setbacks of 3m.

The provision of residential dwellings above commercial tenancies will generate activity, increase population, contribute to better passive surveillance and has the potential to incentivise redevelopment of the Francisco Street Local Centre.

To ensure that residential development does not occur in a manner that erodes the intent of the Local Centre in providing convenience services to the community, the City should investigate appropriate controls to be introduced within the local planning framework. This may include limiting residential development on ground floors and providing a commercial component in any redevelopment proposal.

Whilst commercial and residential land uses are able to be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended such provisions be investigated through the preparation of a new Local Planning Scheme.

Action 1.2

Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Francisco Street Local Centre through the preparation of a new local planning scheme.

Action 1.3

As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.

Action 1.4

Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.

Zoning and Residential Density Surrounding the Centre

Land surrounding the Centre is zoned 'Residential' with an associated residential density coding of R20. This land is predominantly characterised by 'Single Houses' with a small number of grouped dwellings. To date there has been very limited redevelopment undertaken

As part of the preparation of the Local Housing Strategy, the existing zoning and density coding of land surrounding the Centre will be reviewed.

Action 1.5

Review the zoning and density coding of land surrounding the Francisco Street Local Centre through the preparation of the City's Local Housing Strategy.



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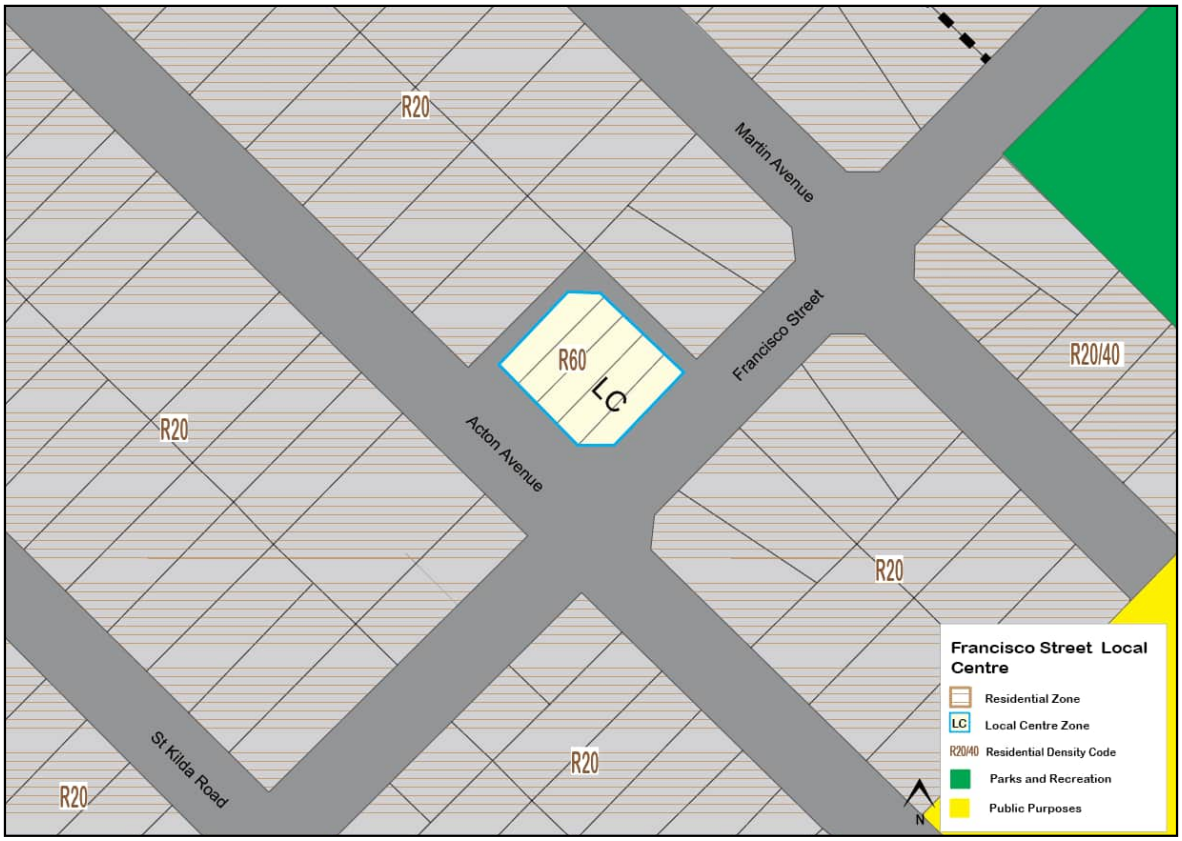


Figure 4: Proposed Zoning Investigations

Land Tenure

Buildings within the Centre are located on 81, 83, 85, 87 and 89 Acton Avenue. As a result of the wide road reserve which a portion of the parking area is contained within (see Figure 5), the built form is significantly setback from Acton Avenue. As a result, it will be difficult for future development to achieve buildings that address the street. Therefore, the City should investigate options to reconfigure the road reserve to facilitate an improved interface between development and the public realm.

A laneway also exists adjacent to the side lot boundaries. This piece of land is in private ownership however the details of the landowner are unknown (further investigation required). The City should explore the possibility of the laneway being consolidated into 81 - 89 Acton Avenue. This will ensure that any future redevelopment is able to effectively utlise all land within the Centre.

Action 1.6

Investigate closure and disposal of a portion of the Acton Avenue Road Reserve adjacent to the Francisco Street Local Centre.

Action 1.7

Investigate current ownership details of the laneway and whether this land can be consolidated into 81-89 Acton Avenue.

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Figure 5: Cadastre Aerial Photograph

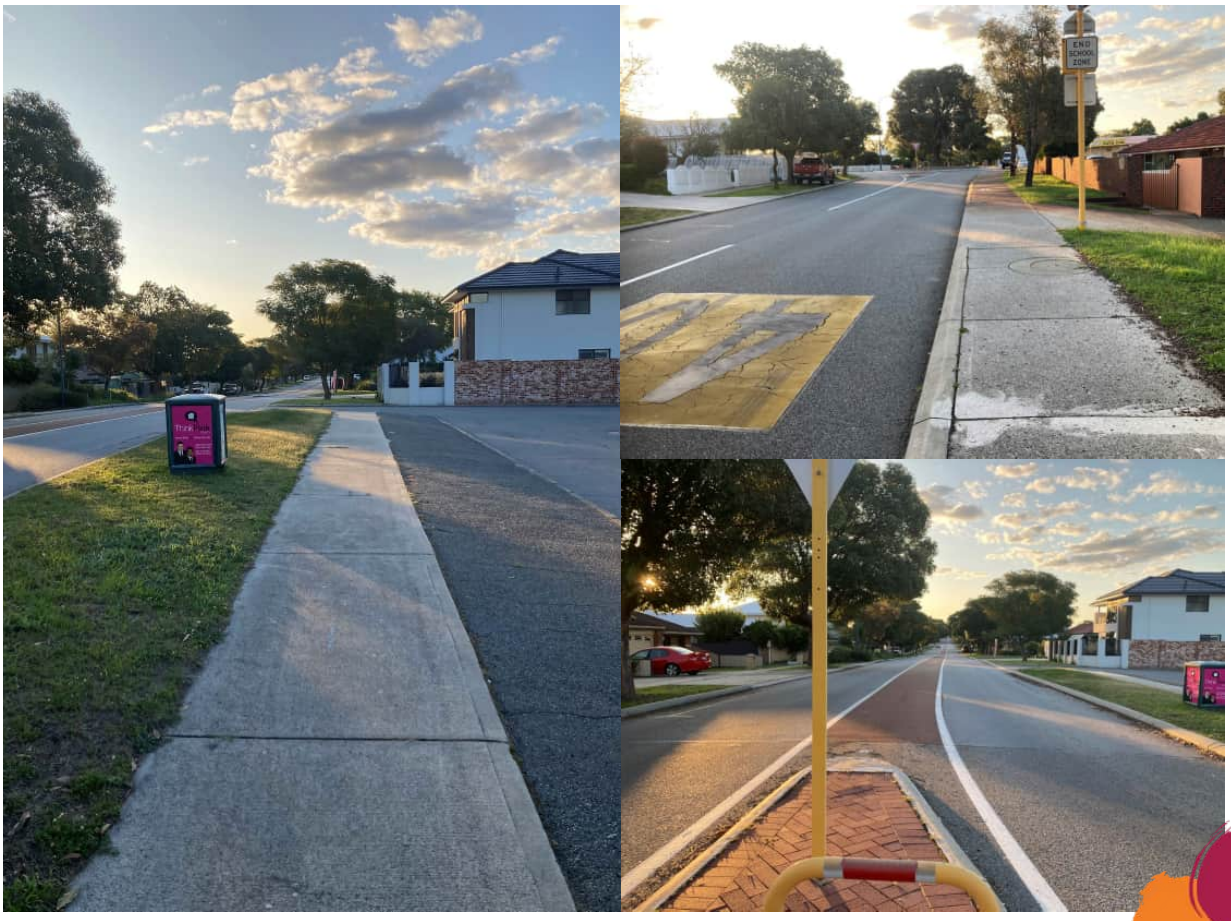
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2. Movement

The Francisco Street Local Centre is accessible by all modes of transport apart from train and bus; however the most convenient remains the private vehicle. Access to and from the Local Centre is supported by a legible road network and abundant of on-site parking, making travel by private vehicles highly attractive.

Footpaths connecting the surrounding residential areas to the Local Centre facilitate walking as an option. Cycling to and from the Centre is not specifically promoted through on-street cycle lanes or bicycle parking facilities. With regard to public transport, the closest bus stop is located approximately 500m to the north east along Belmont Avenue.

State Planning Policy 4.2 – Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and look at ways this can be improved. While it is expected that the current land use (printing shop) would only attract a very small number of pedestrians, improving access by active modes of transport would benefit any future commercial or residential land uses within the Local Centre.



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Pedestrian and Cycling Connections and Priority

While footpaths on at least one side of the surrounding streets provide access to the Centre for pedestrians, the current business doesn't provide a high level of convenience or services that would attract people to walk to the Centre or spend time within it. While this is the case, active modes of transport should still be prioritised and promoted within the locality to support future convenience and residential land uses establishing within the Francisco Street Local Centre.

While crossing points are provided at the roundabout of Acton Avenue and Francisco Street, the pedestrian priority of these crossing points is limited. In addition, while a central median exists along both roads, this area isn't raised and provides very little refuge. The lack of shelter and shade along the pedestrian paths also creates a relatively unattractive environment for pedestrians.

Limited priority is also given to cyclists with no current cycling lanes within or surrounding the centre. While this is the case, it is considered that the suggested modifications to the road environment will slow cars and create a safer cycling environment.

SPP 4.2 recommends that pedestrians and cyclists be prioritised within activity centres. Several opportunities exist to increase pedestrian and cyclist priority within key areas of the Centre including the following as visualised by Figure 6:

- Provide dedicated pedestrian crossing points along new raised medians on Acton Avenue and Francisco Street.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Implement a 40km/h speed limit on Francisco Street and Acton Avenue to create a safer pedestrian orientated centre.
- Investigate whether it is appropriate to extend footpaths either side of Acton Avenue and Francisco Street.

Action 2.1

Investigate improvements to pedestrian and cyclist priority within the Francisco Street Local Centre.

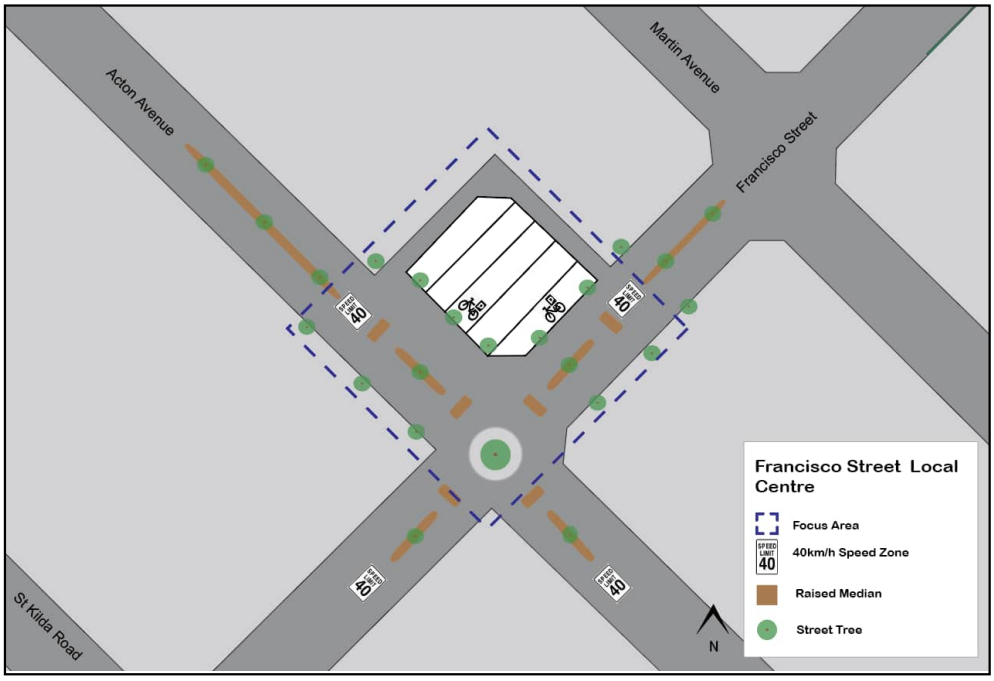


Figure 6: Pedestrian and Cyclist Infrastructure

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Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case Francisco Street Local Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest walking and cycling route.

Wayfinding signage and maps clearly define these walking and cycling routes. This creates a more viable of transport.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200m walkable catchment of the Centre.

Action 2.2

Investigate the implementation of wayfinding measures at various locations within 200 metres of Francisco Street Local Centre.



Public Transport

Unlike other local centres in the City of Belmont, Francisco Street Local Centre is not directly serviced by a bus route. The nearest bus stop is located approximately 500m to the north east along Belmont Avenue.

While the current land use is unlikely to generate the need for a bus stop, future land uses may benefit from access to public transport. Therefore, the City should engage with the Public Transport Authority to obtain support for a bus stop to be located within the Francisco Street Local Centre.

The uptake of public transport can be supported by travel behaviour programs which are designed to inform the general public about their transport options. A greater level of education may result in the future centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

Action 2.3

Liaise with the Public Transport Authority to obtain support for a bus stop to be located within the Francisco Street Local Centre.

Action 2.4

Implement travel behaviour programs to encourage an increase in bus patronage to reduce car usage.



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Private Vehicles and Road Network

The Francisco Street Local Centre is orientated to address the corner of Francisco Street and Acton Avenue. Vehicular access to the Centre is available via crossovers from either street frontage.

While the intent of contemporary activity centre planning (as mentioned in SPP 4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centre. Given this, the road network should be designed to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access.

Potential changes to the road network include providing dedicated pedestrian crossing points on Francisco Street and Acton Avenue within a new raised median, planting of additional trees within the road reserve and parking areas, and implementing a 40km/h speed limit within the Centre. These measures will provide for the Centre to be accessed by private vehicles while also promoting the prioritisation of alternative modes of transport.

Action 2.5

Investigate and implement appropriate road network modifications to prioritise active modes of transport.

Car Parking

Car parking within Francisco Street Local Centre consists of a private car parking area accessible from both Acton Avenue and Francisco Street.

Local Planning Scheme No. 15 provides parking standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (The Regulations); and
- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations also make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement.

This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in Francisco Street Local Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre. Such a plan could look at providing parking bays within the road reserve should the need for these arise.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing parking arrangement, and contemporary planning principles contained within SPP 4.2 which seek to reduce the potential for over supply of car parking within actvity centres and prioritise alternative transport modes.

Action 2.6

Investigate an appropriate car parking standard for land uses within the Francisco Street Local Centre.

Action 2.7

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Francisco Street Local Centre.

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3. Place

Local centres have an important role to play in the overall social fabric of the community. Despite this, the current land use doesn't provide any convenience services to the local community.

The built form is relatively unattractive and results in limited street activation. The street frontage is dominated by a large expanse of car parking, and windows are either covered in advertising or shutters. In addition, there is a lack of landscaping within the local centre and along the road reserves. Therefore, there is scope for improvement to activate the Francisco Street Local Centre as detailed in the following sections of this Strategy.



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Land Use Permissibility

Francisco Street Local Centre is currently zoned 'Commercial' under LPS15. Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in SPP4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may be appropriate to zone land within the centre 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme • Does not directly adjoin residential zone
Recreation - Private	Commercial, Centre or Mixed Use	• Within metropolitan region • NLA no more than 300sqm • No more than 60% of ground floor glazing obscured
Shop	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Restaurant/ Cafe	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Convenience Store	Commercial, Centre or Mixed Use	• Not used for the sale of petroleum products
Consulting Rooms	Commercial, Centre or Mixed Use	• No more than 60% of ground floor glazing obscured
Office	Commercial, Centre or Mixed Use	• Not located on the ground floor
Liquor Store - Small	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme

Table 1

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Street Activation

Both adjoining street frontages suffer from a lack of street activation. The limited activation is impacted by the relatively inactive land use currently operating from the site which doesn't provide convenience goods or services that attract passing trade by pedestrians or cyclists.

In addition, the built form of the centre is dominated by vehicle parking fronting Acton Avenue and large blank facades along both street frontages. Where openings are present, these generally don't provide any outlook onto the street. Therefore, any future development within the Francisco Street Local Centre should be focused on activating the street, with car parking sleeved to the rear of buildings, minimal to nil street setbacks, continuous weather protection, and maximised clear glazing. These design elements will allow for an attractive local centre to be established.

The public realm surrounding Francisco Street Local Centre is relatively unattractive and underutilised. Both frontages to Acton Avenue and Francisco Street are dominated by hard infrastructure, consisting of cement footpaths and limited landscaping. Therefore, the City should investigate public realm improvements for Francisco Street Local Centre. Opportunities include additional street tree planting and landscaping adjacent to the road reserves.

Action 3.2

Encourage existing and future development within the Centre to provide for surveillance between buildings and public spaces.

Action 3.3

Investigate public realm improvements including the planting of street trees fronting Acton Avenue and Francisco Street.



Public Art

Public art is a vital part of the public realm as it assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers. Despite this, there is currently no public art located within the Francisco Street Local Centre.

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than $4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include the large number of blank wall surfaces.

Future funding mechanisms for public art within Francisco Street Local Centre should also be investigated. It is likely that the existing threshold amount of $4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.

Action 3.4

Investigate opportunities for public art to be located within Francisco Street Local Centre.

Action 3.5

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.

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Community Events

The large underutilised parking area fronting Acton Avenue provides an excellent opportunity to engage with the local community through periodic events. The opportunity exists for the City to liaise with the landowner to obtain support for community events within the car parking area. Community events would require minimal infrastructure from the City and could include markets, food trucks, or public art galleries. These events could assist in activating the relatively underutlised site and contributing to a sense of place within the local community.

Action 3.6

Encourage relevant stakeholders to undertake community events within vacant areas of the Francisco Street Local Centre.





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CITY OF BELMONT

Francisco Street

Actions



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Actions & Implementation

Francisco Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate whether it is appropriate to apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Francisco Street Local Centre Boundary and Zoning Page 5	1.2-1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
1.2	Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Francisco Street Local Centre through the preparation of a new local planning scheme.	Part 2 Residential Density within the Centre Page 6	1.2-1.3 5.4 5.7	State Planning Policy 7.3 - Residential Design Codes: Volume 2 - Apartments State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	Short	Planning
1.3	As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density within the Centre Page 6	1.2-1.3 5.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.4	Investigation the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density within the Centre Page 6	1.2 1.3 1.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning

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Actions & Implementation

Francisco Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.5	Review the zoning and density coding of land surrounding the Francisco Street Local Centre through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 6	1.3-1.4 5.4	State Planning Policy 4.2 - Activity Centres Perth and Peel@ 3.5 Million	As part of Local Housing Strategy	Planning
1.6	Investigate closure and disposal of a portion of the Acton Avenue Road Reserve adjacent to the Francisco Street Local Centre.	Part 2 Land Tenure Page 7	1.2 2.2 5.7	State Planning Policy 4.2 - Activity Centres	Medium-Long	City Property Infrastructure Services Planning
1.7	Investigate current ownership details of the laneway and whether this land can be consolidated into 81-89 Acton Avenue.	Part 2 Land Tenure Page 7	1.2 2.2 5.1 5.7	State Planning Policy 4.2 - Activity Centres	Medium-Long	City Property Infrastructure Services Planning

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Actions & Implementation

Francisco Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate improvements to pedestrian and cyclist priority within the Francisco Street Local Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	1.2 1.5 2.1-2.4	State Planning Policy 4.2 - Activity Centres Streetscape Enhancement Strategy	Medium/Long	Planning Infrastructure Services
2.2	Investigate the implementation of wayfinding measures at various locations within 200 metres of Francisco Street Local Centre.	Part 2 Wayfinding Page 11	2.1-2.3 5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services
2.3	Liaise with the Public Transport Authority to obtain support for a bus stop to be located within the Francisco Street Local Centre.	Part 2 Public Transport Page 11	2.2-2.4 5.1 5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services Public Transport Authority
2.4	Implement travel behaviour programs to encourage an increase in bus patronage to reduce car usage.	Part 2 Public Transport Page 11	2.1 5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium/Long	Infrastructure Services

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Actions & Implementation

Francisco Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.5	Investigate and implement appropriate road network modifications to prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	1.2 1.5 2.2-2.4	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services City Projects
2.6	Investigate an appropriate car parking standard for land uses within the Francisco Street Local Centre.	Part 2 Car Parking Page 12	1.2 1.5 2.2-2.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning Infrastructure Services
2.7	Investigate the preparation of a payment in lieu of parking plan within and surrounding Francisco Street Local Centre.	Part 2 Car Parking Page 12	2.1-2.2 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning Infrastructure Services

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Actions & Implementation

Francisco Street

	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 14	1.2-1.4 4.1	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Encourage existing and future development within the Centre to provide for surveillance between buildings and public spaces.	Part 2 Street Activation Page 15	1.2-1.4 2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.3	Investigate public realm improvements including the planting of street trees fronting Acton Avenue and Francisco Street.	Part 2 Street Activation Page 15	1.2-1.4 2.2 5.7	State Planning Policy 4.2 - Activity Centres Canopy Plan	Medium/Long	Planning Infrastructure Services
3.4	Investigate opportunities for public art to be located within Francisco Street Local Centre.	Part 2 Street Activation Page 15	1.2 4.1	Local Planning Policy No. 11 - Public Art	Medium/Ongoing	Planning Culture and Place

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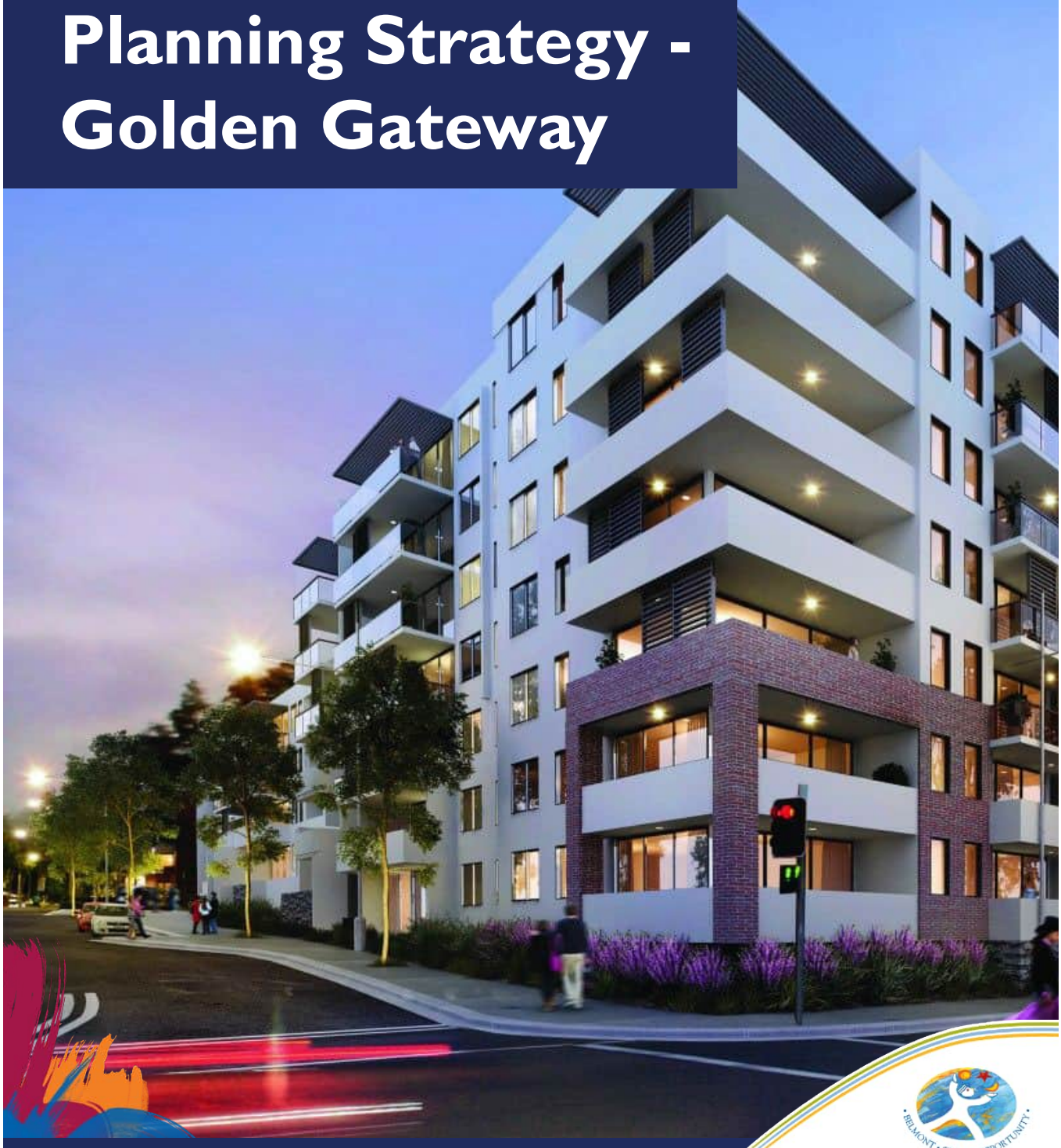
Francisco Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.5	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 15	1.2 4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Short	Planning
3.6	Encourage relevant stakeholders to undertake community events within vacant areas of the Francisco Street Local Centre.	Part 2 Community Events Page 16	1.2 4.1 5.1	Place Making Strategy	Ongoing	Culture and Place

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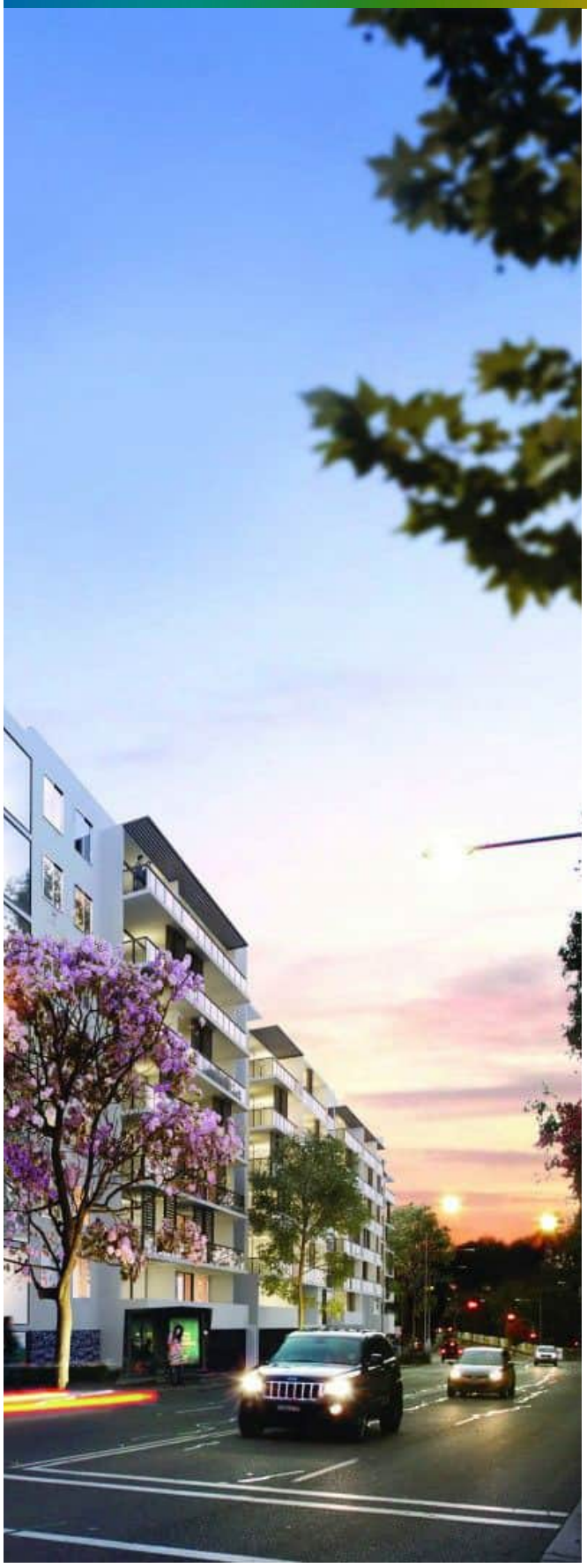
CITY OF BELMONT

Activity Centre Planning Strategy - Golden Gateway



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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.

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Golden Gateway

A new centre is proposed to be established within the Golden Gateway Precinct in Ascot which is bound by Great Eastern Highway, the Swan River, Resolution Drive (north), Grandstand Road (north), the south-eastern boundary of Ascot Racecourse, Carbine Street and Hardey Road.

The provision of a new centre in this location is identified and supported within the draft Golden Gateway Local Structure Plan. Contemporary planning principles support the provision of local convenience retailing and amenities clustered around public transport nodes and within walkable distances to housing. This has the potential to facilitate a reduction in the overall need to travel and promotes public and active modes of transport (walking and cycling).

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for a future centre in the Golden Gateway precinct.

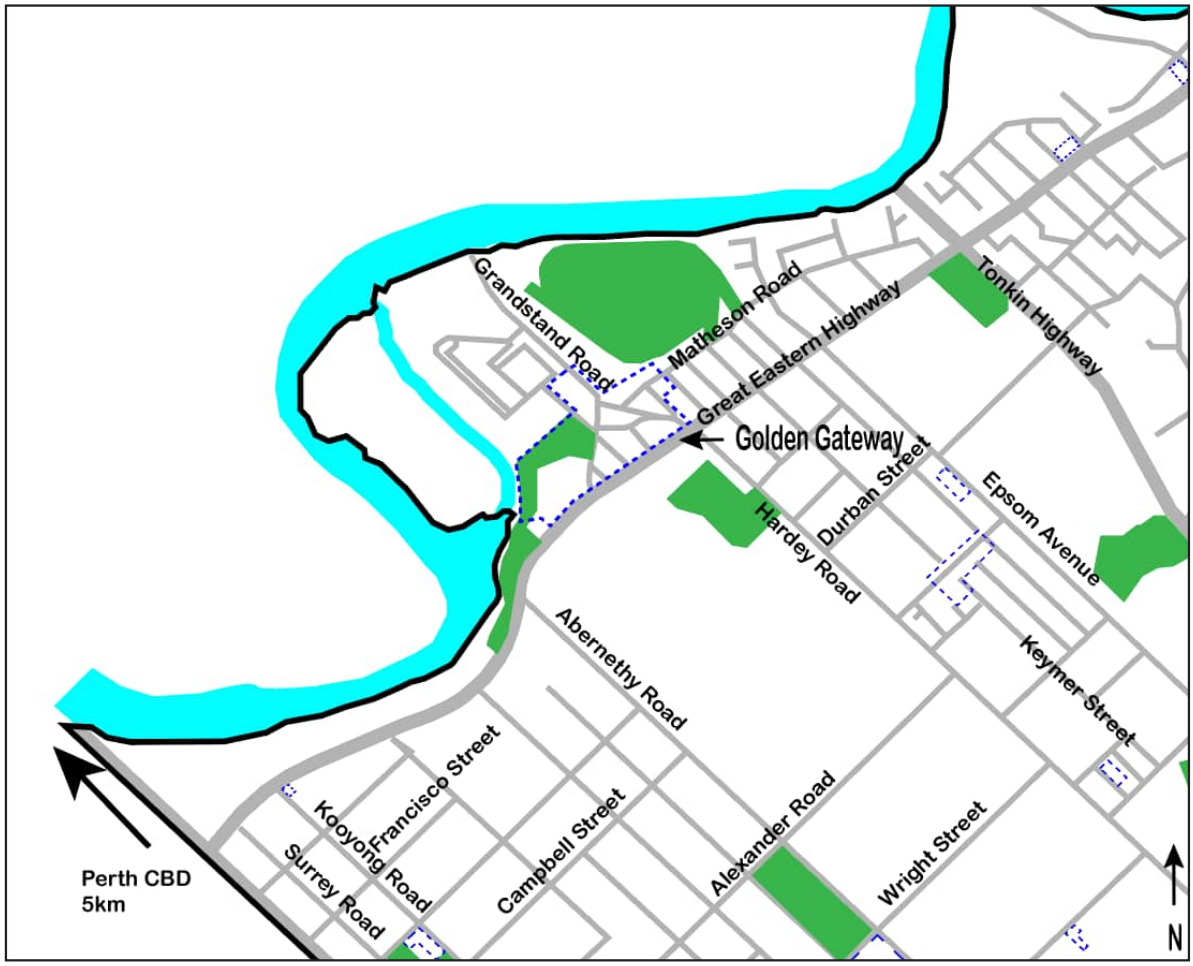


Figure 1: Golden Gateway Precinct Locality Map

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1. Centre Context

The development of a centre within the Golden Gateway precinct is intended to support an expanded residential population proposed within the area. The draft Golden Gateway Local Structure Plan provides zoning and density codings to accommodate mixed use development within the centre of the precinct and low to medium density residential development throughout the remainder of the precinct. It is anticipated that the area will accommodate approximately 3,400 dwellings, with an estimated population of approximately 6,000 people.

The surrounding context is characterised by residential development within Ascot Waters, the Residential and Stables area, and Belgravia Estate, as well as passing motorists on Great Eastern Highway.

While the exact location of the centre has not been confirmed at this stage, the draft Golden Gateway Local Structure Plan states that the primary objective of Precinct 3 - Main Street is to promote the development of a local centre, where retail and other local commercial services dominate the ground level.
The immediate catchment for the centre will be land within a 200m walkable catchment of the centre as shown by Figure 2, which visualises a 200m walkable catchment for the entire Precinct 3 boundary. It is likely however that due to the future services offered on-site, the catchment will extend further than 200m to service adjacent residential areas.

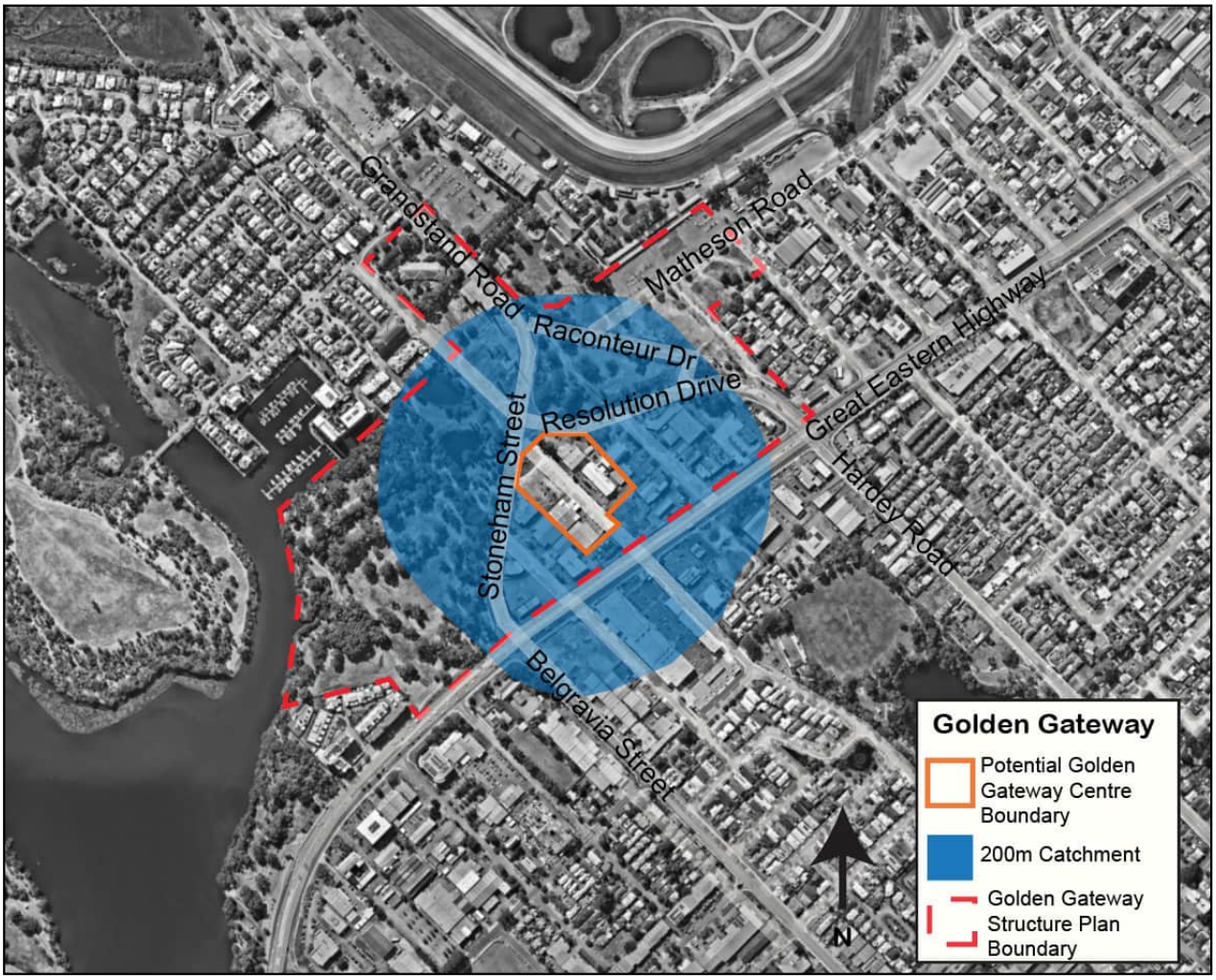


Figure 2: Golden Gateway Catchment

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Golden Gateway Local Centre Boundary and Zoning

While the exact location of the Golden Gateway Centre hasn't been determined, it is encouraged by the Golden Gateway Local Structure Plan to be located within Precinct 3 along Daly Street and take the form of a main street with 1,200sqm of NLA. While land ownership within this precinct is quite fragmented, this may not hinder the development of a local centre given the individual landholdings are quite significant in size.

The WAPC's Land Use and Employment Survey indicate that the Golden Gateway precinct and the southern side of Great Eastern Highway accommodated 4,286sqm of retail floor space in 2016. This is currently comprised of car/highway orientated retail (fast food outlets, service stations, showrooms) rather than serving the daily/weekly needs of the local residential population.

The Retail Needs Assessment prepared to inform this Strategy anticipates an increase in retail floorspace within this area (Golden Gateway precinct and southern side of Great Eastern Highway) to approximately 7,000sqm by 2036. This estimate provides for the establishment of a neighbourhood centre to a size of 2,700sqm-3,000sqm within the Golden Gateway precinct. In light of this it is considered that the establishment of a centre with the provision of 1,200sqm retail floor space would be acceptable within the Golden Gateway precinct.

Consistent with the existing zoning under Local Planning Scheme No. 15, the draft Golden Gateway Local Structure Plan identifies land along Daly Street as 'Mixed Use'. As part of the preparation of a new local planning scheme, the City should investigate an appropriate zoning or provisions to facilitate the development of a centre within the Golden Gateway precinct.

Action 1.1

Investigate an appropriate zone or provisions to facilitate the development of a centre within the Golden Gateway precinct, through the preparation of a new local planning scheme.

Action 1.2

Support the development of a new Centre within the Golden Gateway precinct, with an anchor supermarket that is supported by complimentary land uses including local specialty shops and restaurants/cafes.

Ascot Kilns Site

The Ascot Kilns site is within the Golden Gateway Precinct. An RNA was commissioned by the Department of Planning Lands and Heritage in 2016 for this land which predicts the site being able to accommodate a total of 515m^2 of retail floor area by 2026.

In support of any future retail development on the Ascot Kilns site, the City of Belmont would require a more up to date retail needs assessment. Prior to supporting retail development on this site, the City would need to ensure that this would not erode the intent of the Golden Gateway Structure Plan for a main street centre to be established along Daly Street which provides convenience services to the local community.

Action 1.3

Request an updated retail needs assessment for the Ascot Kilns site in the event a proposal for retail development is progressed.

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Residential Density

Land within the Golden Gateway precinct has been developed for a range of land uses including offices, restaurants, service stations, and light industry. This land does not currently have an allocated residential density code under Local Planning Scheme No. 15.

The draft Golden Gateway Local Structure Plan provides for a variety of housing choices through the designation of predominantly medium to high density R-Codes (R40-R-AC1). A higher density R-AC3 coding (six storeys) is proposed for the potential local centre site.

Land adjacent to Great Eastern Highway is proposed to have an R-AC1 code which will provide for development up to 9 storeys.

Low to medium density is proposed for development on the periphery to ensure an appropriate transition towards the surrounding residential areas.

It is anticipated that development at these codes will generate activity and patronage which would support a future centre.

Through the preparation of a new local planning scheme, the City should implement the zonings and residential density codes designated by the draft Golden Gateway Local Structure Plan.

The draft Golden Gateway Local Structure Plan envisages ground level retail/food and beverage uses and above ground commercial and residential development. To ensure the opportunity for a local centre to establish within the precinct is not jeopardised, the City will investigate appropriate built form provisions to incorporate into the new local planning scheme.

Action 1.4

Implement the zoning and residential density codings designated by the Golden Gateway Local Structure Plan through the preparation of a new local planning scheme.

Action 1.5

Investigate the implementation of built form controls to facilitate the establishment of a local centre.



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Figure 3: Draft Golden Gateway Local Structure Plan

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2. Movement

The future Golden Gateway Local Centre site is located adjacent to Great Eastern Highway and is highly visible to and accessible by private motor vehicles. In addition, Great Eastern Highway, adjacent to the Local Centre site, contains dedicated bus and cycle lanes and footpaths either side of the street, making the future centre site highly accessible. Improvements to the road network and character of the streetscapes is proposed by the draft Golden Gateway Local Structure Plan.

State Planning Policy 4.2 - Activity Centres outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the future Local Centre area and look at ways that access can be improved.



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Pedestrian and Cycling Connections and Priority

Local Centres are intended to be highly accessible by walking and cycling, as described by Liveable Neighbourhoods. The proposed increase in population and nearby employment generators may in the future support walking and cycling to be the preferred mode of transport within and surrounding the local centre. This is supported by the Golden Gateway Local Structure Plan which states that all existing shared paths surrounding and through the precinct will be maintained and enhanced by additional shared path connectivity.

The draft Local Structure Plan suggests that all existing shared paths within and surrounding the precinct should be maintained, with many of these connections enhanced by additional shared path connectivity. Paths are proposed to be sheltered by a substantial tree canopy to further encourage pedestrian and cyclist activity through the precinct.

The layout of future development within the precinct should incorporate active frontages, opportunities for surveillance, weather protection, and safe crossing points that prioritise walking and cycling over the movement of private vehicles.

Action 2.1

Investigate the enhancement and implementation of footpath connections as outlined in the draft Golden Gateway Local Structure Plan.

Action 2.2

Investigate opportunities for tree planting within the precinct having regard for the draft Golden Gateway Local Structure Plan.



Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case the future Golden Gateway Local Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest walking and cycling route.

Wayfinding signage and maps, which include letters and pictures, are able to clearly define these walking and cycling routes. This creates a more viable mode of transport.

When a local centre is established, it is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment.

Action 2.3

When a local centre is established, investigate implementing wayfinding measures at select locations within 200m.



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Public Transport

The Golden Gateway precinct is currently serviced by the following bus routes:

- The Circle Route (998/999) which is a high frequency bus route that travels along Resolution Drive and Grandstand Road.
- Route 293 which operates along Great Eastern Highway between Redcliffe Station and Belmont Forum.
- Route 940 which operates along Great Eastern Highway between Redcliffe and Elizabeth Quay Stations, via the Victoria Park Transfer Station.

Bus stops are located along Great Eastern Highway for routes 293 and 940 and along Hardey Road and Grandstand Road for routes 998 and 999. Once a centre is developed within the precinct, it is considered important that wayfinding measures are implemented at these bus stops to encourage people to access the centre. These measures could include; directional signage, footpath/road treatments and estimated walk times to and from the particular bus stop.

In addition, once development within the precinct commences in accordance with the draft Golden Gateway Local Structure Plan, the City should advocate the PTA to have a bus stop, associated with the Circle Route, located within the Golden Gateway precinct. This is considered important to facilitate and encourage the use of public transport by residents and visitors.

Action 2.4

Once development in accordance with the draft Golden Gateway Local Structure Plan commences, advocate for a bus stop, associated with the Circle Route (998/999), to be located within the precinct.

Action 2.5

Once a centre is developed within the Golden Gateway precinct, provide wayfinding from bus stops in close proximity to the precinct to encourage bus patrons to access the centre.



Figure 5: PTA Network Map

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Private Vehicles and Road Network

The road network servicing the Golden Gateway precinct provides and is anticipated to continue to provide a high level of exposure, with vehicle movements predominantly focused along Great Eastern Highway, followed by Resolution Drive and Stoneham Street.

These road connections make the precinct highly accessible by private vehicles and due to this, it is important that appropriate measures are adopted to improve the attractiveness of other modes of transport. This includes providing additional connections to public transport, walking and cycling infrastructure to increase use of alternative transport, as detailed in previous sections of this strategy, as well as limiting car parking and altering the road network.

To facilitate this, the draft Golden Gateway Local Structure Plan encourages innovative approaches to car parking, such as reciprocity and carpooling programs. Furthermore, the Local Structure Plan outlines that the provision of car parking that is in excess of the minimum required for a site will only be approved where it is designed to be adaptable for future conversion into habitable floor space or other usable space.

The draft Golden Gateway Local Structure Plan also suggests that paving detail at junctions should address the need to reduce traffic speed and that raised tables should be used, where appropriate, to provide traffic calming and add texture to streets to reinforce character that promotes pedestrian safety.

Action 2.6

Implement the road and street treatments and car parking standards contained within the draft Golden Gateway Local Structure Plan.

Car Parking

Local Planning Scheme No. 15 provides standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied. Therefore, the City should investigate the appropriateness of preparing a payment-in-lieu of parking plan for the future centre.

The draft Golden Gateway Structure Plan proposes unique parking requirements for development within the precinct. These requirements aim to ensure that developments are adequately serviced by parking without creating an oversupply. As part of the development of the Local Centre, the City should ensure that car parking is provided in accordance with LPS 15 and the parking standards precribed by the structure plan.

Action 2.7

Ensure appropriate car parking is provided to service the Golden Gateway Local Centre consistent with the Scheme and the draft Golden Gateway Local Structure Plan.

Action 2.8

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Golden Gateway Local Centre.

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3. Place

A centre within the Golden Gateway precinct has not yet been developed and it is important that careful consideration be given to the creation of a 'sense of place' and identity for the centre. This will add interest to the centre, foster community wellbeing and pride and serve as a catalyst for development.

Opportunities exist to implement place making initiatives within the Golden Gateway precinct, including:

- Activating vacant land;
- Hosting community events;
- The installation of public art;
- Supporting temporary 'pop-up' land uses;
- The creation of gathering spaces; and
- The provision of high-quality public realm infrastructure.

Overall, the Golden Gateway Local Centre should contain a mix of varied but compatible land uses that support the daily needs of future residents within the Golden Gateway precinct.



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Land Use Permissibility

The site of the future local centre is currently zoned 'Mixed Use' under Local Planning Scheme No. 15. The draft Golden Gateway Local Structure Plan also designates the site as 'Mixed Use' and states that land use permissibility is to be in accordance with the corresponding zone in the Zoning Table of Local Planning Scheme No. 15. However, having regard for the amenity for future residents, the structure plan states that the following uses are considered to be unacceptable in the structure plan area and should not be approved:

- Auction Mart
- Caretakers Dwelling
- Fast Food Outlet/Lunch Bar
- Home Store
- Garden Centre
- Industry - Light
- Motor Vehicle Repair
- Night Club
- Radio or TV installation
- Restricted Premises
- Service Station
- Single House (with the exception of Precinct 7 & 8)
- Vet Hospital
- Warehouse

Recent amendments to the Planning and Development (Local Planning Schemes) Regulations 2015 have introduced exemptions for the land uses included in Table 2, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on residential land uses.

It may be appropriate to retain the 'D' use class permissibility over appropriate land uses within the 'Mixed Use ' zone as this reduces any potential impacts associated with land uses, whilst still providing landowners with a level of flexibility.

Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme • Does not directly adjoin residential zone
Recreation - Private	Commercial, Centre or Mixed Use	• Within metropolitan region • NLA no more than 300sqm • No more than 60% of ground floor glazing obscured
Shop	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Restaurant/ Cafe	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Convenience Store	Commercial, Centre or Mixed Use	• Not used for the sale of petroleum products
Consulting Rooms	Commercial, Centre or Mixed Use	• No more than 60% of ground floor glazing obscured
Office	Commercial, Centre or Mixed Use	• Not located on the ground floor
Liquor Store - Small	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme

Table 1

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Street Activation

The future Centre should address the street/public realm with parking sleeved to the rear (except where street parking occurs). Future built form should be reflective of good activity centre design, including clear glazing to tenancy frontages, weather protection, and clearly definable entry points.

Daly Street presents the greatest opportunity to develop the core components of a Centre, inclusive of an anchor supermarket, with appropriate built form and street activity.

The City should support a variety of land uses within the future Centre, including ones which provide a day/night time economy. The draft Golden Gateway Local Structure Plan supports a mixture of land uses including; residential, retail, food and beverage, entertainment and commercial. The opportunity for alfresco dining and seating should be encouraged within the Centre to provide further streetscape activation.

Within the future Centre, there should be a strong presumption against car-dominated land uses and uses with low-employment densities such as service stations and fast food outlets.

To guide development within the Golden Gateway Precinct, the structure plan states that a Local Planning Policy should be prepared and adopted by the City containing design guidelines and development standards. Therefore, when the Golden Gateway Local Structure Plan is finalised, the City should investigate the preparation of a local planning policy.

Action 3.2

Support a mixture of land uses within the Golden Gateway precinct that facilitate high levels of activity and a day/night economy.

Action 3.3

Investigate the preparation of a Local Planning Policy that establishes design requirements for future mixed use development within the precinct which promotes active frontages to the public realm and high quality built form.

Public Art

Public art assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers. The City of Belmont Local Planning Policy No.11 (LPP 11) outlines the requirements for the provision of public art by developers. The City requires all development proposals within the Policy Area of a value greater than $4.5 million to provide public art in accordance with the described method for determining public art contributions. The cost of any public art shall be no less than one percent of the value of the eligible proposal and provided in kind or via a cash-in-lieu payment.

A portion of the subject land falls within Precinct 4 - Great Eastern Highway Precinct of LPP 11 with the balance (excluding Ascot Kilns LDP area) situated within Precinct 8 - Ascot Racecourse and Ascot Waters.

The City should ensure that the entire Golden Gateway Precinct is included as a precinct under LPP 11. The City should also ensure that public art is contributed toward or provided as part any future development within the Golden Gateway Local Structure Plan area.

Action 3.4

Amend Local Planning Policy No. 11, relating to public art, to include all land within the Golden Gateway precinct.

Action 3.5

Ensure that public art is contributed toward or provided as part of the development of the Local Centre in accordance with Local Planning Policy No. 11.

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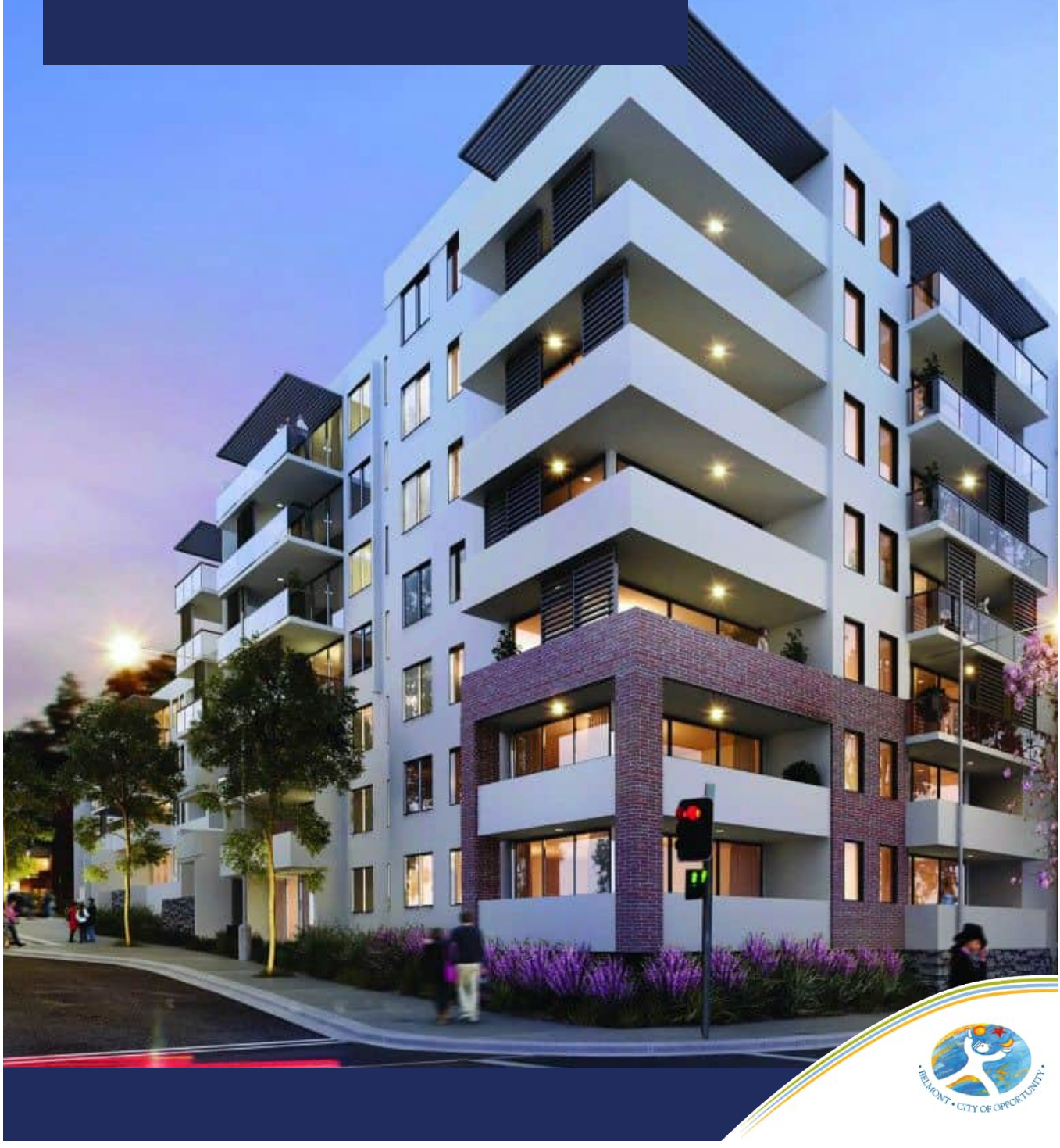
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CITY OF BELMONT

Golden Gateway

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Actions & Implementation

Golden Gateway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate an appropriate zone or provisions to facilitate the development of a centre within the Golden Gateway precinct, through the preparation of a new local planning scheme.	Part 2 Golden Gateway Local Centre Boundary and Zoning Page 5	1.2 5.7	Golden Gateway Structure Plan Planning and Development (Local Planning Schemes) Regulations 2015 Golden Gateway Structure Plan	As part of Golden Gateway Structure Plan and new Scheme	Planning
1.2	Support the development of a new centre within the Golden Gateway precinct, with an anchor supermarket that is supported by complimentary land uses including local specialty shops and restuarants/cafes.	Part 2 Golden Gateway Local Centre Boundary and Zoning Page 5	1.2 1.3 1.4 4.1 5.7	State Planning Policy 7.2 - Precinct Design State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Schemes) Regulations 2015	As part of Golden Gateway Structure Plan/Ongoing	Planning Economic Development
1.3	Request an updated retail needs assessment for the Ascot Kilns site in the event a proposal for retail development is progressed.	Part 2 Ascot Kilns Page 5	1.2 5.6 5.7	State Planning Policy 4.2 - Activity Centres Golden Gateway Structure Plan	Ongoing	Planning

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Actions & Implementation

Golden Gateway

No.	Action	Document Reference	Strategic Community Plan	Strategic Alignment	Timing	Responsibility
Context						
1.4	Implement the zoning and residential density codings designated by the Golden Gateway Local Structure Plan through the preparation of a new local planning scheme.	Part 2 Residential Density Page 6	1.2 1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015 Golden Gateway Structure Plan	Short	Planning
1.5	Investigate the implementation of built form controls to facilitate the establishment of a local centre.	Part 2 Residential Density Page 6	1.2 2.1 5.7	Planning and Development (Local Planning Schemes) Regulations 2015 Golden Gateway Structure Plan	Short	Planning

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Actions & Implementation

Golden Gateway

No.	Action	Document Reference	Strategic Community Plan	Strategic Alignment	Timing	Responsibility
Movement						
2.1	Investigate the enhancement and implementation of footpath connections as outlined in the draft Golden Gateway Local Structure Plan.	Part 2 Pedestrian and Cycling Connections and Priority Page 9	1.5 2.1-2.4 5.7	Golden Gateway Structure Plan	Medium-Long	Infrastructure Services City Projects
2.2	Investigate opportunities for tree planting within the precinct	Part 2 Pedestrian and Cycling Connections and Priority Page 9	2.2 3.1 & 3.4	Canopy Plan	Short-Medium	Infrastructure Services
2.3	When a local centre is established, investigate implementing wayfinding measures at select locations within 200m.	Part 2 Wayfinding Page 9	2.1-2.3 5.7	State Planning Policy 4.2 - Activity Centres	Depending on establishment of a centre.	Planning Infrastructure Services
2.4	Once development in accordance with the draft Golden Gateway Structure Plan commences, advocate for a bus stop, associated with the Circle Route (998/999), to be located within the precinct.	Part 2 Public Transport Page 10	2.3 & 2.4 5.7	Golden Gateway Structure Plan	Depending on development uptake within precinct.	Planning Infrastructure Services

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Actions & Implementation

Golden Gateway

No.	Action	Document Reference	Strategic Community Plan	Strategic Alignment	Timing	Responsibility
Movement						
2.5	Once a centre is developed within the Golden Gateway precinct, provide wayfinding from bus stops in close proximity to the precinct to encourage bus patrons to access the centre.	Part 2 Public Transport Page 10	1.3 1.5 2.3	State Planning Policy 4.2 - Activity Centres	Depending on development of centre	Infrastructure Services
2.6	Implement the road and street treatments and car parking standards contained within the draft Golden Gateway Structure Plan.	Part 2 Private Vehicles and Road Network Page 11	1.2 1.5 2.2 2.4	State Planning Policy 4.2 - Activity Centres	Medium-Long	Infrastructure Services City Projects
2.7	Ensure appropriate car parking is provided to service the Golden Gateway local centre consistent with the Scheme and draft Golden Gateway Structure Plan.	Part 2 Car Parking Page 11	1.2 & 1.5 2.2 2.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	As part of draft Golden Gateway Structure Plan/new Scheme	Planning
2.8	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Golden Gateway Local Centre.	Part 2 Car Parking Page 11	1.2 & 1.5 2.2 2.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning Infrastructure Services

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Golden Gateway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 13	1.2-1.4 4.1	Planning and Development (Local Planning Scheme) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
3.2	Support a mixture of land uses within the Golden Gateway precinct that facilitate high levels of activity and a day/night economy.	Part 2 Street Activation Page 14	1.2-1.4 4.1	Golden Gateway Structure Plan Planning and Development (Local Planning Scheme) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
3.3	Investigate the preparation of a Local Planning Policy that establishes design requirements for future mixed use development within the precinct which promotes active frontages to the public realm and high quality built form.	Part 2 Street Activation Page 14	1.2	Golden Gateway Structure Plan State Planning Policy 4.2 - Activity Centres	Following adoption of the draft Structure Plan	Planning

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Actions & Implementation

Golden Gateway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.4	Amend Local Planning Policy No. 11, relating to public art, to include all land within the Golden Gateway precinct.	Part 2 Public Art Page 14	1.2 4.1	Local Planning Policy No. 11 - Public Art	Short	Planning Culture and Place
3.5	Ensure that public art is contributed toward or provided as part of development of the Local Centre in accordance with Local Planning Policy No. 11.	Part 2 Public Art Page 14	1.2 4.1	Local Planning Policy No. 11 - Public Art	Ongoing	Planning Culture and Place

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CITY OF BELMONT

Activity Centre Planning Strategy - Love Street



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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.

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Love Street

The Love Street Local Centre is located in Cloverdale on the corner of Love Street and Firby Street (see location plan at Figure 1). The Centre is one of the only centres in Belmont which is not located adjacent to a distributor road. This means it is less likely to benefit from passing trade when compared to other commercial areas.

The Centre presents a main street design, with shops and business fronting Love Street. The built form is characterised by relatively old single storey commercial buildings. Land surrounding the Centre is predominantly characterised by single houses and grouped dwellings, with a small number of multiple dwellings.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Love Street Local Centre, with recommendations on zoning, residential density, movement and place.



Figure 1: Love Street Locality Map

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1. Centre Context

Land within the Centre is zoned 'Commercial' under Local Planning Scheme No.15 (LPS 15), with no associated residential density coding.

Surrounding land is zoned 'Residential' with density codes ranging from R20, R20/40, and up to R50, resulting in varying housing arrangements and lot sizes. Single houses represent the predominant housing typology surrounding the Centre, with some grouped dwelling developments and very few apartment style developments also occurring.

The immediate catchment area of Love Street Local Centre can be defined broadly be dwellings within a 200m walkable radius (as shown in Figure 2).

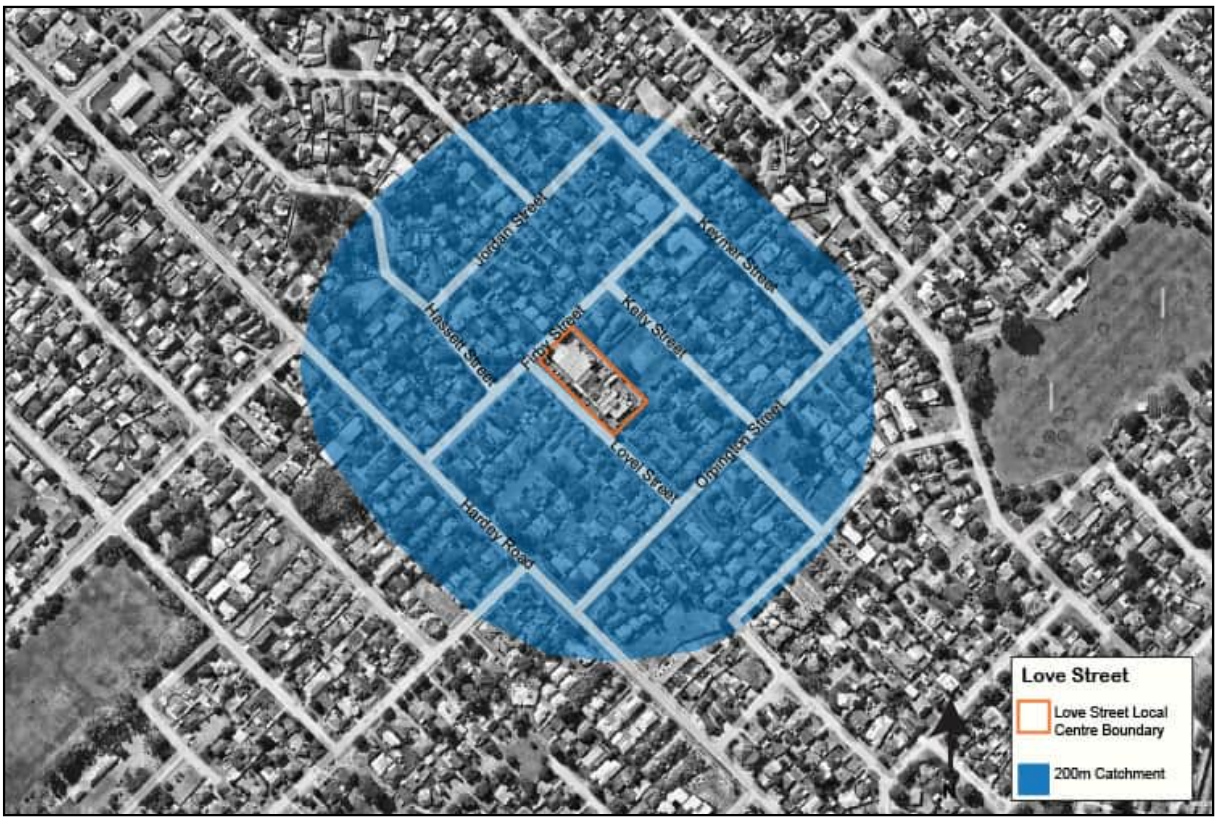


Figure 2: Love Street Catchment

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Love Street Local Centre Boundary and Zoning

The Love Street Local Centre is defined by the area zoned 'Commercial' as shown in Figure 3. The WAPC's Land Use and Employment Survey Data indicated that in 2016, the Love Street Local Centre accommodated approximately 370m^2 of shop/retail floorspace and 799m^2 of other retail floorspace. The Retail Needs Assessment (RNA) prepared to inform this Activity Centre Planning Strategy suggests that retail floorspace within the Love Street Local Centre should be maintained at its current size. This will improve the annual turnover per square metre performance of the Centre over time. Therefore, it may be appropriate to retain the Centre boundary as per Figure 3.

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. Therefore, it may be appropriate for land within the Centre to be zoned 'Local Centre' through the preparation of a new local planning scheme.

Action 1.1

Investigate maintaining the centre boundary and applying a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.



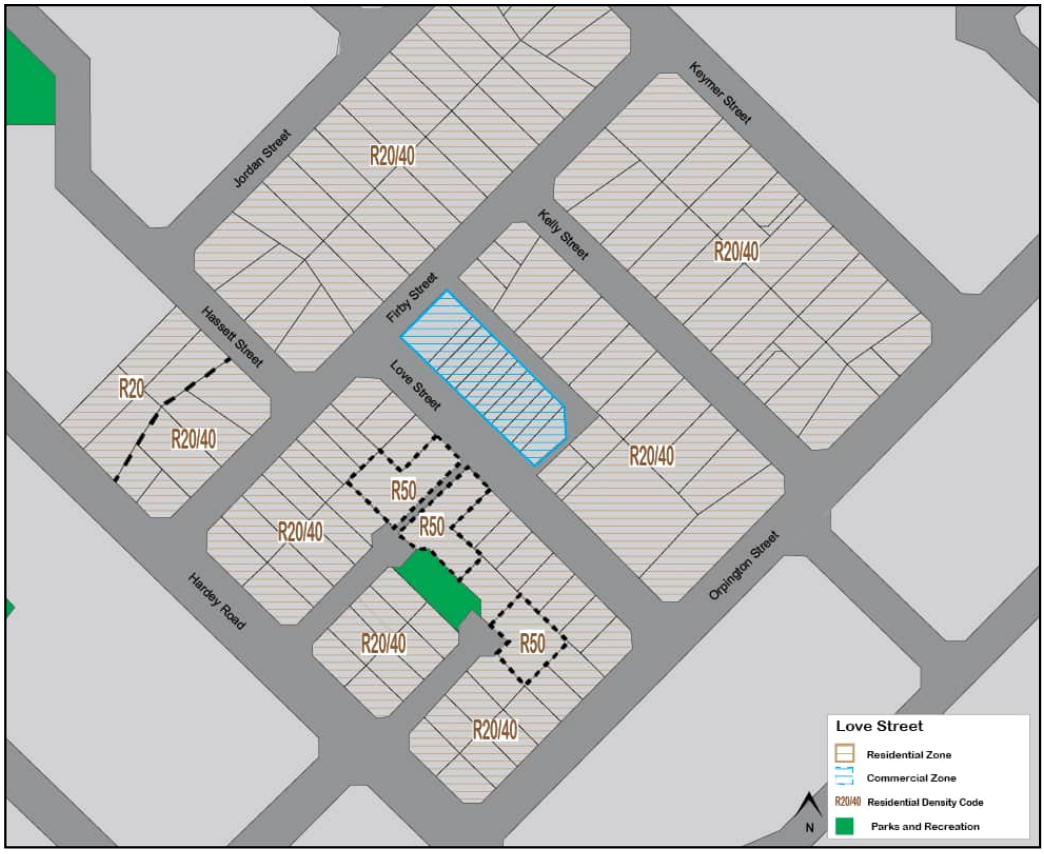


Figure 3: Existing Love Street Local Centre Zoning

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Residential Density within the Centre

Land within the Centre does not currently have an allocated residential density coding. There is also no residential development within the Centre.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within Centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to land within the Centre to facilitate a mix of residential and retail/commercial land uses whilst promoting economic sustainability. In this regard, it may be appropriate to apply a residential density code of R60 to land within the Centre (as shown in Figure 4).

The residential density coding of R60 is considered appropriate to deliver apartment style development within the Centre at a suitable scale for the locality. Development would be limited to a maximum of three storeys, a front setback of 2m, and side and rear setbacks of 3m. This scale is considered to integrate well with the R50 development on the opposite side of Love Street and the surrounding R20/40 coded land which can be developed to a height of 2 storeys.

The provision of residential dwellings above commercial tenancies will generate activity, increase population, contribute to better passive surveillance, and has the potential to incentivise redevelopment of the Love Street Local Centre.

To ensure that residential development does not occur in a manner that erodes the intent of the Local Centre in providing convenience services to the community, appropriate controls should be investigated for inclusion within the local planning framework. This may include limiting residential development on ground floors and requiring provision for a commercial component in any redevelopment proposal.

Whilst commercial and residential land uses are able to be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended that provisions to address such considerations also be investigated through the preparation of a new local planning scheme.

Action 1.2

Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Love Street Local Centre.

Action 1.3

As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.

Action 1.4

Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.



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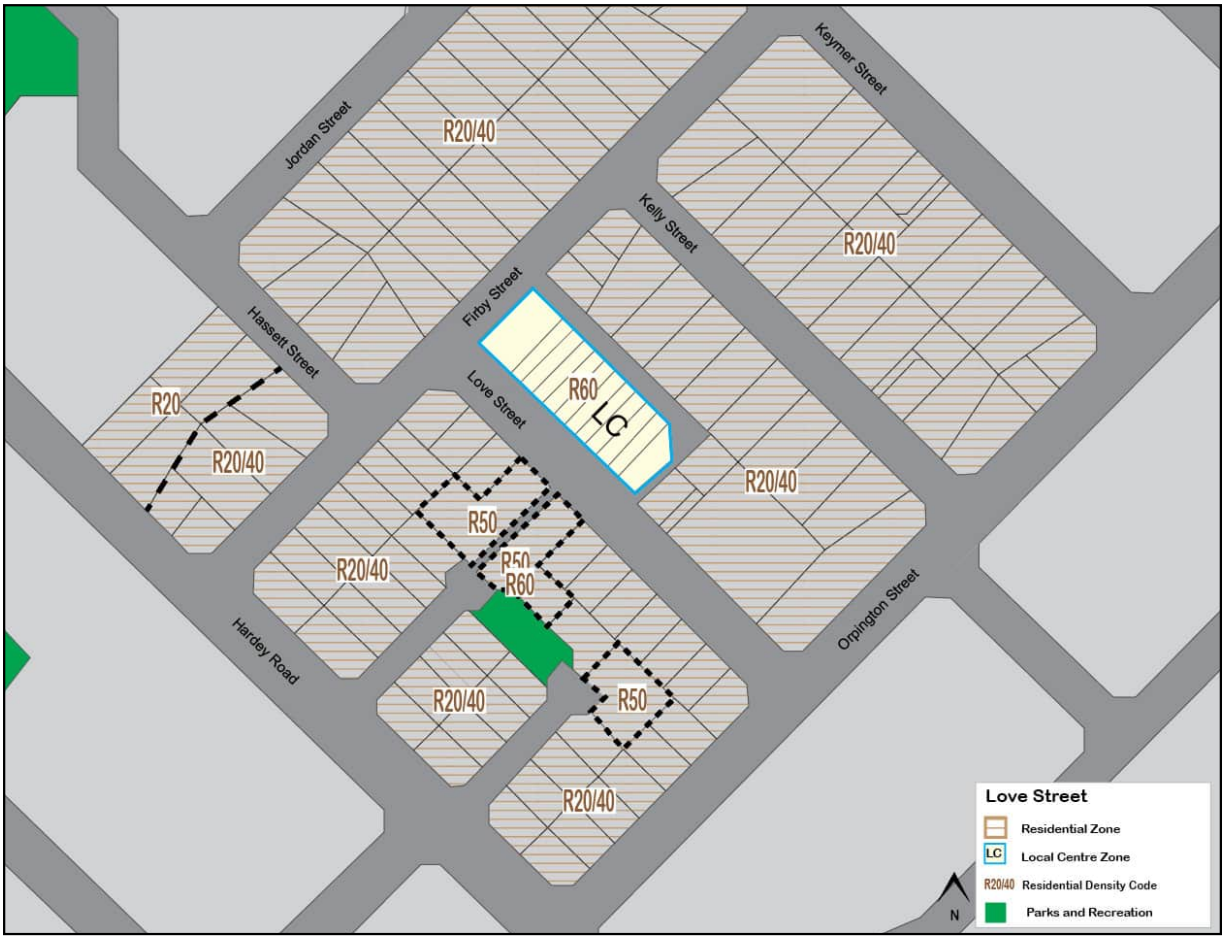


Figure 4: Proposed Zoning Investigations

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Zoning and Residential Density Surrounding the Centre

The Centre is surrounded by 'Residential' zoned land with an associated density coding of R20/40 and R50. This land is characterised by a mixture of single houses and grouped dwellings, with a small number of multiple dwellings.

The RNA prepared to inform this Strategy modelled the effect of an increase in residential development within the Centre and an increase in surrounding residential density from R40 to R80. This model aimed to understand the benefit that increased residential development within and surrounding the Centre may have on annual revenue for businesses.

If land surrounding the Centre was vacant and developed in accordance with an R80 density coding and residential development was provided within the Centre, the model predicted an increase of up to 13.2% in annual revenue for local businesses. Given much of the surrounding land has been redeveloped and land ownership is fragmented, it is unlikely that development to realise the modelled density will occur within the foreseeable future.

Nonetheless, a potential increase in the surrounding residential density should be explored in more detail through the preparation of the City's Local Housing Strategy.

Action 1.5

Investigate increasing the density coding of land surrounding Love Street Local Centre through the preparation of the City's Local Housing Strategy.





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2. Movement

The Love Street Local Centre is accessible by all modes of transport apart from train; however the most convenient remains the private vehicle. Access to and from the Local Centre is supported by a legible road network and public on-street car parking, making travel by private vehicle highly attractive. Footpaths connecting the surrounding residential areas to the Local Centre facilitate walking as an option. Although Love Street and Firby Street are characterised by a relatively low number of vehicle movements, cycling is not encouraged through on-street cycle lanes.

While bus stops are located within 400m of the Local Centre, the bus stops on Hardey Road and Orpington Street are not clearly visible or legible from the Local Centre. Therefore, it is likely that access to the Local Centre via public transport is low.

State Planning Policy 4.2 – Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and look at ways that this can be improved.







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Pedestrian and Cycling Connections and Priority

Love Street Local Centre plays a role in providing services and employment opportunities to the local community. The local catchment for this Centre is predominantly located within a 200m walkable area. Generally footpaths connect the Centre to the surrounding residential land.

Pedestrian and cyclist access to and from Love Street Local Centre is possible through the relatively legible grid road network, which is for the most part accompanied by footpaths on at least one side of the street. In some instances these footpaths are against the road with no buffer, potentially decreasing the level of safety felt by pedestrians and cyclists utilising these. There are a number of streets within the walkable catchment which do not have footpaths. These include Kelly Street, Corrang Court and Harriet Place. The City should investigate the possibility of extending the footpath network to service these streets.

Walking and cycling to the Local Centre is benefited by the low traffic levels of the surrounding streets to the north/north-west. Pedestrians and cyclists to the south of the Local Centre may however have their accessibility impacted upon by Hardey Road, which carries higher levels of traffic than the surrounding local road network.

The City should investigate further measures to prioritise pedestrian and cyclist movements including the following as visualised by Figure 5:

- Improve provision for secure cycle parking facilities.
- Provide dedicated pedestrian crossing points along Firby Street, at the intersection of Firby Street and Love Street, and within a new raised central median along Love Street.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Street furniture being included within designated locations.

Action 2.1

Investigate the construction of footpaths on Kelly Street, Corrang Court, and Harriet Place.

Action 2.2

Investigate improvements to pedestrian and cyclist priority within and surrounding the Love Street Local Centre.



Figure 5: Pedestrian and Cyclist Infrastructure

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Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case Love Street Local Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest walking and cycling route.

Wayfinding signage and maps, which include letters and pictures, are able to clearly define these walking and cycling routes. This creates a more viable mode of transport.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the Centre.

Action 2.3

Investigate and implement wayfinding measures at select locations within 200m of the Love Street Local Centre.



Public Transport

Unlike other local centres in the City of Belmont, Love Street Local Centre isn't directly serviced by a bus route. The nearest bus stop is located approximately 200m from the subject land along Orpington Street and is serviced by bus route 39 (Figure 6). The next closest service is bus routes 998 and 999 located 550m away along Hardey Road.

To increase uptake of public transport, the City should engage with the Public Transport Authority to obtain support for a bus stop to be located within the Local Street Local Centre.

Action 2.4

Liaise with the Public Transport Authority to obtain support for a bus stop within the Love Street Local Centre.



Figure 6: Public Transport Authority Network Map (Love Street Local Centre Highlighted Yellow).

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Private Vehicles and Road Network

The Centre is focused on Love Street with secondary access provided by Firby Street. Love Street connects to Firby Street and Orpington Street which provide access to the surrounding residential areas.

While the intent of contemporary activity centre planning (as mentioned in SPP 4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres. Given this, the road network should be designed to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access.

Potential changes to the road network include providing dedicated pedestrian crossing points on Firby Street, at the intersection of Firby Street and Love Street, and within a new raised median along Love Street. Dedicated cycle lanes should also be provided along with planting of additional trees within the road reserve and parking areas. The City should also investigate a 40km/h speed limit within the Centre as promoted by the Belmont on the Move Strategy. These measures will provide for the Centre to be accessed by private vehicles while also promoting the prioritisation of alternative modes of transport.

Action 2.5

Investigate and implement appropriate road network modifications to prioritise active modes of transport.



Car Parking

Car parking within Love Street Local Centre consists of 90 degree parking bays fronting the commercial tenancies on Love Street and a small number of parallel bays on Love Street and Firby Street. These parking bays are shared amongst all of the tenancies given there is limited room for parking within the private lots.

For various centres in the City of Belmont, the 'Belmont on the Move' Strategy recommends that a range of parking restrictions be implemented to increase turnover of vehicles within centres and the availability of parking for consumers. Given parking facilities are limited within the centre and shared between tenancies, the City should explore the implementation of parking controls to encourage turnover.

Local Planning Scheme No. 15 provides parking standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

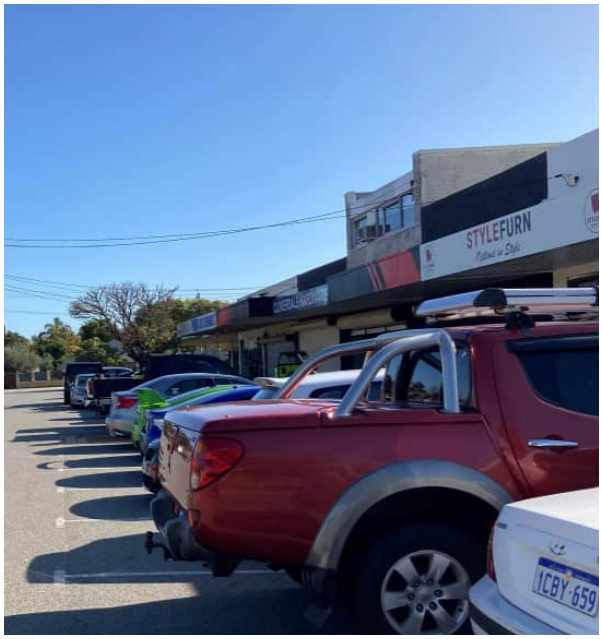
The amended Regulations also make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement.

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This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in Love Street Local Centre should be explored. The City should also investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Centre.

The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.



Action 2.6

Investigate an appropriate car parking standard for land uses within the Love Street Local Centre.

Action 2.7

Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Love Street Local Centre.

Action 2.8

Investigate the appropriateness of car parking restrictions in appropriate locations within the Love Street Local Centre.

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3. Place

The Love Street Local Centre provides a wide range of goods and services for the surrounding community, including a convenience store, martial arts training centre, tattoo shop, coffee shops, fish and chip shop, news-agency, hardware shop, and furniture upholstery.

The frontages of the commercial tenancies are dominated by expanses of advertising, roller shutters, or blank sections of walls. This and the lack of community infrastructure (e.g. public seating areas) results in a relatively low level of activity within the Centre. Therefore, there is scope for improvement to activate the Love Street Local Centre which will be outlined in the following sections of this Strategy.







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Land Use Permissibility

Love Street Local Centre is currently zoned 'Commercial' under LPS15.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in SPP4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may be appropriate to zone land within the centre 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme • Does not directly adjoin residential zone
Recreation - Private	Commercial, Centre or Mixed Use	• Within metropolitan region • NLA no more than 300sqm • No more than 60% of ground floor glazing obscured
Shop	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Restaurant/ Cafe	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Convenience Store	Commercial, Centre or Mixed Use	• Not used for the sale of petroleum products
Consulting Rooms	Commercial, Centre or Mixed Use	• No more than 60% of ground floor glazing obscured
Office	Commercial, Centre or Mixed Use	• Not located on the ground floor
Liquor Store - Small	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme

Table 1

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Street Activation

The Love Street Local Centre is characterised by a range of commercial tenancies with frontages that are dominated by expanses of visually impermeable advertising, roller shutters, or blank sections of wall. This results in a low level of street activation.

The Centre benefits from an established built form where tenancies front Love Street and include awnings which provide weather protection to large expanses of outdoor space. Given this, there is potential for the current businesses to present a more active frontage to the street through the removal of non-permeable advertising, reducing the amount of time the businesses roller shutters are down and, where possible, increasing the aesthetic appeal of the frontage. An opportunity also exists for local businesses to utilise the space available in front of tenancies and the public realm for activities such as alfresco dining. These measures will improve street activity and as a result, passive surveillance.

The City could also facilitate an increase in street activity through upgrades to the public realm, as well as the promotion of trading in public places (inclusive of alfresco dining). To improve the overall aesthetic appeal of Love Street's public realm area, additional landscaping (including shade trees) should be installed within the verge immediately adjoining car parking areas. The City should also look to improve existing seating and introduce additional seating areas complementing new landscaping to encourage patrons to spend additional time within the Centre.

To enhance the sense of place within the Centre, the City should also explore the possibility of installing entrance statements. This could simply be done through the installation of entrance signage.

The laneway to the rear of the commercial tenancies also presents opportunities to facilitate place making events which could also assist in activating the Centre and increasing passive surveillance.

Action 3.2

Facilitate existing and future development within the Centre to provide for surveillance between buildings and public spaces.

Action 3.3

Investigate implementing built form controls aimed at increasing activity at street level.

Action 3.4

Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.

Action 3.5

Investigate the use of the laneway as a shared space for community events.



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Public Art

The Love Street Local Centre currently lacks a sense of place and identity, with little to no identifiable landmarks, entrance statements or community fabric. The Local Centre is characterised by areas of blank walls, facades covered by roller shutters or blacked out walls and windows.

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than $4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include the large number of blank wall surfaces.

Future funding mechanisms for public art within Love Street Local Centre should also be investigated. It is likely that the existing threshold amount of $4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.

Action 3.6

Investigate opportunities for public art to be located within the Love Street Local Centre.

Action 3.7

Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.

Community Groups

The City is currently unaware of any community groups that exist for local businesses and residents surrounding the Love Street Local Centre.

The development of local community groups allows residents and business owners to develop a strong sense of place and develop relationships with each other and the City of Belmont. Community groups can be used as an asset to the City's placemaking initiative, through the ability for the local community to advocate and partner with the City where appropriate. Partnerships may include the planning and delivery of events, appropriate marketing measures and the delivery of community projects like public art.

Community groups may also benefit the City on the delivery of projects and future planning within the Love Street Local Centre, with the potential for the community group to be consulted as a stakeholder.

Action 3.8

Encourage the development and growth of a local community group for the Love Street Local Centre.



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Activity Centre Planning Strategy

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CITY OF BELMONT

Love Street Local Centre

Actions



Activity Centres Planning Strategy

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Actions & Implementation

Love Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate maintaining the centre boundary and applying a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Love Street Local Centre Boundary and Zoning Page 5	1.2 1.3 1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Short	Planning
1.2	Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Love Street Local Centre.	Part 2 Residential Density within the Love Street Local Centre. Page 6	1.2 1.3 5.4 5.7	State Planning Policy 7.3 - Residential Design Codes State Planning Policy 4.2 - Activity Centres Perth and Peel @ 3.5 Million	Short	Planning
1.3	As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density within the Love Street Local Centre. Page 6	1.2 1.3 5.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.4	Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density within the Love Street Local Centre. Page 6	1.2 1.3 1.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning

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Actions & Implementation

Love Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.5	Investigate increasing the density coding of land surrounding Love Street Local Centre through the preparation of the City's Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	1.3 1.4 5.4	Local Housing Strategy	As part of Local Housing Strategy	Planning

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Actions & Implementation

Love Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate the construction of footpaths on Kelly Street, Corrang Court and Harriet Place.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	1.2 1.5 2.2-2.4	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
2.2	Investigate improvements to pedestrian and cyclist priority within and surrounding the Love Street Local Centre.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	1.5 2.2 2.4 3.1	State Planning Policy 4.2 - Activity Centres Streetscape Enhancement Strategy	Long	Planning Infrastructure Services
2.3	Investigate and implement wayfinding measures at select locations within 200m of the Love Street Local Centre.	Part 2 Wayfinding Page 11	1.5 2.2 2.4 5.7	Belmont on the Move	Medium	Planning Infrastructure Services
2.4	Liaise with the Public Transport Authority to obtain support for a bus stop within the Love Street Local Centre.	Part 2 Public Transport Page 11	2.1 2.4 5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services

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Actions & Implementation

Love Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.5	Investigate and implement appropriate road network modifications to prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	2.1 2.4 1.2 1.5	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
2.6	Investigate an appropriate car parking standard for land uses within the Love Street Local Centre.	Part 2 Car Parking Page 13	1.2 1.5 2.2 2.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
2.7	Investigate the preparation of a payment-in-lieu of parking plan within and surrounding the Love Street Local Centre.	Part 2 Public Transport Page 13	1.2 1.5 2.2 2.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning
2.8	Investigate the appropriateness of car parking restrictions in appropriate locations within the Love Street Local Centre.	Part 2 Public Transport Page 13	2.4 5.7	State Planning Policy 4.2 - Activity Centres	Long	Infrastructure Services

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Actions & Implementation

Love Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 15	1.2-1.4 4.1	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Facilitate the existing and future development within the Centre to provide for surveillance between buildings and public spaces.	Part 2 Street Activation Page 16	1.2-1.4 2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.3	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 16	1.2-1.4	State Planning Policy 4.2 - Activity Centres	Short	Planning
3.4	Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.	Part 2 Street Activation Page 16	1.2-1.4 3.1	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
3.5	Investigate the use of the laneway as a shared space for community events.	Part 2 Street Activation Page 16	1.2-1.4 4.1	Place Making Strategy	Short-Medium	Culture and Place

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Actions & Implementation

Love Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.6	Investigate opportunities for public art to be located within the Love Street Local Centre.	Part 2 Street Activation Page 16	4.1	Place Making Strategy	Ongoing	Planning Culture and Place
3.7	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Street Activation Page 16	1.2-1.4 4.1	Public Art Masterplan Local Planning Policy No. 11 - Public Art	Short	Planning
3.8	Encourage the development and growth of a local community group for the Love Street Local Centre.	Part 2 Street Activation Page 16	1.2 4.3 5.1	Place Making Strategy	Short/Ongoing	Planning Culture and Place

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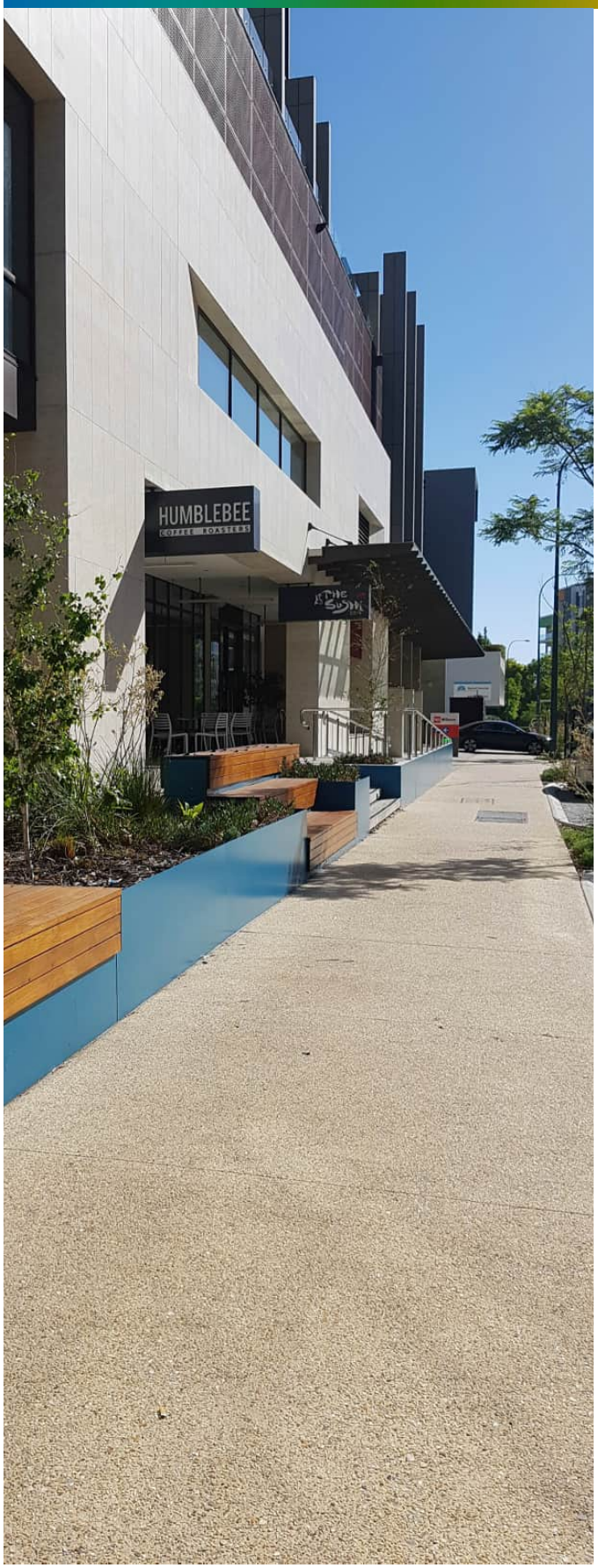
CITY OF BELMONT

Activity Centre Planning Strategy - The Springs



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Alternative Formats

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The Springs

The Springs is a redevelopment precinct situated at the western gateway to the City of Belmont. It comprises approximately 12.5ha of land bound by the Graham Farmer Freeway, Great Eastern Highway, Brighton Road and the Swan River.

Development within The Springs is guided by a Local Structure Plan, Detailed Area Plans (now called Local Development Plans), and a Local Planning Policy containing design guidelines.

A local centre has been identified within the The Springs, on the corner of Great Eastern Highway and Brighton Road. A development approval has been granted by the Development Assessment Panel for a mixed use development (currently under construction) on this site as discussed in subsequent sections of this Strategy. A small number of commercial tenancies are currently located on the ground floor of the adjacent property at 25 Rowe Avenue, Rivervale (Aloft Hotel site). Other development within the precinct predominantly consists of Multiple Dwellings (apartments).

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for The Springs Local Centre, with recommendations on zoning, residential density, movement and place.

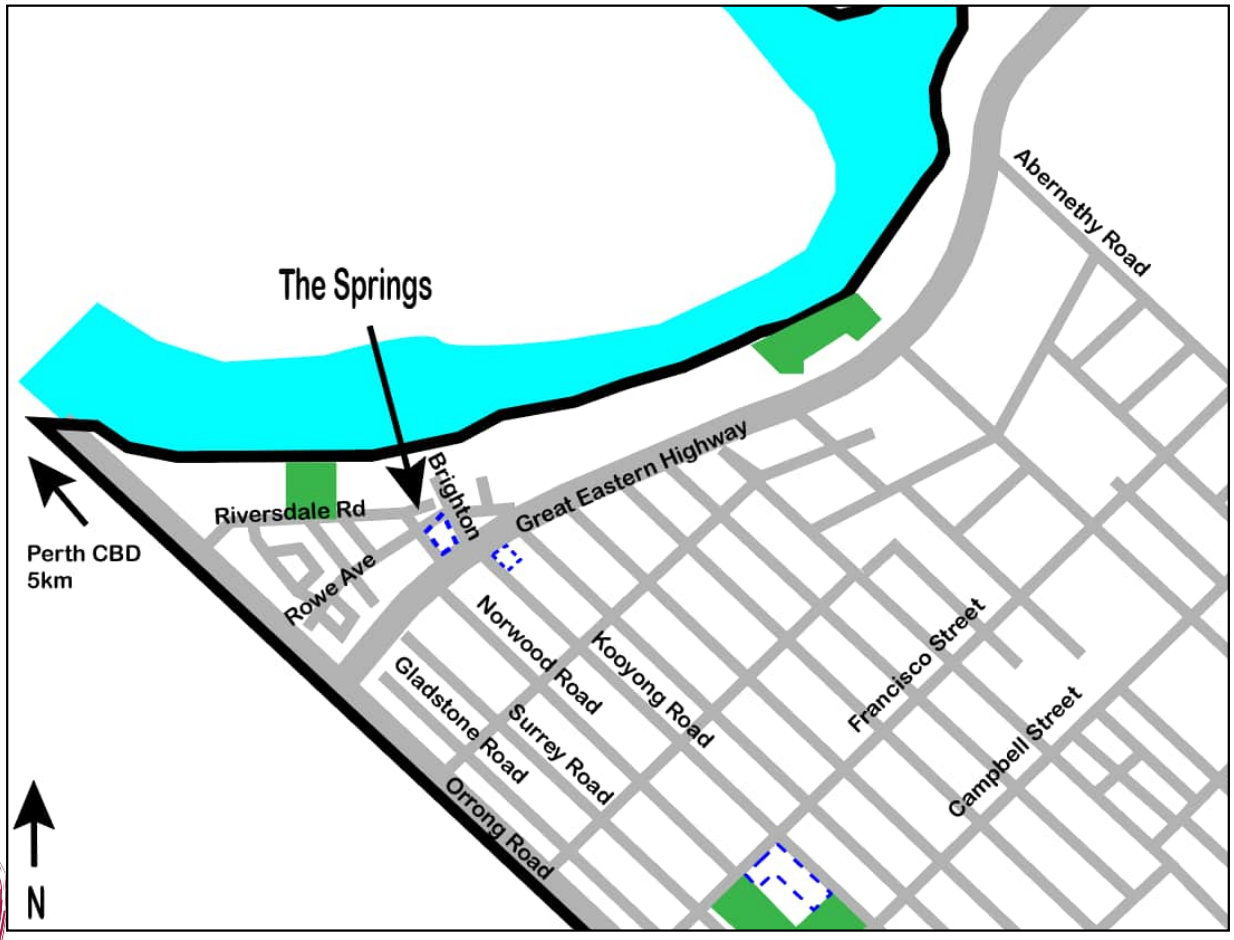


Figure 1: The Springs Local Centre Locality Map

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1. Centre Context

The local centre site is currently zoned 'Special Development Precinct' under Local Planning Scheme No. 15. The Springs Structure Plan allocates an R80 density coding to the land.

The rest of The Springs precinct is subject to a 'Special Development Precinct' zoning with density codes ranging from R60 to R250. Land outside The Springs precinct to the north of Great Eastern Highway is comprised of primarily apartments and is zoned 'Residential' with a density code of R100. Land south of Great Eastern Highway is primarily zoned 'Residential' with portions being zoned 'Mixed Use' and 'Commercial'. The Eastgate Neighbourhood Centre is located on the opposite side of Great Eastern Highway to the centre. Any retail development within The Springs should therefore compliment the sustainability of the Eastgate Neighbourhood Centre.

The immediate catchment area for the Springs Local Centre can be defined broadly by the 200m walkable radius as visualised by Figure 2. It is likely however that the catchment will extend beyond 200m for residents in the R100 zone to the north of Great Eastern Highway as well as the whole of The Springs Precinct.



Figure 2: The Springs Local Centre Catchment

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The Springs Local Centre Boundary and Zoning

The site of the future Springs Local Centre is bound by Great Eastern Highway, Brighton Road, Rowe Avenue and Lauterbach Way. The WAPC's Land Use and Employment Survey Data indicated that in 2016, the Springs precinct accommodated approximately 220m^2 of shop/retail floorspace. The RNA prepared to inform this Strategy suggests that retail floorspace within The Springs could increase to approximately 1,000m^2 by 2036 due to the growth of the population in the immediate vicinity. The approved development currently under construction proposes 570m^2 of shop/retail floorspace which will result in The Springs precinct containing a total of approximately 800m^2 of shop/retail floor space in the near future.

The site of the future local centre at 31 Rowe Avenue, Rivervale is currently zoned 'Special Development Precinct' under LPS 15 (see Figure 3). This zoning was applied to 'The Springs' precinct temporarily to facilitate redevelopment. As a 'Special Development Precinct' zoning is inconsistent with the zoning of other local centres, it may be appropriate to modify the zoning from 'Special Development Precinct' to 'Local Centre', through the preparation of a new local planning scheme.

Action 1.1

Investigate whether it is appropriate to rezone the site of the future Springs Local Centre to 'Local Centre' through the preparation of a new local planning scheme.



Figure 3: Existing The Springs Local Centre Zoning

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Residential Density within the Centre

LPS 15 does not currently provide a specific residential density code over land zoned 'Special Development Precinct'. Notwithstanding, The Springs Local Structure Plan and Great Eastern Highway Detailed Area Plan reflect an R80 density coding over 31 Rowe Avenue, Rivervale. Therefore, a residential density code of R80 may be appropriate to apply to land within the Centre (as shown in Figure 4). This coding is consistent with the designation under The Springs Local Structure Plan and the scale of the approved development.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor. The approved built form and land uses currently being developed reflect this desire.

Action 1.2

Investigate whether it is appropriate to introduce a residential density code of R80 over land within The Springs Local Centre through the preparation of a new Local Planning Scheme.

Zoning and Residential Density Surrounding the Centre

Whilst land within 'The Springs' is currently zoned 'Special Development Precinct' under LPS 15, the Local Structure Plan reflects land within the precinct being zoned either 'Residential' or 'Mixed Use', with density coding's ranging from R60 to R250. Therefore, in order to normalise the zoning of this land under a new Local Planning Scheme, the City should explore future zonings through the preparation of the Local Housing Strategy.

It is considered that development in accordance with the residential density coding's provided for in the local structure plan, will adequately support the Local Centre currently being constructed at 31 Rowe Avenue, Rivervale.

Action 1.3

Investigate rezoning land surrounding the Springs Local Centre as part of the Local Housing Strategy.



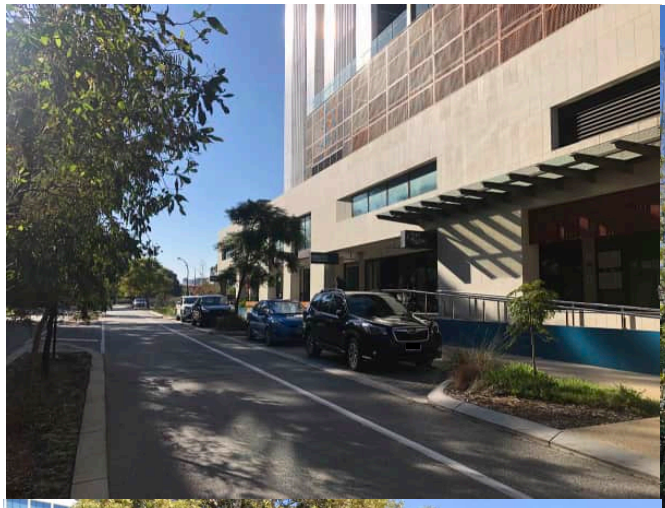
Figure 4: Proposed Zoning Investigations

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2. Movement

The future Springs Local Centre site is located adjacent to Great Eastern Highway and is therefore highly visible to and accessible by private motor vehicles. In addition, Great Eastern Highway, adjacent to the Local Centre site, contains dedicated bus and cycle lanes and footpaths either side of the street, making the centre highly accessible by alternative modes of transport.

State Planning Policy 4.2 - Activity Centres outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse access to the future Centre and look at ways that it can be improved.







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Pedestrian and Cycling Connections and Priority

The Springs Local Centre is likely to play a role in providing services and employment opportunities to the local community. Pedestrian and cyclist infrastructure currently provides opportunities for walking and cycling to the future Local Centre site. With respect to the transport network, the Springs Local Structure Plan includes the following development principles:

- Plan the development to be highly walkable (i.e. safe, legible, connected and appealing to pedestrians).
- Provide high activity (mixed use) intensities to encourage local trips and facilitate the precinct's function as both an origin and destination.
- Ensure there are walkable links to rapid transit and secondary transit (i.e. metropolitan bus) services.
- Plan for internal streets to function as shared spaces and for the public realm to be inviting and active.
- Restrain car traffic and vehicle speeds so as not to undermine pedestrian and cycling amenity and permeability.
- Supply and manage car parking to reduce incentives for discretionary car ownership and trips: support a fairer 'pay-as-you-use' system for vehicle access and use; and in reflection of the excellent non-car mode choices available.

The key focus of the above principles is to maximise the use of alternative transport modes within the Springs Development. A development application has been approved for the Centre. This development proposes to incorporate the following features to enhance pedestrian and cyclist activity:

- Logical connections to the footpath network.
- Clearly defined and accessible entry points.
- Installation of appropriate cycling infrastructure including bicycle racks.
- Continuous weather protection over footpaths.
- Provision of shade trees.
- Convenience services aimed at facilitating walking to the centre particularly for residents in the Springs Precinct.

Action 2.1

Investigate implementing the recommendations for the walking and cycling network listed in the Springs Local Structure Plan.



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Wayfinding

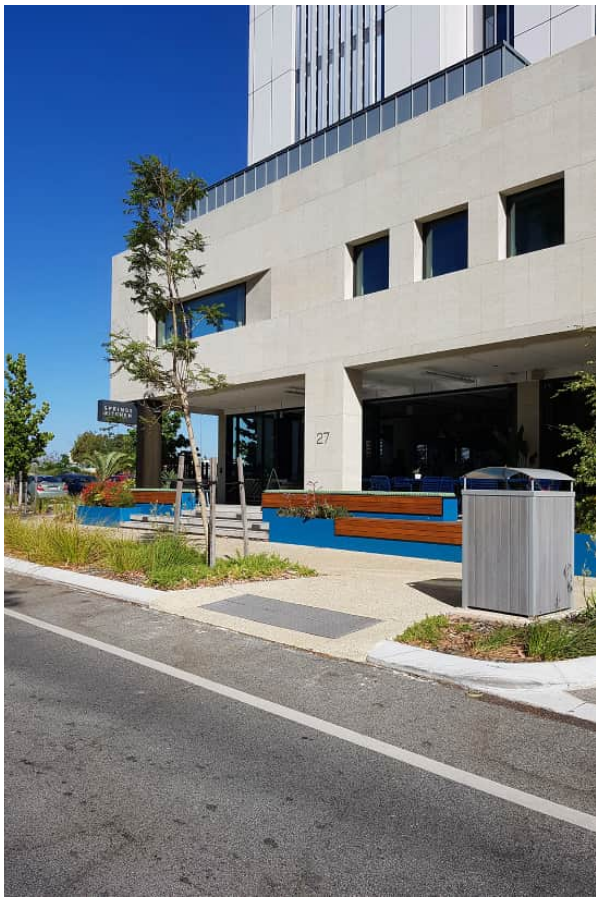
Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case the future Springs Local Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest walking and cycling route.

Wayfinding signage and maps are able to clearly define these walking and cycling routes. This creates a more viable mode of transport.

It is recommended that when a Local Centre is established, detailed planning is undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the future Springs Local Centre.

Action 2.2

When a Local Centre is established, investigate the implementation of wayfinding measures at select locations within 200m of the Springs Local Centre.



Public Transport

As part of the delivery of the Metronet Airport Line, bus routes 36, 40, 286, 287, 293, 295, 296, 299, 280 and high frequency bus route 935 have been consolidated into routes 270 (Elizabeth Quay to High Wycombe Station via Belmont Forum), 935 (Kings Park to Redcliffe Station via Belmont Forum), and 940 (Redcliffe Station to Elizabeth Quay via Great Eastern Highway) (see Figure 5).

A bus stop is located directly opposite the site along Great Eastern Highway, with the next closest stops being located approximately 170m to the south west and 150m to the north east along Great Eastern Highway. Therefore, the level of service and location of the current bus stops makes travel via bus a viable mode of transport for access to the Local Centre.

When a Local Centre is established, the City should promote the use of public transport through the City's Travel Smart Program. The uptake of public transport can be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in the future centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

Users may also look to combine trips for example a trip to work in the CBD combined with a shopping trip to The Springs Local Centre before catching a bus home or walking/cycling.

Action 2.3

When a Local Centre is established, implement travel behaviour programs to encourage the use of alternative modes of transport to and from The Springs Local Centre.



Figure 5: Bus Network Map (bus stops in red stars and subject land in yellow)

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Private Vehicles and Road Network

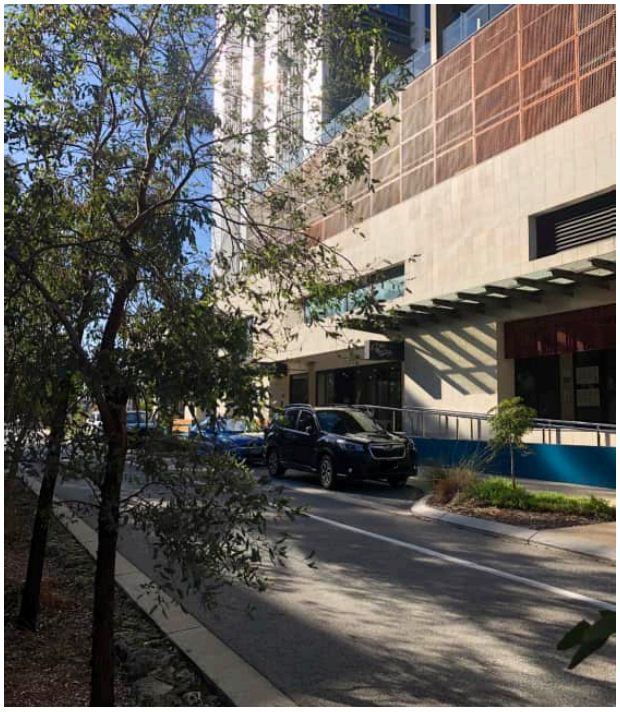
The site of the future Local Centre is accessible by private vehicles with established road connections. The Centre will benefit from exposure to Great Eastern Highway and easy access for patrons and service vehicles.

While the road network is adequate, the City should explore ways in which the dependence on access via private vehicles can be reduced, without prejudicing the through movement of vehicles into the surrounding residential neighbourhood.

An opportunity exists for significant street tree planting to provide shade and shelter for pedestrians. In particular, this should occur in the Great Eastern Highway road reserve to provide an attractive link between the future Local Centre and bus stops located along Great Eastern Highway to the north east and south west. The City should also investigate implementing a 40km/h speed limit on Brighton Road and Rowe Avenue to facilitate slow vehicle movements and give priority to pedestrians.

Action 2.4

Investigate opportunities to prioritise alternative modes of transport in close proximity to the future Springs Local Centre.



Car Parking

The approved development at 31 Rowe Avenue (currently under construction) proposes a total of 334 car parking bays. The City supported a 9 bay shortfall for the 'shop', 4 bay shortfall for the 'liquor store', and 11 bay shortfall for the 'restaurant' as part of the original planning approval in 2015.

A condition of the approval and subsequent amendments required the preparation of a parking management plan. To ensure that car parking is appropriately managed, the City should ensure that the recommendations of the Parking Management Plan are implemented.

Action 2.5

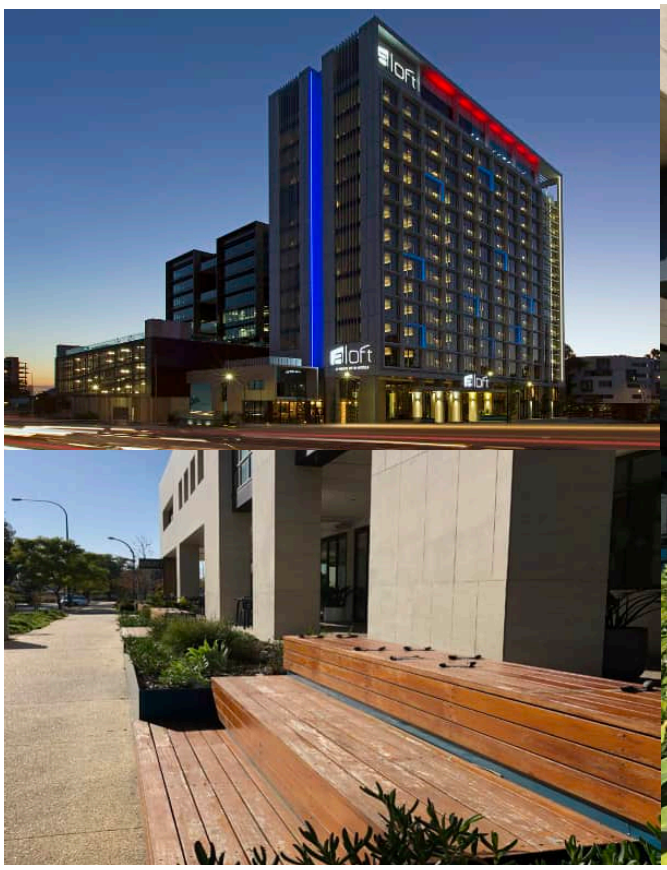
Ensure that the recommendations of the parking management plan for the development at 31 Rowe Avenue are implemented.



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3. Place

The development which is currently being progressed, is expected to provide convenience services to the Springs Precinct. It is also considered that the urban form of the proposed development will make a positive contribution to the locality and bring vibrancy through the on-site retail and restaurant land uses. The City should ensure that the finished development achieves the expected outcomes and contributes to the streetscape character of the Springs precinct.





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Land Use Permissibility

The site of the future local centre at 31 Rowe Avenue, Rivervale is currently zoned 'Special Development Precinct' under LPS 15. This zoning was applied to 'The Springs' precinct temporarily whilst redevelopment was occurring. As a 'Special Development Precinct' zoning is inconsistent with the zoning of other local centres, it is recommended that the City modify the zoning from 'Special Development Precinct' to 'Local Centre', through the preparation of a new local planning scheme.

Recent amendments to the Planning and Development (Local Planning Schemes) Regulations 2015 have introduced exemptions for the land uses included in Table 2, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table, are within the 'Commercial', 'Centre', or 'Mixed Use' zone, and meet the conditions listed in Table 1.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on residential land uses.

It may be appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in SPP4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may be appropriate to zone land within the centre 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme • Does not directly adjoin residential zone
Recreation - Private	Commercial, Centre or Mixed Use	• Within metropolitan region • NLA no more than 300sqm • No more than 60% of ground floor glazing obscured
Shop	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Restaurant/ Cafe	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Convenience Store	Commercial, Centre or Mixed Use	• Not used for the sale of petroleum products
Consulting Rooms	Commercial, Centre or Mixed Use	• No more than 60% of ground floor glazing obscured
Office	Commercial, Centre or Mixed Use	• Not located on the ground floor
Liquor Store - Small	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme

Table 1

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Street Activation

The approved development at the local centre site which is currently under construction is likely to give rise to a range of economic and social benefits by creating a community hub with a high level of street activation.

Siting the building away from Great Eastern Highway enables the development of a significant forecourt area, incorporating landscaping and public art. It is expected that this area will be highly active and serve as a focal point for the community. It is proposed that a supermarket, cafe and liquor store will also look out onto this space. The City should look to encourage alfresco dining in this location to further facilitate activation of this area.

The approved development incorporates a significant amount of glazing facing the roads. To ensure that this aspect of the development positively contributes to passive surveillance, the City should ensure that window coverings are minimised and advertising is appropriately sited to allow outlook onto the street.

Action 3.2

Faciliate and encourage the activation of the forecourt area.

Action 3.3

Investigate implementing built form controls to facilitate street activation and surveillance between buildings and public spaces.





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Public Art

Public art assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers. The City requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than $4.5 million.

The local centre site is located within The Springs Special Development Precinct and is therefore subject to Local Planning Policy No. 11. For the public art contribution, the development at the local centre site proposes a vertical sculptural element and a series of shallow pools in various diameters that link together and meander through the open space adjacent to Great Eastern Highway.

Once the Centre is developed, the City should investigate and promote additional opportunities for public artwork.

Action 3.4

Promote and encourage public art within the local centre.



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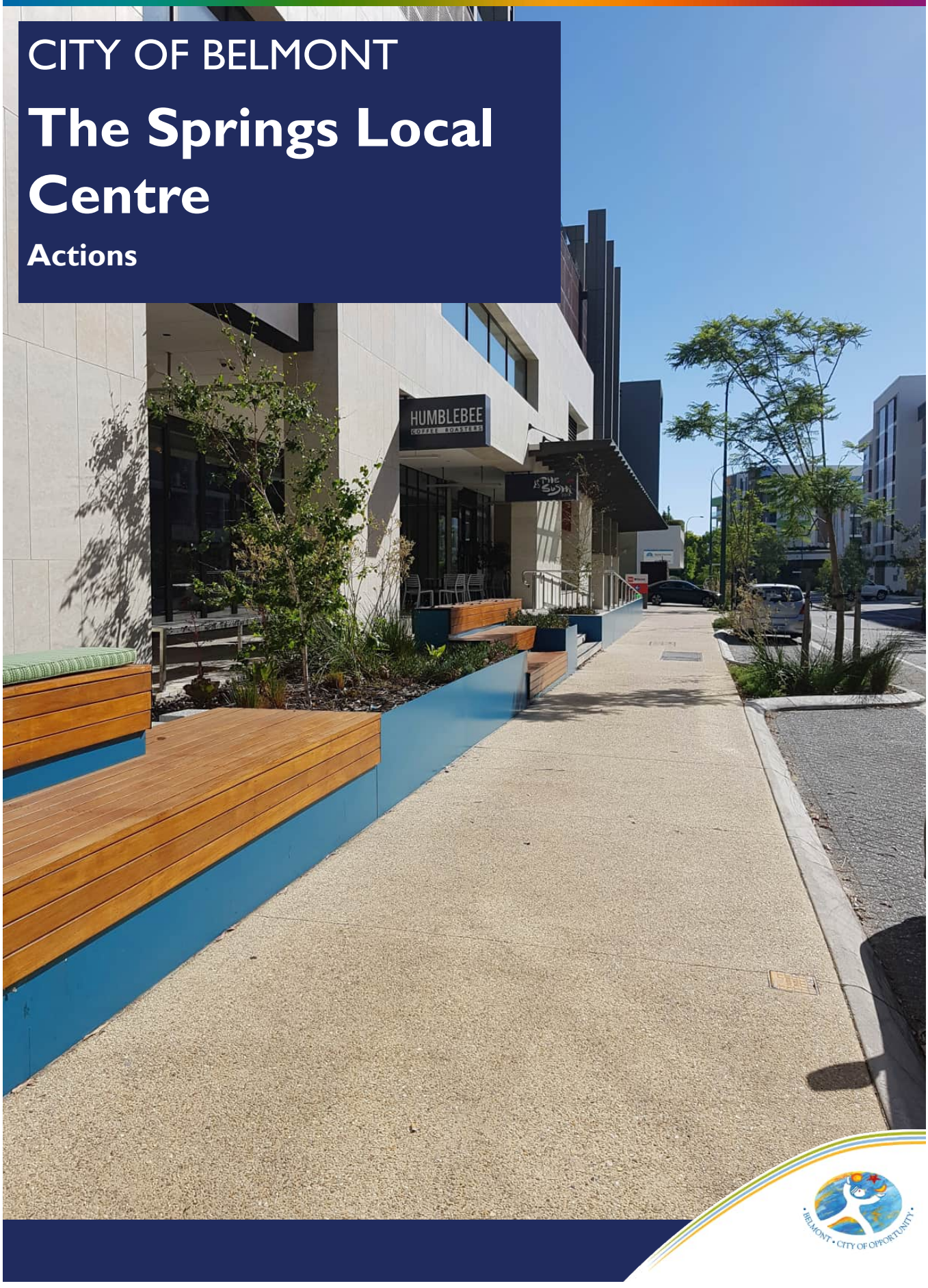
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CITY OF BELMONT

The Springs Local Centre

Actions



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Actions & Implementation

The Springs

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate whether it is appropriate to rezone the site of the future Springs Local Centre to 'Local Centre' through the preparation of a new local planning scheme.	Part 2 The Springs Local Centre Boundary and Zoning Page 5	1.2 1.3 1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015.	Short	Planning
1.2	Investigate whether it is appropriate to introduce a residential density code of R80 over land within The Springs Local Centre through the preparation of a new Local Planning Scheme.	Part 2 Residential Density within the Centre Page 6	5.4 5.7 1.2 1.3 1.4	Planning and Development (Local Planning Schemes) Regulations 2015.	Short	Planning
1.3	Investigate rezoning land surrounding the Springs Local Centre as part of the Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 6	5.7	Local Housing Strategy Perth and Peel @ 3.5 Million	As part of the Local Housing Strategy.	Planning

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Actions & Implementation

The Springs

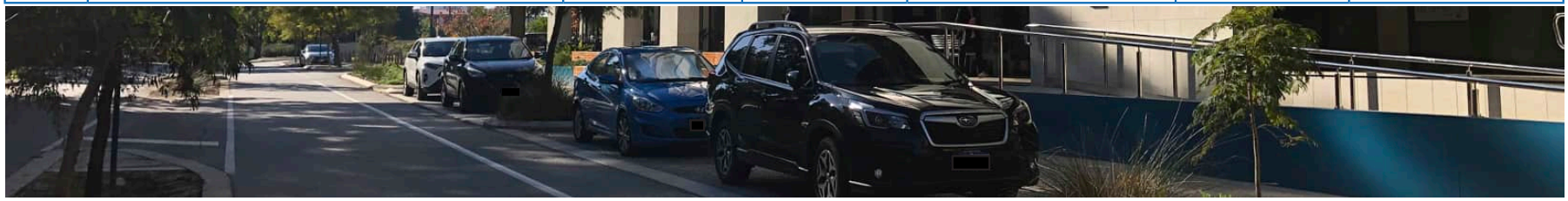
No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate implementing the recommendations for the walking and cycling network listed in the Springs Local Structure Plan.	Part 2 Pedestrian and Cycling Connections and Priority Page 8	1.2 1.5 2.2-2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move Streetscape Enhancement Strategy	Medium/Long	Planning Infrastructure Services
2.2	When a Local Centre is established, investigate the implementation of wayfinding measures at select locations within 200m of the Springs Local Centre.	Part 2 Wayfinding Page 9	1.5 2.2 2.4	Belmont on the Move	Medium/Long	Planning Infrastructure Services
2.3	When a local centre is established, implement travel behaviour programs to encourage the use of alternative modes of transport to and from The Springs Local Centre.	Part 2 Public Transport Page 9	1.2 1.5 2.1 2.2 2.3 2.4	Belmont on the Move	Medium/Long	Planning Infrastructure Services
2.4	Investigate opportunities to prioritise alternative modes of transport in close proximity to the future Springs Local Centre.	Part 2 Private Vehicles and Road Network Page 10	1.2 1.5 2.1 2.2 2.3 2.4	Belmont on the Move	Medium/Long	Planning Infrastructure Services
2.5	Ensure that the recommendations of the parking management plan for the development at 31 Rowe Avenue are implemented.	Part 2 Car Parking Page 10	2.3	31 Rowe Avenue Parking Management Plan	Long	Planning Infrastructure Services

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Actions & Implementation

The Springs

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP 4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 12	1.2-1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Facilitate and encourage the activation of the forecourt area.	Part 2 Street Activation Page 13	1.2-1.4 3.6	Local Planning Policy No. 7 - The Springs Design Guidelines State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning
3.3	Investigate implementing built form controls to facilitate street activation and surveillance between buildings and public spaces.	Part 2 Street Activation Page 13	1.2-1.4	Local Planning Policy No. 7 - The Springs Design Guidelines State Planning Policy 4.2 - Activity Centres	Medium	Planning
3.4	Promote and encourage public art within the local centre.	Part 2 Public Art Page 14	4.1	Place Making Strategy	Medium/Long	Place Making



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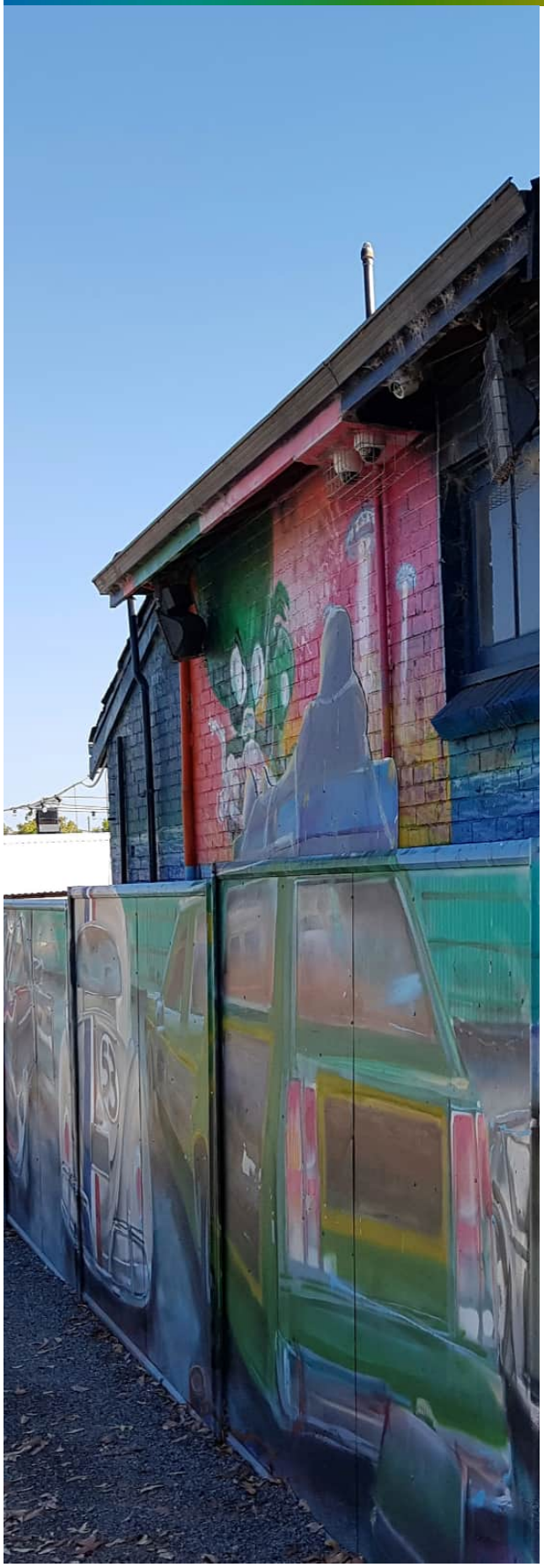
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Activity Centre Planning Strategy - Wright Street



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Wright Street

The Wright Street Local Centre is located in the suburb of Kewdale and fronts both Orrong Road and Wright Street, with the latter serving as the predominant frontage. The Local Centre consists of a range of goods and services, including a small liquor store, hairdresser, take-away food outlets, accountant and assortment of other shops.

The Centre presents a main street design along Wright Street while 285 and 287 Orrong Road are characterised by a residential built form. A number of tenancies are also inward facing toward the car parking areas. Land surrounding the Centre is predominantly characterised by single houses and grouped dwellings, with a small number of multiple dwellings.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Wright Street Local Centre, with recommendations on zoning, residential density, movement and place.



Figure 1: Wright Street Locality Map

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1. Centre Context

Land within the Centre is zoned 'Commercial' under Local Planning Scheme No.15 (LPS 15), with no associated residential density coding.

Surrounding land is zoned 'Residential' with density codes of either R20, R30, R20/40, or R20/60 resulting in varying housing arrangements and lot sizes. Single houses represent the predominant housing typology surrounding the Centre, with some grouped dwelling developments and a small number of multiple dwellings. Carlisle Primary School is located directly opposite the Centre along Wright Street and is reserved for 'Public Purpose' under the City of Belmont Local Planning Scheme No.15.

The immediate catchment area of Wright Street Local Centre can be defined broadly by dwellings within a 200m walkable radius (as shown in Figure 2) and includes a section of the Town of Victoria Park.

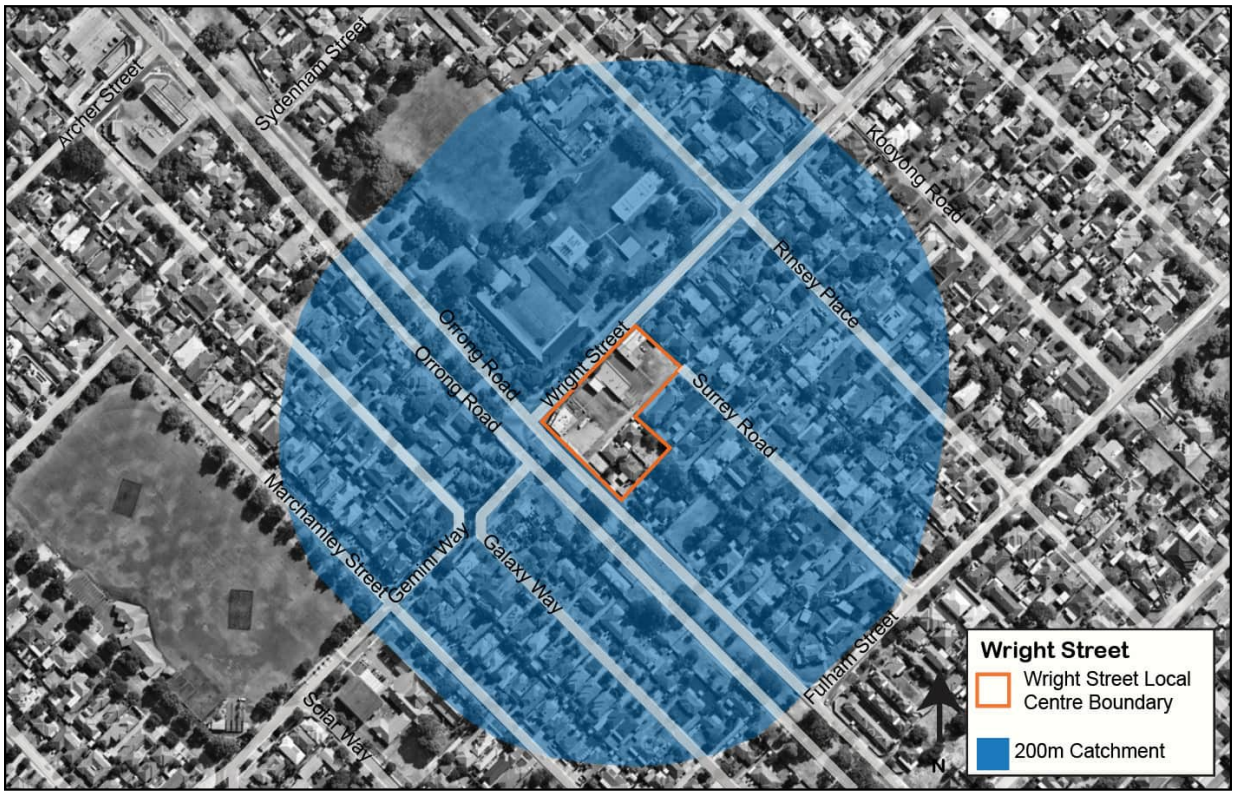


Figure 2: Wright Street Catchment

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Wright Street Local Centre Boundary and Zoning

The Wright Street Local Centre is defined by the area zoned 'Commercial' as shown in Figure 3 and consists of eight lots at the corner of Wright Street and Orrong Road. The WAPC's Land Use and Employment Survey Data indicated that in 2016, the Wright Street Local Centre accommodated approximately 675m^2 of shop/retail floorspace. The Retail Needs Assessment (RNA) prepared to inform this Strategy, suggests that shop/retail floorspace within the Wright Street Local Centre should be only increased by a small amount to 700m^2 until residential densities in the area significantly increase. Therefore, it may be appropriate to retain the Centre boundary as per Figure 2.

The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. Therefore, it may be appropriate to zone land within the centre as 'Local Centre' through the preparation of a new local planning scheme.

A local centre zoning reflects the scale and nature of the existing uses on site being a number of take-away food outlets, restuarants, shops, an office and a liquor store.



Action 1.1

Investigate whether it is appropriate to maintain the Centre boundary and apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.

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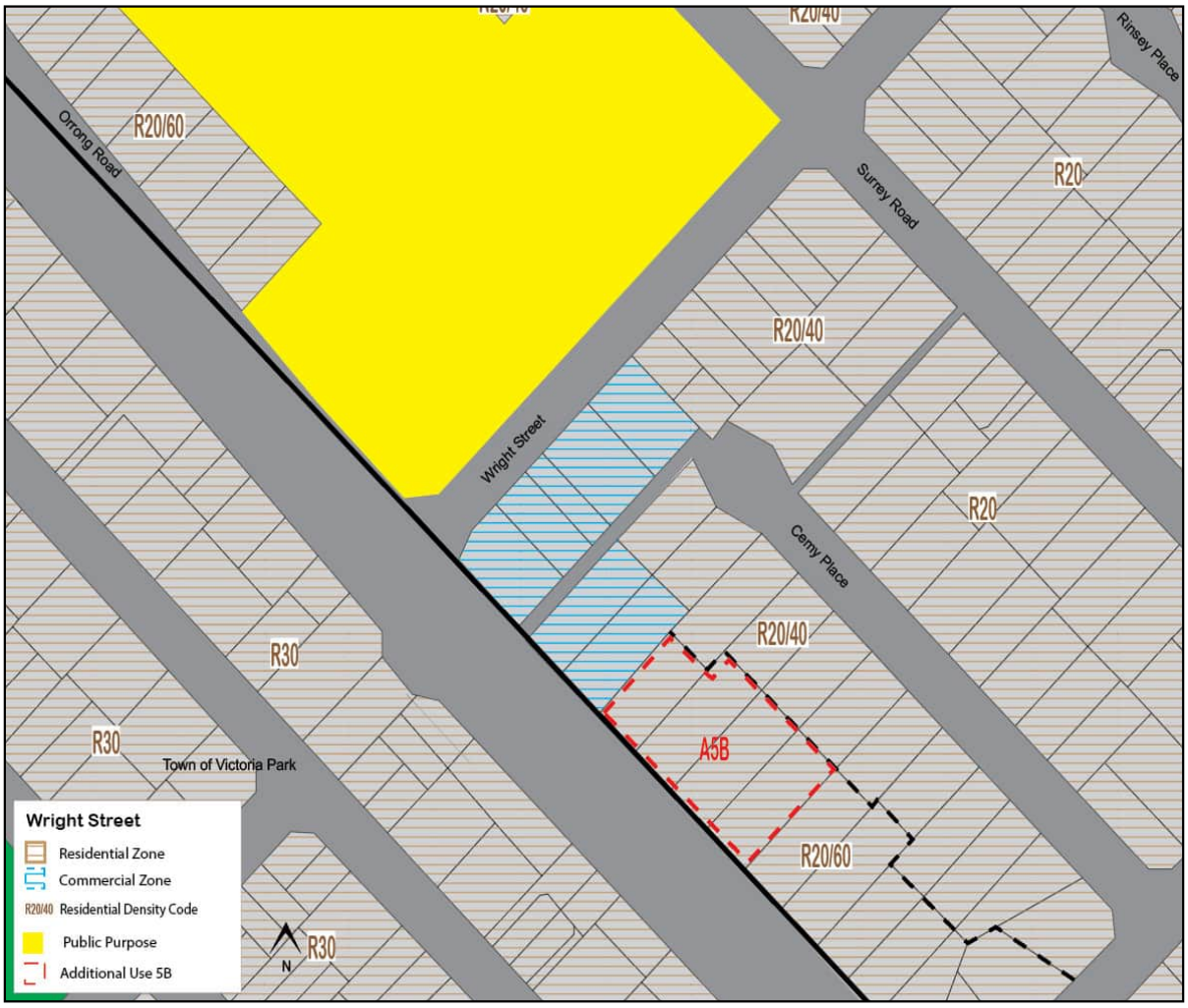


Figure 3: Existing Wright Street Local Centre Zoning

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Residential Density Within the Centre

Land within the Centre does not currently have an allocated residential density coding. Despite this, there are two residential dwellings within the Centre being 285A and 287 Orrong Road.

During community consultation, respondents outlined a desire for a mix of commercial and residential land uses within centres, through the provision of apartment style development being located above retail/commercial tenancies on the ground floor.

A residential density coding should be applied to the land within the Centre to facilitate a mix of residential and retail/commercial land uses whilst promoting economic sustainability. State Planning Policy 4.2 (SPP 4.2) recommends a residential density target of more than 40 dwellings per gross hectare within an 800m walkable catchment. In this regard, it may be appropriate for a residential density code of R60 be applied to land within the Centre (as shown in Figure 4). The residential density coding of R60 is consistent with the maximum density coding already applied to land along Orrong Road.

The provision of residential dwellings above commercial tenancies will generate activity, increase population, contribute to better passive surveillance, and has the potential to incentivise redevelopment of the Wright Street Local Centre.

To ensure that residential development does not occur in a manner that erodes the intent of the Local Centre in providing convenience services to the local community, appropriate controls should be investigated for inclusion within the local planning framework. This may include limiting residential development on ground floors and requiring provision for a commercial component in any redevelopment proposal.

Whilst commercial and residential land uses are able to be considered compatible, it is still important to achieve an appropriate interface between the two forms of development. It is recommended that provisions to address such considerations be investigated through the preparation of a new Local Planning Scheme.

Action 1.2

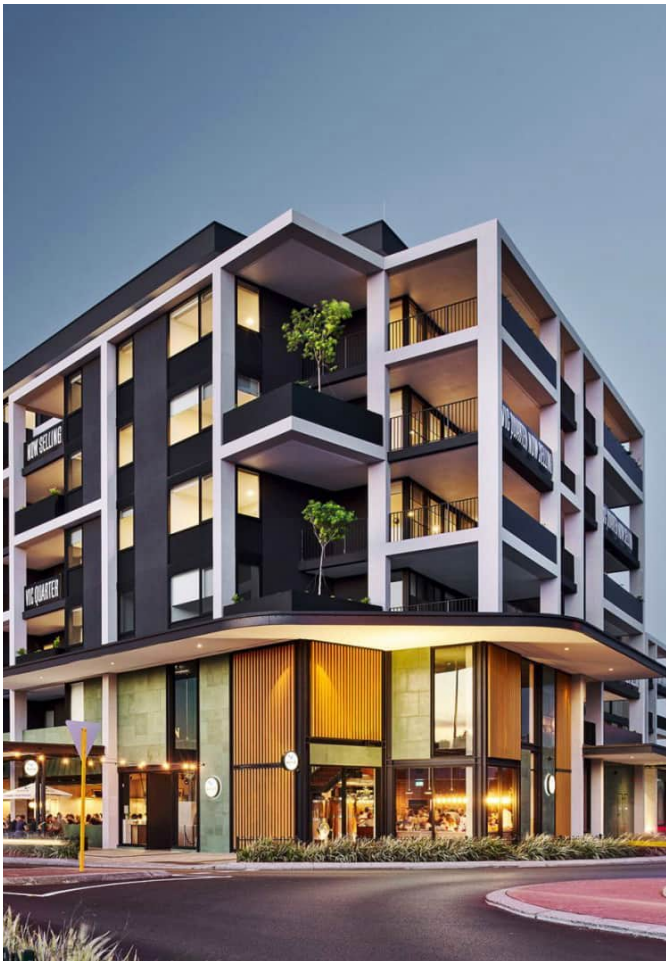
Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Wright Street Local Centre.

Action 1.3

As part of the preparation of a new local planning scheme, investigate provisions to ensure than an appropriate interface is achieved between commercial and residential development.

Action 1.4

Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.



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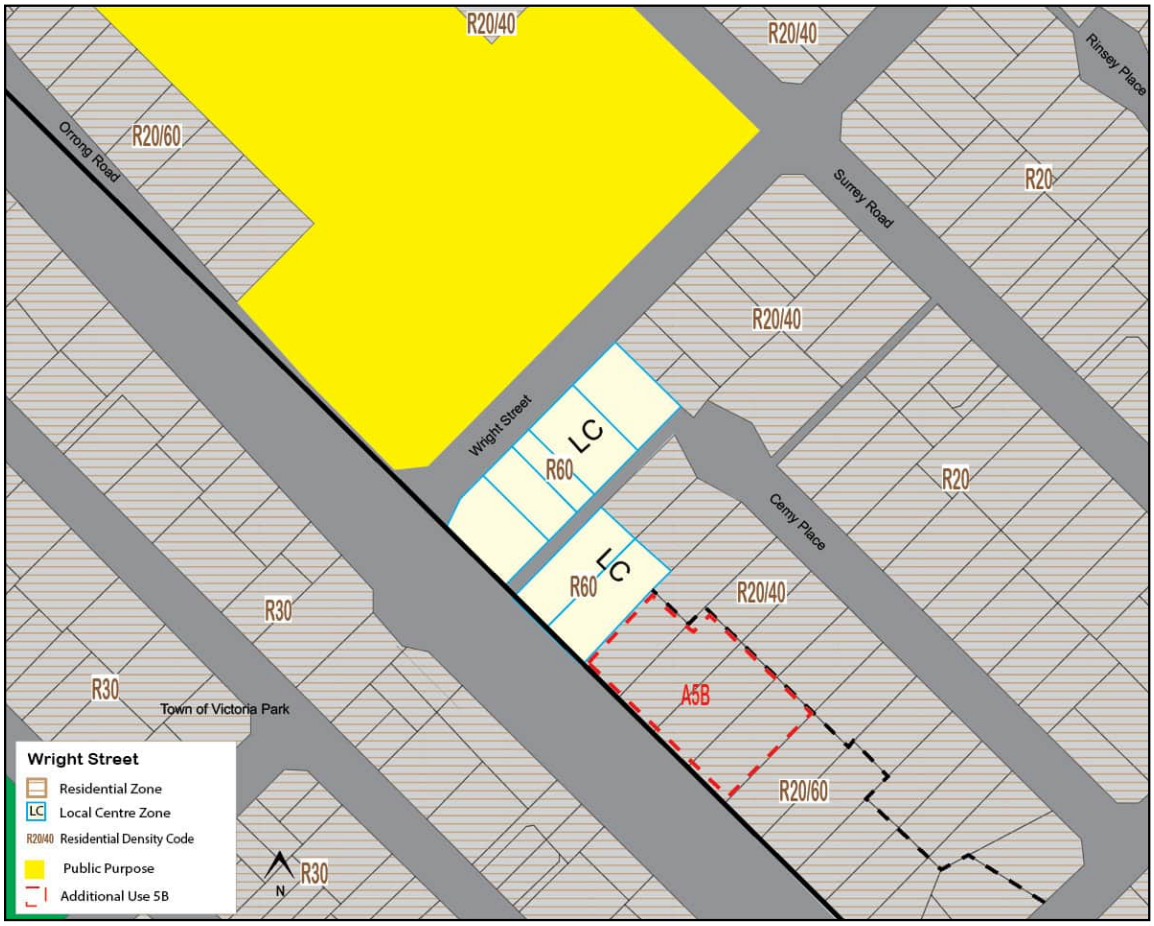


Figure 4: Proposed Zoning Investigations

Zoning and Residential Density Surrounding the Centre

The Centre is primarily surrounded by 'Residential' zoned land charactersied by a mixture of single houses and grouped and multiple dwellings. Residential densities surrounding the Centre comprise of the codings of R20, R20/40, and R20/60 within the City of Belmont, and R30 within the Town of Victoria Park. Through the preparation of the City's Local Housing Strategy, the existing density codes within the City of Belmont will be reviewed.

Carlisle Primary School is located directly opposite the Centre along Wright Street and is reserved for 'Public Purpose' under the City of Belmont Local Planning Scheme No.15.

Lots adjacent to the Centre (289 - 295 Orrong Road) are currently subject to Additional Use 5b which provides for the uses of 'Consulting Rooms', 'Restaurant', 'Medical Centre', 'Office', 'Serviced Apartments', 'Showroom' (where no single tenancy exceeds 200m^2 NLA), and 'Studio'. Through the preparation of the Local Housing Strategy, the appropriateness of retaining these additional uses will be further investigated.

Action 1.5

Review additional use 5b and the density coding of land surrounding Wright Street Local Centre through the preparation of the Local Housing Strategy.

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2. Movement

The Wright Street Local Centre is accessible by all modes of transport apart from train; however the most convenient remains the private vehicle. This is evident in that 71.4% of survey respondents indicated that they access the Centre by private vehicle, while only 28.5% access the Centre by walking or cycling. Access to and from the Centre is supported by a legible road network and adequate parking facilities, making travel by private vehicle highly attractive. Walking and cycling is also available for surrounding residents, however Orrong Road acts as a potential barrier for residents to the south-west.

State Planning Policy 4.2 – Activity Centres (SPP 4.2) outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing access to the Centre and look at ways that this can be improved.



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Pedestrian and Cycling Connections and Priority

The Wright Street Local Centre currently contains limited formalised pedestrian and cyclist infrastructure. Shelter for pedestrians is limited and bicycle parking and cycle lanes are not provided. In addition, besides the signalised crossing point at the intersection of Wright Street and Orrong Road, only one other formal pedestrian crossing point is provided. This crossing is controlled by a traffic warden during school pick up and drop off times but as a result of there being no raised median, is unprotected for the remainder of the time.

It should also be noted that given the Centre's catchment area is likely to extend outside of the City of Belmont to the southern side of Orrong Road, pedestrian and cyclist permeability across Orrong Road is vital to the Centre's viability. This is currently only provided through a signalised crossing at the Wright Street and Orrong Road traffic lights.

It is noted that Orrong Road is currently subject to a significant planning exercise for its future and as a result the road geometry and layout is likely to change. The City should look to monitor any changes to Orrong Road and advocate Main Roads WA and the Department of Planning Lands and Heritage to increase the priority afforded to pedestrians and cyclists looking to cross Orrong Road.

The City should also investigate further measures to prioritise pedestrian and cyclist movements including the following as visualised by Figure 5:

- Provide dedicated pedestrian crossing points along a new raised median on Wright Street.
- Modify the existing at-grade crossing point on Wright Street by raising it and installing a zebra crossing.
- Undertake a review of street trees within 400m of the Centre and program replanting for species that establish shade canopies.
- Investigate implementing a 40km/h speed limit on Wright Street to create a safer pedestrian orientated centre.
- Modifying road surface treatments to increase driver awareness to the presence of pedestrians and cyclists.
- Install formalised cycling infrastructure, including bicycle racks at various locations within the Centre.

Action 2.1

Investigate improvements to pedestrian and cyclist priority within the Wright Street Local Centre and advocate for increased priority for pedestrians and cyclists crossing Orrong Road.

Action 2.2

Continue to liaise with Main Roads WA regarding future Orrong road upgrades/works.

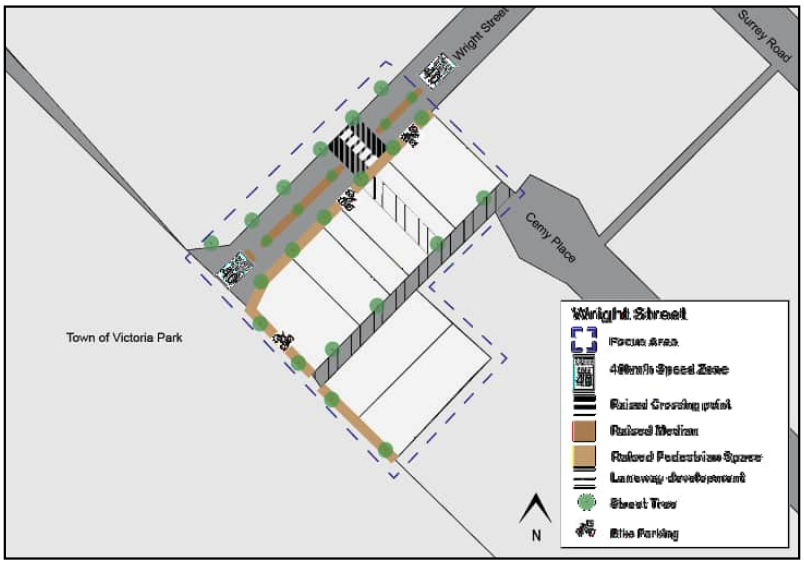


Figure 5: Pedestrian and Cyclist Infrastructure

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Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case Wright Street Local Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest walking and cycling route.

Wayfinding signage and maps, which include letters and pictures, are able to clearly define these walking and cycling routes. This creates a more viable mode of transport.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the 200 metre walkable catchment of the Centre.

Action 2.3

Investigate and implement wayfinding measures at select locations within 200m of the Wright Street Local Centre.



Public Transport

The Wright Street Local Centre is well serviced by Public Transport with five bus routes running through the Local Centre and two bus stops being located within close proximity along Wright Street (see Figure 6 below). The current public transport routes connect the Local Centre to significant landmarks including other activity centres within the City, Perth Airport, the CBD, and major activity centres in surrounding local government areas.

While the level of service within the Centre is high and bus stops are located within close proximity, the City should provide additional wayfinding measures. The City may also look to investigate the possibility of advocating to the Public Transport Authority (PTA) for relocating the current bus stops along Wright Street closer to the centre having regard to the Wright Street/Orrong Road intersection.

The uptake of public transport can be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

Action 2.4

Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Wright Street Local Centre.

Action 2.5

Liaise with the Public Transport Authority to investigate the possibility of locating bus stops closer to the centre.



Figure 6: Location of Bus Stops (red stars)

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Private Vehicles and Road Network

The Centre is focused on Wright Street with secondary access provided by Orrong Road. Wright Street connects the Centre to surrounding residential development within the City of Belmont.

While the intent of contemporary activity centre planning (as mentioned in SPP 4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres. Given this, the road network should be designed to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access.

Potential changes to the road network include implementing a 40km/h speed limit, providing dedicated pedestrian crossing points on Wright Street, and planting additional trees within the road reserve and car parking areas. These measures will provide for the Centre to be accessed by private vehicles while also promoting the prioritisation of alternative modes of transport.

Action 2.6

Investigate and implement appropriate road network modifications to prioritise active modes of transport.



Car Parking

The Wright Street Local Centre predominantly relies on off-street car parking which often operates at very low occupancy. A small number of on-street bays are provided in the northern portion of the Centre.

Local Planning Scheme No. 15 provides parking standards for various land uses and sets out circumstances in which variations to parking requirements can be considered as follows:

- Approval of the development would be appropriate having regard to the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and
- The non-compliance will not have an adverse effect on the locality.

The Department of Planning Lands and Heritage recently made a number of modifications to the planning system. The intent of these modifications is to streamline development approval processes and subsequently identified car parking provision within activity centres as an area of reform.

Recent amendments to the Regulations have detailed instances where a parking assessment is not needed. These include:

- Where a development approval is not required; or
- Where a shortfall has been granted through a previous development approval.

The amended Regulations make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied. It is considered that a payment in lieu of parking plan is not necessary for this local centre as the majority of parking is contained on-site.

Through the preparation of a new Local Planning Scheme, an appropriate car parking standard for land uses in Wright Street Local Centre should be explored.

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The determination of a future private car parking requirement for the Centre should take into consideration the effectiveness of the existing car parking arrangement. SPP 4.2 and contemporary planning practices seek to reduce the potential for over supply of car parking within activity centres and prioritise alternative transport modes.

Action 2.7

Investigate an appropriate car parking standard for land uses within the Wright Street Local Centre.





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3. Place

The Wright Street Local Centre currently consists of a mixture of land uses, including a liquor store, shops, hairdresser, massage parlour, and take-away food outlets. These uses facilitate activity within the Centre both during the day and at night.

The Centre consists of expansive areas of underutilised car parking in poor condition, resulting in limited continuity in active street frontages and underutilised commercial land. The frontages of the commercial tenancies are dominated by expanses of advertising, roller shutters and blank sections of walls. A number of tenancies can also only be accessed from the side or rear of the Centre. This and the lack of community infrastructure (e.g. public seating areas) results in a relatively low level of activity within the Centre. Therefore, there is scope for improvement to activate the Wright Street Local Centre as discussed further in the following sections of this Strategy.







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Land Use Permissibility

Wright Street Local Centre is currently zoned 'Commercial' under LPS15. The 'Commercial' section of the Zoning Table of LPS15 demonstrates only one retail commercial or entertainment land use as being a permissible 'P' land use, being a 'Video Store'. Other retail commercial type land uses or land uses primarily for entertainment remain as discretionary 'D' land uses.

Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 2, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table.

The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability. The exemptions are subject to conditions to ensure that land uses do not impact on surrounding residential zoned land.

It may be appropriate to retain the 'D' use class permissibility for typical activity centre land uses listed in SPP4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may be appropriate to zone land within the centre 'Local Centre'. It is likely that the exemptions listed in Table 1 will also be extended to apply to the 'Local and Neighbourhood Centre' zones.

Action 3.1

Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP4.2 through the preparation of a new local planning scheme.

Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme • Does not directly adjoin residential zone
Recreation - Private	Commercial, Centre or Mixed Use	• Within metropolitan region • NLA no more than 300sqm • No more than 60% of ground floor glazing obscured
Shop	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Restaurant/ Cafe	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Convenience Store	Commercial, Centre or Mixed Use	• Not used for the sale of petroleum products
Consulting Rooms	Commercial, Centre or Mixed Use	• No more than 60% of ground floor glazing obscured
Office	Commercial, Centre or Mixed Use	• Not located on the ground floor
Liquor Store - Small	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme

Table 1

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Street Activation

Wright Street Local Centre is predominantly characterised by a range of commercial tenancies with frontages that are dominated by expanses of visually impermeable advertising, roller shutters, or blank sections of wall. This results in a low level of street activation.

The Centre benefits from an established built form where tenancies generally front the road reserves and provide awnings for weather protection. Given this, there is potential for the current businesses to present a more active frontage to the streets through the removal of non-permeable advertising, reducing the amount of time the roller shutters are down, and where possible, increasing the aesthetic appeal of the frontage. An opportunity also exists for local businesses to utilise the space available in front of tenancies and the public realm for activities such as alfresco dining where the City deems it is safe to do so. These measures will improve street activity and as a result, passive surveillance.

The City could also facilitate an increase in street activity through upgrades to the public realm, as well as the promotion of trading in public places (inclusive of alfresco dining). To improve the overall aesthetic appeal of Wright Street's public realm area, additional landscaping (including shade trees) should be installed. The City should also look to introduce public seating areas and rubbish bins to encourage patrons to spend additional time within the Centre.



Opportunities also exist to improve street activation and a sense of place through place activation measures, and engagement with local businesses and the broader community.

Existing tenancies at 10 Wright Street currently front an area of open air car parking, which is often underutilised. An opportunity exists to activate this car parking area and facilitate the creation of a laneway style space connecting Wright Street and the currently laneway at the rear of the Local Centre.

The potential laneway development would primarily be used for access from Wright Street to rear car parking areas. Despite the primary function being vehicle movement, the laneway should be designed to present as a pedestrian priority zone, incorporating a clear shared space where two narrow lanes of traffic allow for slow vehicle movement and safe pedestrian crossing and cyclist access.

To enhance the sense of place within the Centre, the City should also explore the possibility of installing entrance statements.

Action 3.2

Facilitate existing and future development within the Centre to provide for surveillance between buildings and public spaces.

Action 3.3

Investigate implementing built form controls aimed at increasing activity at street level.

Action 3.4

Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.

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Public Art

While Wright Street Local Centre incorporates public art murals, there remains opportunities for additional public art to be incorporated into the Centre.

The City currently requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than $4.5 million. As the Centre is not currently recognised within this Policy, it should be amended to include land within the Centre.

There are opportunities for the City to improve the public realm of the Centre through the provision of public art projects. Such opportunities include the large number of blank wall surfaces.

Future funding mechanisms for public art within Wright Street Local Centre should also be investigated. It is likely that the existing threshold amount of $4.5 million prescribed by Local Planning Policy No. 11 is unlikely to deliver public art within the centre as most development would have a lower construction cost. Given this, the City should investigate lowering the threshold.

Furthermore, due to land fragmentation, it is recommended that provisions requiring a cash in lieu payment be investigated in order to facilitate holistic public art outcomes.

Action 3.5

Investigate opportunities for public art to be located within the Wright Street Local Centre.

Action 3.6

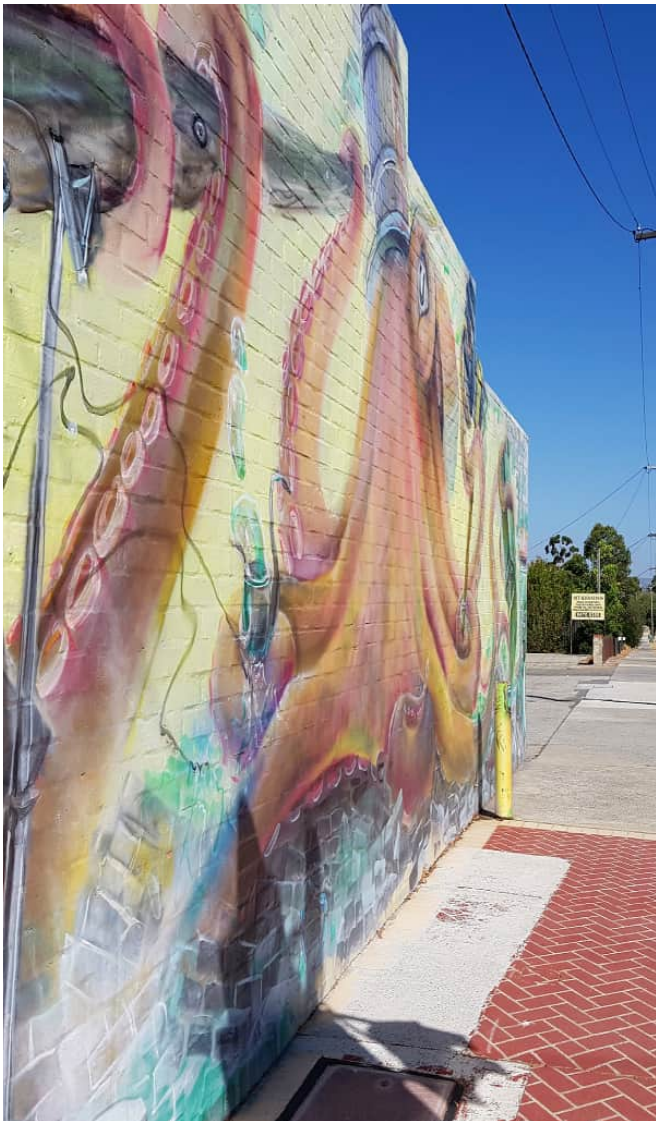
Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.

Community Events

The Wright Street Local Centre provides an excellent opportunity to engage with the local community through periodic events and marketing within the vacant hardstand areas. Community events would require minimal infrastructure from the City and could include markets and public art galleries aimed at attracting local members into the Centre. Therefore, the City should engage with the relevant stakeholders to encourage community events.

Action 3.7

Encourage relevant stakeholders to undertake community events within vacant areas of the Wright Street Local Centre.



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Activity Centre Planning Strategy

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CITY OF BELMONT

Wright Street Local Centre

Actions



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Actions & Implementation

Wright Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate whether it is appropriate to maintain the Centre boundary and apply a 'Local Centre' zoning through the preparation of a new Local Planning Scheme.	Part 2 Wright Street Local Centre Boundary and Zoning Page 5	1.2 1.3 1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015.	Short	Planning
1.2	Investigate whether it is appropriate to introduce a residential density code of R60 over land within the Wright Street Local Centre.	Part 2 Residential Density Within the Centre Page 7	1.2 1.3 5.4 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres Perth and Peel@3.5 Million	Short	Planning
1.3	As part of the preparation of a new local planning scheme, investigate provisions to ensure that an appropriate interface is achieved between commercial and residential development.	Part 2 Residential Density Within the Centre Page 7	1.2 1.3 1.4 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres	Short	Planning

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Actions & Implementation

Wright Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.4	Investigate the appropriate land use control mechanisms to ensure that residential development does not erode the provision of convenience services to the local community.	Part 2 Residential Density Within the Centre Page 7	1.2 1.3 1.4 5.7	State Planning Policy 4.2 - Activity Centres	Short	Planning
1.5	Review additional use 5b and the density of land surrounding the Wright Street Local Centre through the preparation of the Local Housing Strategy.	Part 2 Zoning and Residential Density Surrounding the Centre Page 8	1.2 1.3 1.4 5.7	Local Housing Strategy State Planning Policy 4.2 - Activity Centres	As part of Local Housing Strategy	Planning

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Actions & Implementation

Wright Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate improvements to pedestrian and cyclist priority within the Wright Street Local Centre and advocate for increased priority for pedestrians and cyclists crossing Orrong Road.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	1.2 1.5 2.2-2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move Streetscape Enhancement Strategy	Medium	Planning Infrastructure Services
2.2	Continue to liaise with Main Roads WA regarding future Orrong Road upgrades/ works.	Part 2 Pedestrian and Cycling Connections and Priority Page 10	5.1 5.7	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Infrastructure Services
2.3	Investigate and implement wayfinding measures at select locations within 200m of the Wright Street Local Centre.	Part 2 Wayfinding Page 11	2.2 2.4 5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services
2.4	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from Wright Street Local Centre.	Part 2 Public Transport Page 11	2.1 5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Short	Infrastructure Services
2.5	Liaise with Public Transport Authority to investigate the possibility of locating bus stops closer to the centre.	Part 2 Public Transport Page 11	2.2-2.4 5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning Infrastructure Services

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Actions & Implementation

Wright Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.6	Investigate and implement appropriate road network modifications to prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 12	1.2 1.5 2.2 2.4	Planning and Development (Local Planning Schemes) Regulations 2015	Medium-Long	Planning Infrastructure Services
2.7	Investigate an appropriate car parking standard for land uses within the Wright Street Local Centre.	Part 2 Car Parking Page 13	1.2 1.5 2.2 2.4 5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning

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Actions & Implementation

Wright Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate whether it is appropriate to apply a 'D' permissibility for typical activity centre land uses listed within SPP4.2 through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 15	1.2-1.4 4.1	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Facilitate existing and future development within the Centre to provide for surveillance between buildings and public spaces.	Part 2 Street Activation Page 16	1.2-1.4 2.2	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.3	Investigate implementing built form controls aimed at increasing activity at street level.	Part 2 Street Activation Page 16	1.2-1.4 5.7	State Planning Policy 4.2 - Activity Centres	Medium	Planning
3.4	Investigate public realm improvements aimed at increasing activity and sense of place within the Centre.	Part 2 Street Activation Page 16	1.2-1.4 2.2 5.7	State Planning Policy 4.2 - Activity Centres	Medium/Long	Planning Infrastructure Services

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Actions & Implementation

Wright Street

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.5	Investigate opportunities for public art to be located within the Wright Street Local Centre.	Part 2 Public Art Page 17	1.2 4.1	Local Planning Policy No. 11 - Public Art Place Making Strategy	Medium/On-going	Planning Culture and Place
3.6	Investigate suitable funding mechanisms for the provision of public art and amend Local Planning Policy No. 11 to include land within the Centre.	Part 2 Public Art Page 17	1.2 4.1	Local Planning Policy No. 11 - Public Art	Short	Planning
3.7	Encourage relevant stakeholders to undertake community events within vacant areas of the Wright Street Local Centre.	Part 2 Community Events Page 17	1.2 4.1 4.3 5.1	Place Making Strategy	Ongoing	Planning Culture and Place

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Part 2
Specialised Centre

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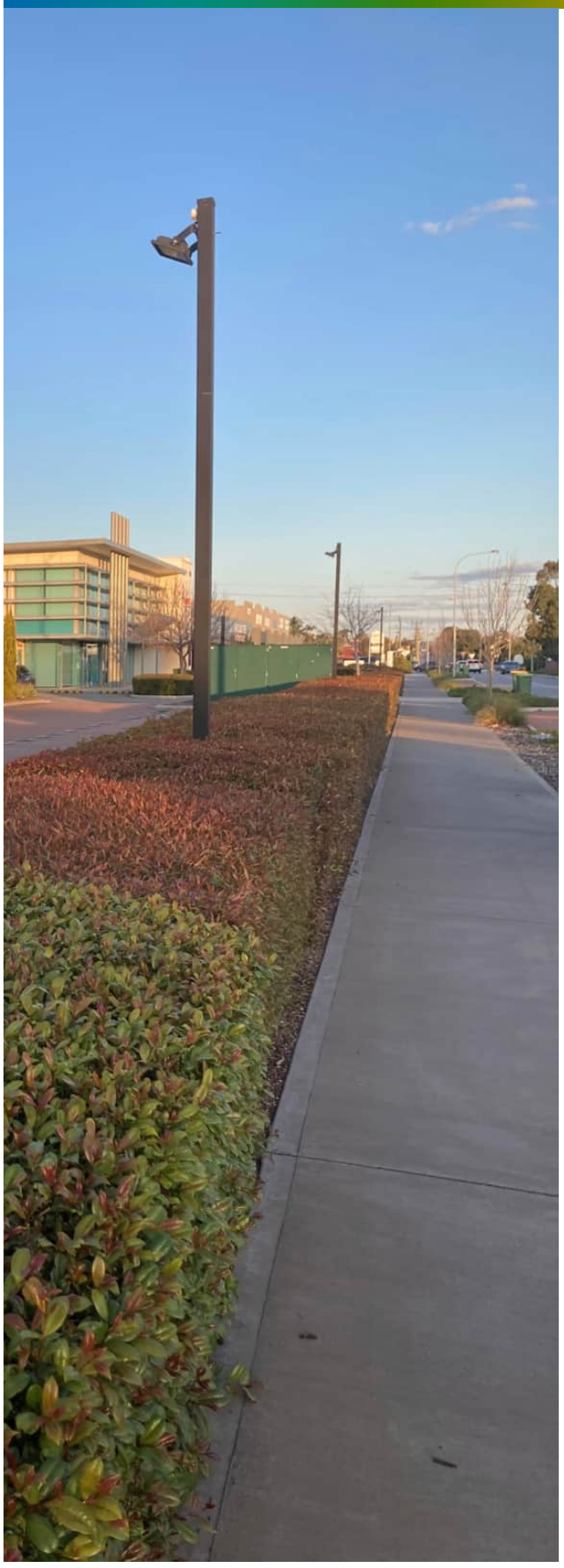
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Activity Centre Planning Strategy - Belmont Business Park



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Road Network and Private Vehicles	8
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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.

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Belmont Business Park

The Belmont Business Park is centrally located in the northern portion of the City of Belmont, bound by Daly Street, Fisher Street, Great Eastern Highway and Knutsford Avenue. The Belmont Business Park is a significant employment and activity generator, comprising a wide variety of land uses.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the key planning opportunities for the Belmont Business Park.

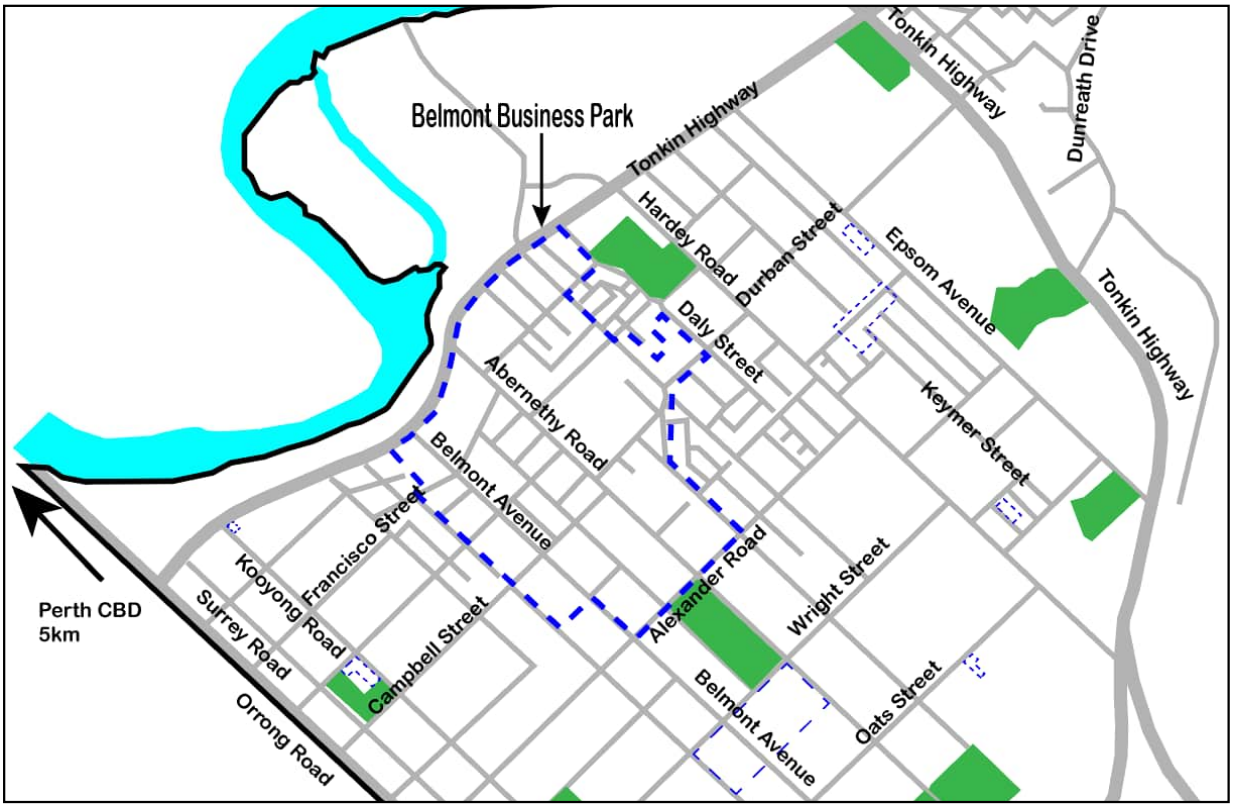


Figure 1: Belmont Business Park Locality Map

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Belmont Business Park Zoning

The Belmont Business Park is currently zoned 'Mixed Business' under Local Planning Scheme No. 15 (LPS 15). The 'Mixed Business' zoning is exclusive to the Belmont Business Park and facilitates the development of a variety of commercial and light industrial uses. This zoning also currently provides for residential development, although there is a local planning policy in place which outlines the most appropriate locations for this to occur and associated development requirements.

The 'Mixed Business' zone is not a standard zone that is contained within the Model Provisions and will likely require modification through the preparation of a new local planning scheme.

It is considered that the most appropriate standard Model Provision zone to apply to the majority of Belmont Business Park is 'Service Commercial'. The 'Service Commercial' zone objectives, contained within the Model Provisions, provide for a range of wholesale activities, showrooms, trade and services. The Belmont Business Park currently also provides for a number of service industries which should continue to be catered for. As a result, the City should advocate for additional zone objectives allowing for appropriate low scale light industrial land uses to be considered. As discussed in subsequent sections of this strategy, the City should also review the appropriateness of allowing residential development to occur within the Business Park.

With regard to lots fronting Great Eastern Highway, it may be appropriate to zone these 'Mixed Use'. This is consistent with the intent of the area to provide for a mixture of active commercial and residential land uses as promoted by Perth and Peel @ 3.5 million and the City's Draft Urban Corridor Strategy.

Action 1.1

Investigate the appropriateness of applying a 'Service Commercial' zoning to the Belmont Business Park (except for lots with frontage to Great Eastern Highway) through the preparation of a new local planning scheme.

Action 1.2

Investigate the appropriateness of applying a 'Mixed Use' zoning to lots with frontage to Great Eastern Highway through the preparation of a new local planning scheme.

Action 1.3

Advocate the WAPC for additional zone objective/s indicating the ability for the Belmont Business Park to accommodate appropriate low scale light industrial land uses.

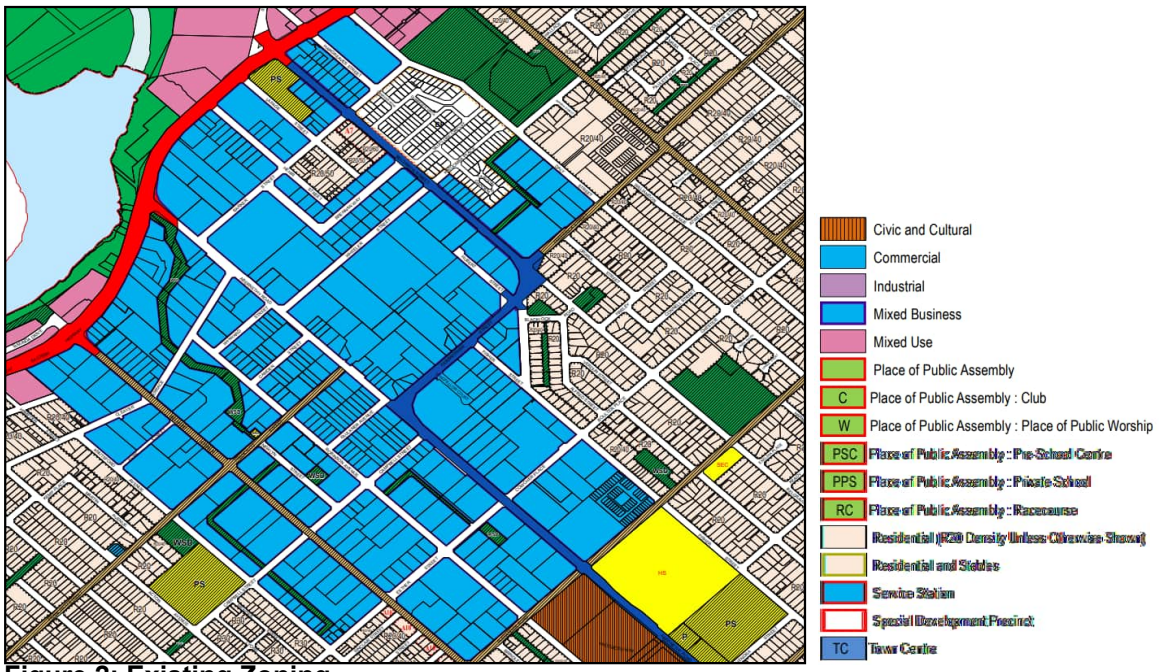


Figure 2: Existing Zoning

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Residential Development within Belmont Business Park

Residential development within the Belmont Business Park can currently be considered in locations identified by Figure 3 below, provided that it is in accordance with Local Planning Policy No. 10 - Residential Land Uses in the Mixed Business Zone (LPP 10). There is also existing residential development on properties bound by Brennan Way, Belgravia Street, and Barker Street, and on the corner of Fisher Street and Alexander Road.

Despite the ability for the City to consider residential development, there has been limited uptake with developers primarily opting to provide solely commercial development.

It is considered that the development of residential land uses within the future 'Service Commercial' zoned portion of the Belmont Business Park could impact the overall potential of the business park as a commercial and employment generator. In light of this, the City should review the appropriateness of residential land uses occuring in the future 'Service Commercial' zoned portion of the business park. Residential development will be capable of approval in the 'Mixed Use' zoned portion of the business park fronting Great Eastern Highway.

Action 1.4

Investigate the appropriateness of residential land uses within the future 'Service Commercial' zoned portion of Belmont Business Park.

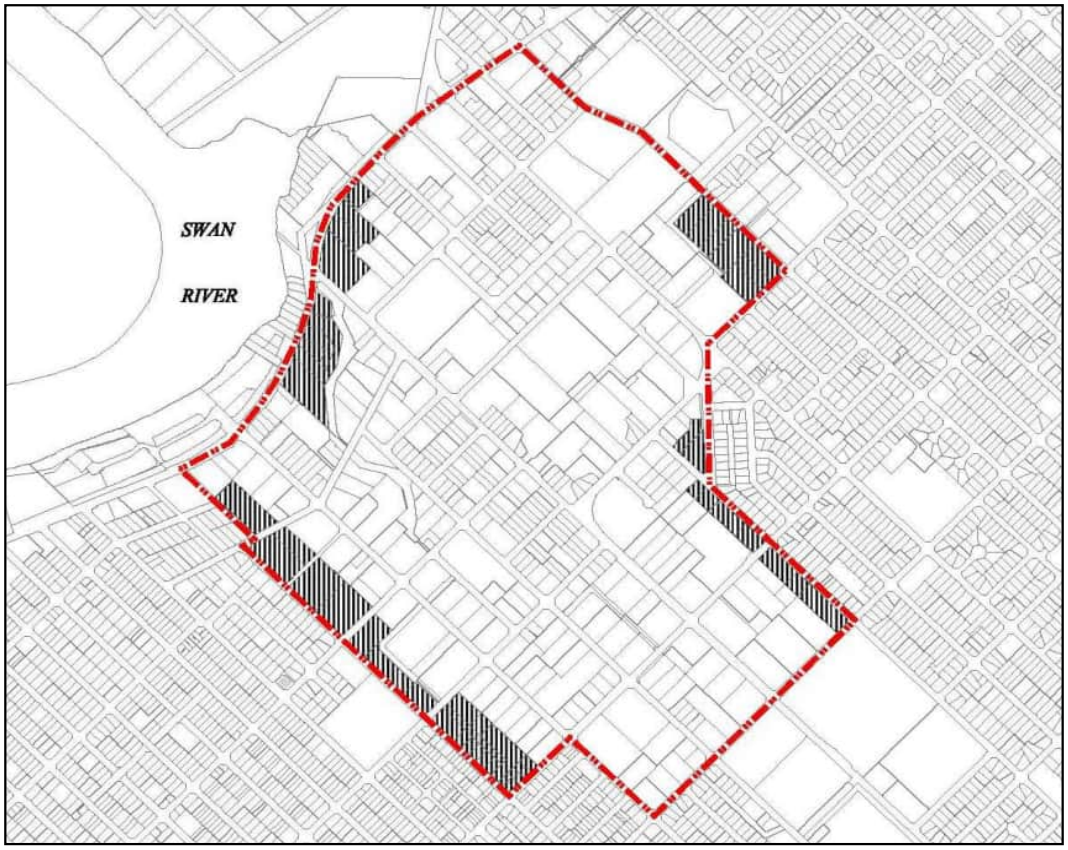


Figure 3: Areas Where 'Residential' Land Uses May Be Considered Appropriate

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2. Movement

The movement network associated with Belmont Business Park provides good access internally and achieves a high level of connection to external areas. Given the overall nature of current and future development, private vehicle and service vehicle access is paramount. At the same time, the opportunity for residents traveling to and from work, or employees accessing other nearby services to utilise alternative modes of transport should be promoted through well designed pedestrian and cyclist infrastructure.



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Pedestrian and Cyclist Infrastructure

Footpaths facilitate pedestrian and cyclist movements across the Business Park. The 1.5km tree lined Severin Walk which runs between Francisco Street and the intersection of Abernethy Road and Great Eastern Highway, also functions as a well used recreation space.

Although footpaths provide access through the majority of the business park, generally their design results in a relatively unattractive space for pedestrians. Many footpaths along high traffic roads are located immediately adjacent to a carriageway with little to no weather protection. Therefore, the City should investigate streetscape improvements aimed at improving the visual appearance of the business park and creating an attractive walking environment. Improvements could include the relocation of footpaths along high traffic roads so that they are setback from the road carriageway, and installing additional landscaping treatments (see example below of a section of Belmont Avenue).

With regard to cyclist infrastructure, while there are cycle lanes along Great Eastern Highway and Alexander Road, none intersect the business park. Therefore, the City should investigate including cycle lanes within the business park particularly along roads such as Abernethy Road, Belgravia Street and Belmont Avenue. It is anticipated that this infrastructure will provide an additional transport option for employees and visitors of the business park, and further connect Belmont for cyclists.

Action 2.1

Investigate additional street tree planting and landscaping alongside footpaths to provide a more attractive pedestrian environment.

Action 2.2

Investigate realigning footpaths along high traffic roads to achieve an appropriate separation between pedestrians and motorists.

Action 2.3

Investigate including cycle lanes along appropriate roads within the Belmont Business Park.

Public Transport

Belmont Business Park is currently serviced by a number of bus routes running both east-west and north-south as visualised by Figure 4 below. The majority of high frequency bus services are located along Great Eastern Highway, which includes a portion of the Belmont Business Park frontage.

The current land use mix and goods being offered within Belmont Business Park has the potential to attract a high level of public transport usage. The provision of public transport infrastructure could be used to leverage/attract a variety of land uses.

The City should monitor public transport usage and if required investigate requesting more detailed transport planning work for major redevelopments within the Belmont Business Park. This should ultimately result in new developments being required to demonstrate ways in which public transport usage will be encouraged for employees. If required, the City should also advocate to the PTA for increased public transport service.

Action 2.4

Implement travel behaviour programs to encourage the use of alternative modes of transport to and from the Belmont Business Park.

Action 2.5

Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority.

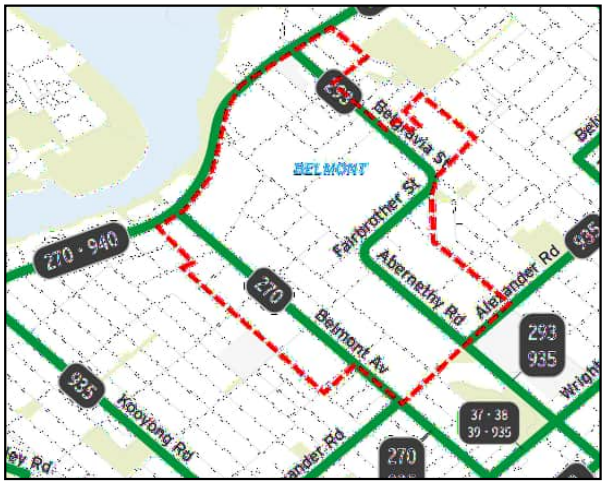


Figure 4: Bus Network Map (Business Park Outlined in Red)

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Road Network and Private Vehicles

The nature of the current goods and services provided for within Belmont Business Park is reliant on adequate private and service vehicle access. The current road network provides an adequate level of access to the goods and services offered.

The future intent for the Belmont Business Park is to continue to provide for a range of land uses that by their nature require access via private vehicles. As a result the City should continue to allow safe and efficient private vehicle access, particularly along the major arterial routes providing connection to Great Eastern Highway.

The amended Planning and Development (Local Planning Schemes) Regulations 2015 make provision for Local Government to impose a condition requiring a landowner to make a payment-in-lieu of satisfying the applicable minimum on-site parking requirement. This is subject to a payment-in-lieu of parking plan being in effect. This plan is required to set out the purposes for which money paid in accordance with any development approval condition imposed by the local government will be applied.

The City should investigate the appropriateness of preparing a payment-in-lieu of parking plan for the Belmont Business Park.



Action 2.6

Continue to maintain a high level of private and service vehicle access as required to support existing and future development.

Action 2.7

Investigate the preparation of a payment-in-lieu of parking plan for land within the Belmont Business Park.

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3. Place

The Belmont Business Park is home to a variety of businesses including manufacturers, professional and technical services, construction, wholesale trade, and medical and other health care service providers. The City should ensure that the unique character of the Belmont Business park is maintained by ensuring that the planning framework can meet and respond to the ongoing needs of businesses. As part of this, high quality development outcomes should be promoted with a particular focus on creating an attractive built form that will facilitate economic growth over time.



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Land Use Permissibility

This Strategy proposes to investigate the appropriateness of zoning the majority of Belmont Business Park as 'Service Commercial'. 'Service Commercial' is not currently a zone listed within LPS15 and as a result no current land use permissibility's are prescribed.

The Belmont Business Park is intended to cater for the continuation of low scale service industry land uses, showrooms, offices and warehouses. In order to facilitate this, the City should consider appropriate land use permissibility's for the 'Service Commercial' zone as part of the preparation of a new local planning scheme.

The City should also investigate the appropriateness of maintaining appropriate land uses as Discretionary 'D' land uses. Maintaining 'D' land uses may ensure that the City is able to assess varying development applications and that each proposal adequately meets the relevant requirements and responds to any constraints.

The City should also consider appropriate land use permissibility's for properties with frontage to Great Eastern Highway which are proposed to be zoned 'Mixed Use.' Land use permissibility should provide for a range of active commercial and residential type land uses.

Action 3.1

Investigate the appropriateness of designating uses which align with the intent of the zone as 'D' uses through the preparation of a new local planning scheme.



Development Provisions

Local Planning Scheme No. 15 provides guidance for the overall built form requirements of the 'Mixed Business' zone. The provisions cover external space, lot area and dimensions, lot coverage, building setbacks, setback areas, pedestrian and garden areas, parking and loading requirements, vehicular cross access, building facades, and fencing and walls.

As discussed previously, because the 'Mixed Business' zone is not a standard zone contained within the Model Provisions, a 'Service Commercial' zone is proposed. Therefore the City should investigate the development of specific built form provisions for this zone having regard to the existing scheme provisions. The newly developed built form provisions applicable to the Belmont Business Park should be included in a new Local Planning Scheme prepared by the City.

The built form provisions should be focused at facilitating low scale service industry land uses, showrooms, offices, and warehouses while at the same time ensuring that development results in an attractive built form that positively addresses the streetscape.

Action 3.2

Investigate the inclusion of appropriate built form provisions for the 'Service Commercial' zone through the preparation of a new local planning scheme.



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Public Art

Public art assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers. The City of Belmont Local Planning Policy No.11 (LPP 11) outlines the requirements for the provision of public art by developers. The City requires all development proposals within the Policy Area of a value greater than $4.5 million to provide public art in accordance with the described method for determining public art contributions. The cost of any public art shall be no less than one percent of the value of the eligible proposal and provided in kind or via a cash-in-lieu payment.

Belmont Business Park is located within the policy area. Therefore, the City should ensure that public art is contributed toward or provided as part of any future redevelopments.

Action 3.3

Ensure public art is contributed toward or provided as part of developments within the Belmont Business Park.



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Activity Centre Planning Strategy

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CITY OF BELMONT

Belmont Business Park

Actions



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Actions & Implementation

Belmont Business Park

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate the appropriateness of applying a 'Service Commercial' zoning to the Belmont Business Park (except for lots with frontage to Great Eastern Highway) through the preparation of a new local planning scheme.	Part 2 Belmont Business Park Zoning Page 4	1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Investigate the appropriateness of applying a 'Mixed Use' zoning to lots with frontage to Great Eastern Highway through the preparation of a new local planning scheme.	Part 2 Belmont Business Park Zoning Page 4	1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.3	Advocate the WAPC for additional zone objective/s indicating the ability for the Belmont Business Park to accommodate appropriate low scale light industrial land uses.	Part 2 Belmont Business Park Zoning Page 4	5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.4	Investigate the appropriateness of residential land uses within the Belmont Business Park.	Part 2 Residential Development within Belmont Business Park Page 4	1.2 4.3	Local Planning Policy No. 10 - Residential Land Uses in the Mixed Business Zone	Short	Planning



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Actions & Implementation

Belmont Business Park

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate additional street tree planting and landscaping along footpaths to provide a more attractive pedestrian environment.	Part 2 Pedestrian and Cyclist Infrastructure Page 7	1.2 2.2-2.4 3.1	Canopy Plan Streetscape Enhancement Strategy	Long	Planning Infrastructure Services
2.2	Investigate realigning footpaths along high traffic roads to achieve an appropriate separation between pedestrians and motorists.	Part 2 Pedestrian and Cyclist Infrastructure Page 7	2.2-2.4	Belmont on the Move	Long	Infrastructure Services
2.3	Investigate including cycle lanes along appropriate roads within the Belmont Business Park.	Part 2 Pedestrian and Cyclist Infrastructure Page 7	2.2-2.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Infrastructure Services
2.4	Implement travel behaviour programs to encourage the use of alternative modes of transport to and from the Belmont Business Park.	Part 2 Public Transport Page 8	2.1 5.7	Belmont on the Move	Short	Infrastructure Services
2.5	Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority.	Part 2 Public Transport Page 8	2.4 5.7	Belmont on the Move	Ongoing	Planning Infrastructure Services

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Actions & Implementation

Belmont Business Park

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.6	Continue to maintain a high level of private and secure vehicle access as required to support existing and future development.	Part 2 Road Network and Private Vehicles Page 8	1.2 2.1 5.1	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
2.8	Investigate the preparation of a payment in lieu of parking plan for land within the Belmont Business Park.	Part 2 Road Network and Private Vehicles Page 8	2.1-2.3 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Long	Planning Infrastructure Services

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Actions & Implementation

Belmont Business Park

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate the appropriateness of designating uses which align with the intent of the zone as 'D' uses through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 10	1.2-1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Investigate the inclusion of appropriate built form provisions for the 'Service Commercial' zone through the preparation of a new local planning scheme.	Part 2 Development Provisions Page 10	1.2-1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short-Medium	Planning
3.3	Ensure public art is contribute toward or provided as part of developments within the Belmont Business Park.	Part 2 Public Art Page 11	1.4 4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Ongoing	Planning Culture and Place

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CITY OF BELMONT

Activity Centre Planning Strategy - Great Eastern Highway



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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.

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Great Eastern Highway

Great Eastern Highway stretches along the northern portion of the City, running between the east and west boundaries as visualised by Figure 1. The highway is a major activity generator within the City of Belmont, and provides a range of retail commercial, non-retail commercial, residential, and industrial land uses.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Great Eastern Highway. The draft Great Eastern Highway Urban Corridor Strategy will investigate these opportunities in further detail.

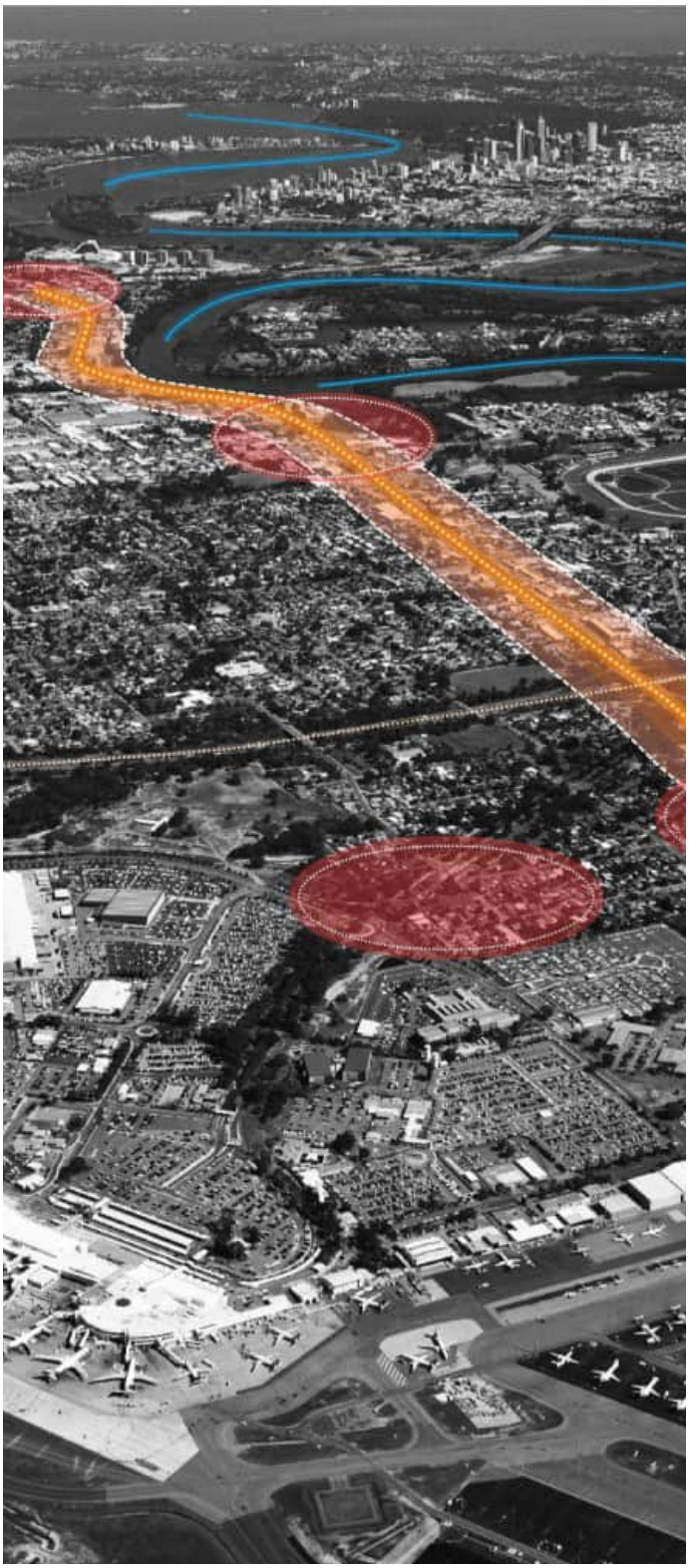


Figure 1: Great Eastern Highway Locality Map

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Great Eastern Highway Urban Corridor Strategy

The draft Great Eastern Highway Urban Corridor Strategy has been prepared to guide future development along Great Eastern Highway. The Strategy has broken up Great Eastern Highway into four precincts each with their own strategic direction and providing guidance on built form, land use, and movement. The Strategy remains as a draft and is in need of finalisation in light of recommendations contained within this Strategy and the Local Housing Strategy.





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Great Eastern Highway Zoning

Great Eastern Highway in its entirety is subject to a variety of zonings, with varying intentions and land use permissibility's. These will be discussed in further detail below.

Commercial

Eastgate Neighbourhood Centre adjacent to Great Eastern Highway is currently zoned 'Commercial' (see Figure 2). The Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2. Therefore, it may be appropriate for land within the Eastgate Neighbourhood Centre to be zoned 'Neighbourhood Centre' though the preparation of a new local planning scheme.

Action 1.1

Investigate whether it is appropriate to apply a 'Neighbourhood Centre' zoning to the Eastgate Neighbourhood Centre through the preparation of a new local planning scheme.

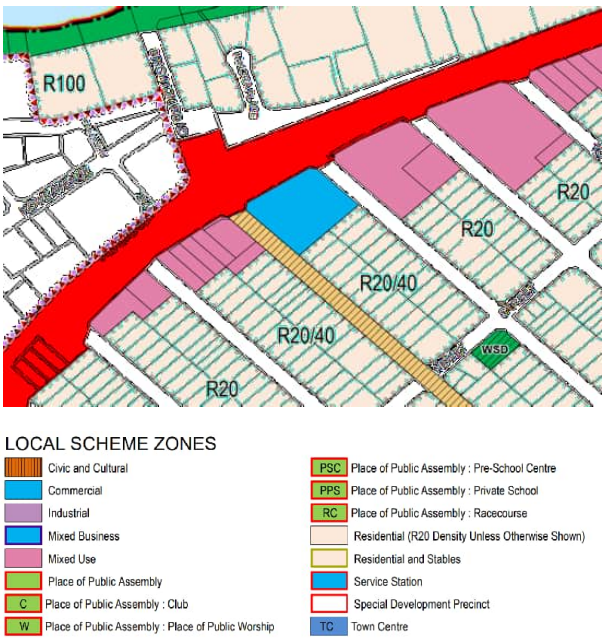


Figure 2: Current 'Commercial' Zoning of Eastgate Neighbourhood Centre

General Industry

Currently a small portion of 'Industrial' zoned land exists on the eastern boundary of the City of Belmont, known as the Redcliffe Industrial Area (see Figure 3). This area is predominantly characterised by light industrial land uses apart from 555 Great Eastern Highway and 5 Apac Way located east of Ivy Street which accommodate general industry uses.

To continue accommodating the uses east of Ivy Street, it may be appropriate to rezone this land to 'General Industry'. Regarding the land west of Ivy Street, it may be appropriate for this to be zoned 'Light Industry' so that it functions as a transition area between the 'General Industry' zone and 'Residential' zoned land. A 'Light Industry' zone would accommodate the continuation of the current land uses, a number of car hire premises, offices, and storage yards.

Action 1.2

Investigate the appropriateness of rezoning the area east of Ivy Street from 'Industrial' to 'General Industry' through the preparation of a new local planning scheme.

Action 1.3

Investigate the appropriateness of rezoning the area west of Ivy Street from 'Industrial' to 'Light Industry' through the preparation of a new local planning scheme.

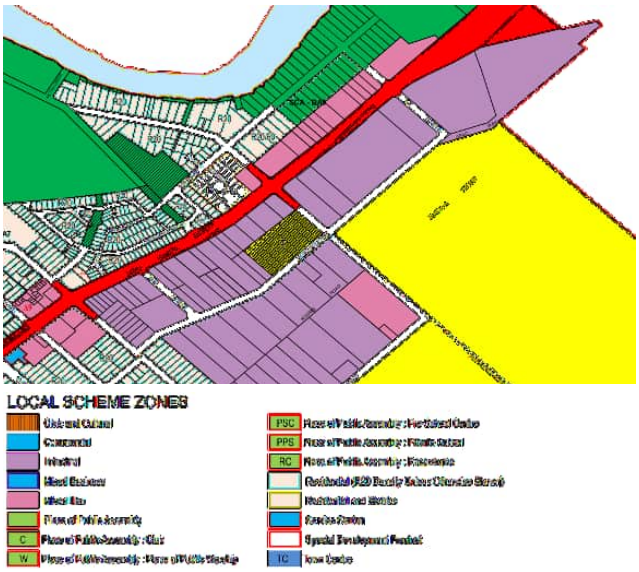


Figure 3: Current 'Industry' zoning of Redcliffe Industrial Area

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Mixed Use

Currently the majority of properties with a frontage to Great Eastern Highway are zoned 'Mixed Use' as visualised by Figure 6. The 'Mixed Use' zone provides for a broad range of land uses, including commercial uses and residential uses. Given the high level of exposure and private vehicle dominated environment, the City has seen a number of large scale showroom land use developments form along Great Eastern Highway.

The draft Great Eastern Highway Urban Corridor Strategy designates land fronting Great Eastern Highway as either an activity node or activity corridor. Activity nodes are intended to provide the opportunity for a variety of commercial businesses, which are highly compatible with higher density residential development. The identified activity corridor areas are intended to form a transition area between activity nodes, which includes active commercial uses on the ground floor. Through the preparation of a new local planning scheme, the City should review these nodes and corridors and investigate the appropriateness of retaining the 'Mixed Use' zone along Great Eastern Highway.

With regard to residential density, the Central Sub-Regional Planning Framework states that codes of R60 and higher are appropriate for urban corridors. Through the preparation of a new local planning scheme, the City should investigate an appropriate residential density code for the 'Mixed Use' zone.

Action 1.4

Investigate retaining the existing 'Mixed Use' zone along Great Eastern Highway and an appropriate residential density code through the preparation of a new local planning scheme.

Mixed Business

The Belmont Business Park is currently zoned 'Mixed Business', allowing for a variety of commercial land uses (Figure 4). Belmont Business Park has operated as somewhat of a light industrial area with predominantly office uses fronting Great Eastern Highway.

The future intent of the Belmont Business Park is to continue to allow for a variety of land uses, focused around providing a level of service industries and employment opportunities. As the 'Mixed Business' zone is not a standard zone within the Model Provisions, the City should investigate the appropriateness of applying a 'Service Commercial' zone. This zone will continue to provide for a range of wholesale businesses, showrooms, trade and services.

With regard to lots fronting Great Eastern Highway, the City should through the preparation of a new local planning scheme investigate whether these are appropriate to be zoned 'Mixed Use'. This zone may be consistent with the intent of the area to provide for a mixture of active commercial and residential land uses as promoted by Perth

Action 1.5

Investigate the appropriateness of rezoning the existing 'Mixed Business' zoned lots fronting Great Eastern Highway to 'Mixed Use' and the remainder as 'Service Commercial' through the preparation of a new local planning scheme.

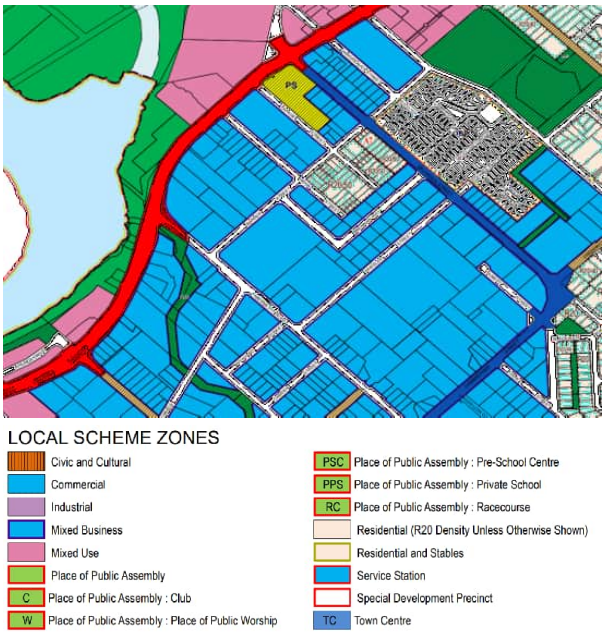


Figure 4: Current 'Mixed Business' Zoning of Belmont Business Park

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Service Station

Several sites along Great Eastern Highway have an individual site zoning of 'Service Station'. The intent of the 'Service Station' zone is to allow only the development of a service station and designate sites where this is appropriate.

'Service Station' is not a standard Model Provision zone and its intent could be captured through a standard zone with an 'additional use' over certain sites that designates specific development requirements. The City currently implements development provisions through Local Planning Policy No. 16 (LPP 16), which includes limiting the number of service stations located within close proximity to another.

It is recommended that the City continue to implement the provisions of LPP 16, and through the preparation of a new local planning scheme investigate whether the 'Service Station' zone should be revoked. The City should also investigate the appropriateness of applying a set of consistent zonings along Great Eastern Highway and in doing so rezoning service station sites to 'Mixed Use'.

Action 1.6

Investigate the appropriateness of modifying the current 'Service Station' zoning to 'Mixed Use' along Great Eastern Highway through the preparation of a new local planning scheme.

Residential and Special Development Precinct

The Springs Development abuts Great Eastern Highway and is currently zoned 'Special Development Precinct' under Local Planning Scheme No. 15 (see Figure 5). The provisions of the Springs Local Structure Plan, relevant Detailed Area Plans and Local Planning Policy No.7 currently guide development in this area.

Portions of land abutting Great Eastern Highway are also zoned 'Residential' as visualised by Figure 6 and have density codes ranging from R20 on the eastern side of Tonkin Highway and R100 on the western side.

The appropriateness of both of these zones will be further investigated as part of the preparation of a new local planning scheme.

Action 1.7

Investigate the future zoning of land zoned 'Special Development Precinct' and 'Residential' through the preparation of a new local planning scheme.

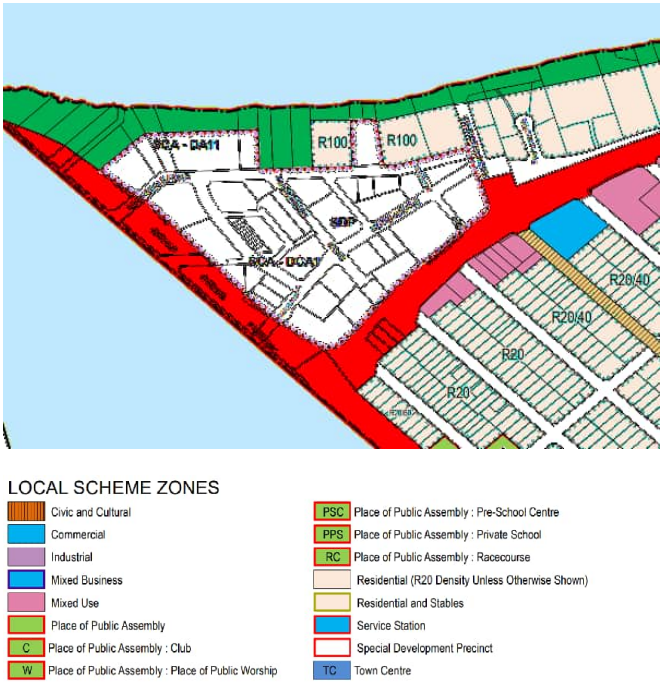


Figure 5: Current 'Special Development Precinct' Zoning

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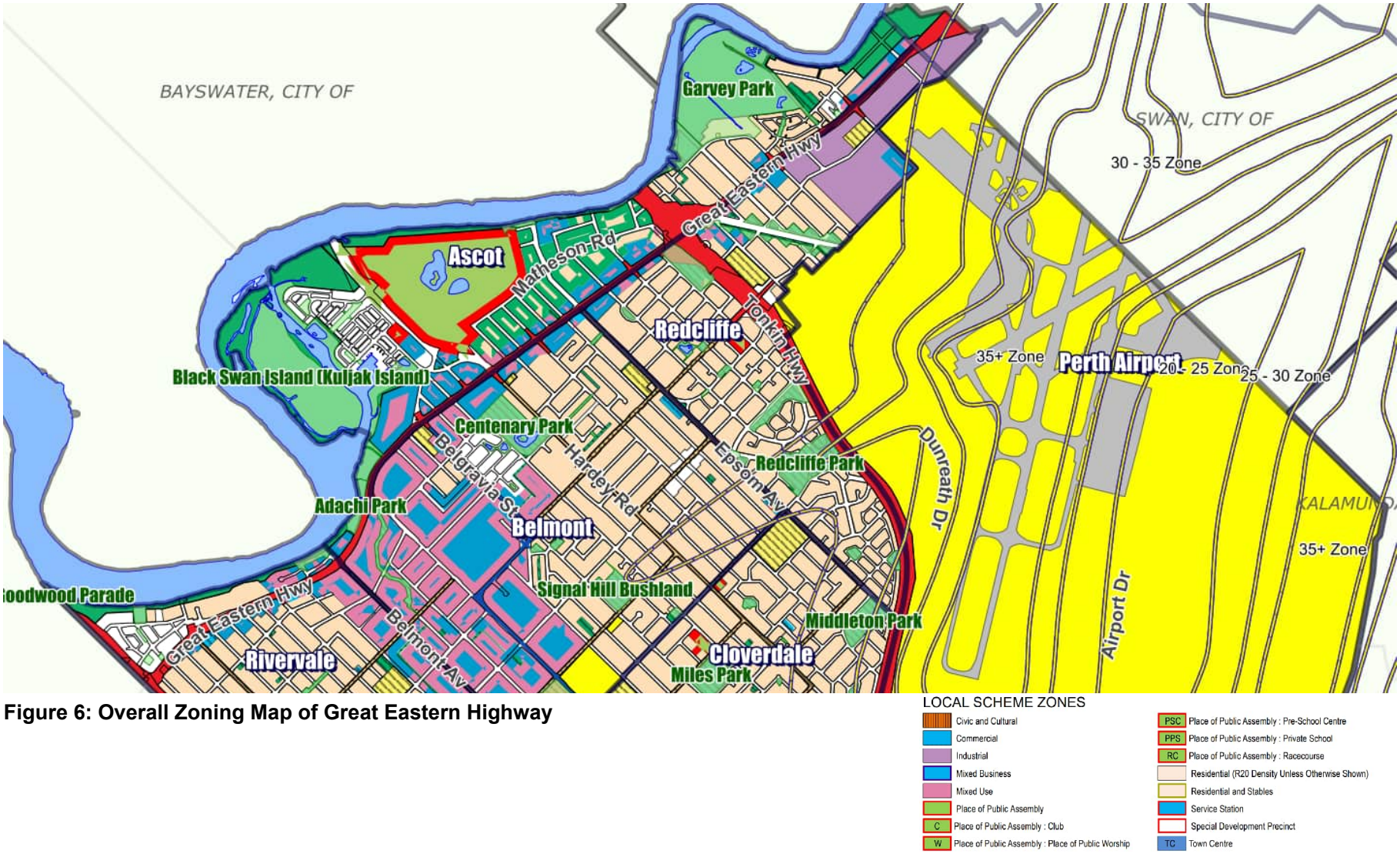


Figure 6: Overall Zoning Map of Great Eastern Highway

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2. Movement

Great Eastern Highway is a major activity generator within the City of Belmont and provides access to a range of retail commercial, non-retail commercial, residential, and industrial land uses. Great Eastern Highway is a major thoroughfare that connects Belmont to the surrounding local government areas with a primary focus on private vehicle movements. Unlike other transport routes within the City of Belmont, there is less of a focus on the need for pedestrian and cyclist movement. While this is the case, active modes of transport should still be facilitated and promoted as discussed in the following sections of this Strategy.



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Pedestrian and Cyclist Infrastructure

Footpaths of varying styles and widths facilitate walking for the majority of the length of Great Eastern Highway apart from a 120m section east of Ivy Street. While use of these footpaths is anticipated to be relatively low, they facilitate walking as an option for employees and residents accessing nearby services or public transport options.

Although the majority of Great Eastern Highway within the City of Belmont has footpaths on both sides of the road, their design results in a relatively unattractive space for pedestrians. The majority of footpaths are located immediately adjacent to the road carriageway with little to no weather protection. Therefore, the City should investigate streetscape improvements with Main Roads aimed at improving the visual appearance of Great Eastern Highway and creating an attractive walking environment. Improvements could include relocation of footpaths to create a landscape buffer where possible, and installing additional landscaping treatments (e.g. planting of shade trees).

With regard to cyclist infrastructure, continuous cycle lanes are provided on both sides of Great Eastern Highway between Graham Farmer Freeway and Tonkin Highway. Apart from a 500m section, Great Eastern Highway east of Tonkin Highway doesn't accommodate cycle lanes. Therefore, the City should investigate extending the cycle lane network. It is anticipated that this infrastructure will provide further cyclist connectivity and increase safety. This will promote cycling as an alternative mode of transport for employees and residents.

Action 2.1

Investigate additional street tree planting and landscaping alongside footpaths to provide a more attractive pedestrian environment.

Action 2.2

Investigate realigning footpaths along Great Eastern Highway to achieve an appropriate separation between pedestrians and motorists.

Action 2.3

Investigate extending cycle lanes for the full extent of Great Eastern Highway within the City of Belmont.

Public Transport

Great Eastern Highway is currently serviced by the following routes:

- 39 - Redcliffe Station to Elizabeth Quay Bus Station
- 270 - High Wycombe Station to Elizabeth Quay Bus Station
- 935 - Redcliffe Station to Wadjuk Way (Kings Park War Memorial)
- 940 - Redcliffe Station to Elizabeth Quay via Great Eastern Highway
- 293 - Redcliffe Station to Abernethy Road after Beverley Road
- 290 - Midland Station to Redcliffe Station.
- 291 - Redcliffe Station to Midland Station.

Bus stops are located along Great Eastern Highway for each of these services which provide an alternative transport option for residents and employees of the various land uses.

The City should monitor public transport usage and if required investigate requesting more detailed transport planning work to identify additional public transport services. The City should also investigate implementing travel behaviour programs aimed at informing the general public about their public transport options available along Great Eastern Highway.

Action 2.4

Implement travel behaviour programs to encourage the use of alternative modes of transport for uses along Great Eastern Highway.

Action 2.5

Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority.

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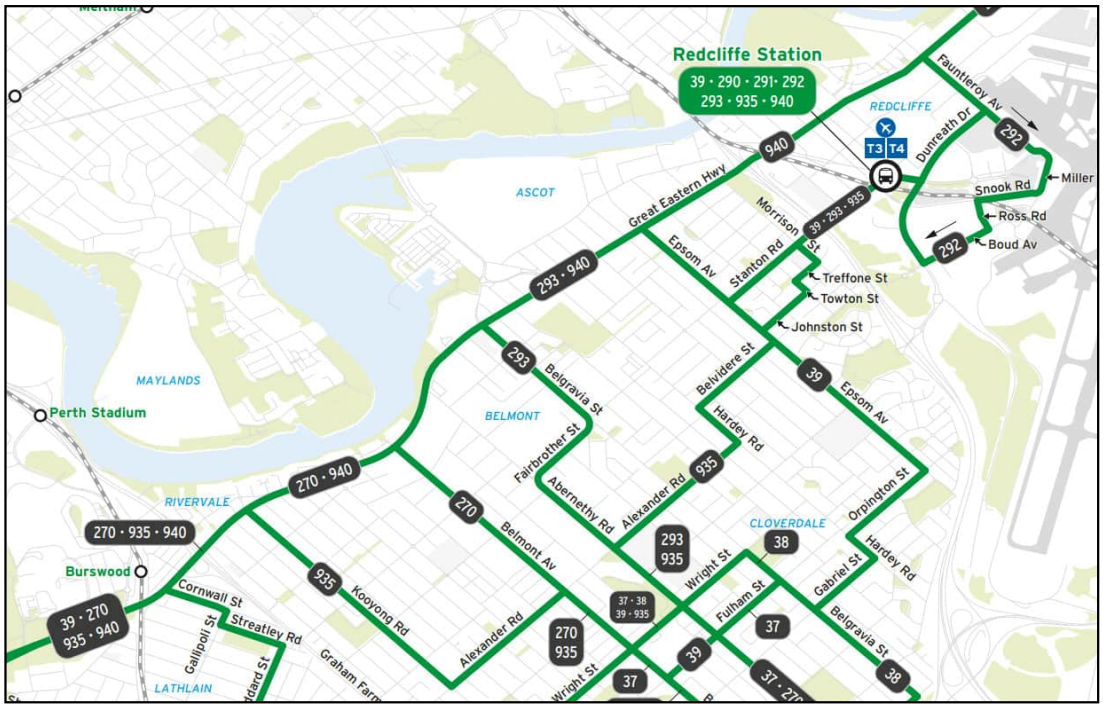


Figure 7: PTA Bus Network Map

Road Network and Private Vehicles

Great Eastern Highway accommodates a high number of vehicle movements and provides connections to other major roads such as Tonkin Highway and Graham Farmer Freeway.

The future intent of Great Eastern Highway is guided by the draft Great Eastern Highway Urban Corridor Strategy which seeks to improve the landscape amenity and provide improved connections to re-establish Belmont's connection with the Swan River. The pedestrian and cyclist environment is also envisaged to be enhanced through the provision of safe, accessible and convenient paths. In saying this, the role of Great Easter Highway in carrying a large number of vehicles will not be impacted. Rather, key connections and crossings will be improved and direct vehicular access to Great Eastern Highway will slowly be reduced to ensure that the impact on traffic movements is reduced.

The draft Great Eastern Highway Urban Corridor Strategy also promotes parking arrangements that ensure efficient vehicular movement occurs.

In general the Strategy seeks to promote rear access and rear parking whereby access is from side streets and buildings directly address Great Eastern Highway. The City should ensure that future developments demonstrate due regard to the recommendations of the Strategy. The City should also investigate an appropriate parking standard for the various land uses along Great Eastern Highway through the preparation of a new local planning scheme.

Action 2.6

Continue to maintain a high level of private and service vehicle access as required to support existing and future developments having due regard to the recommendations of the draft Great Eastern Highway Urban Corridor Strategy.

Action 2.7

Investigate an appropriate parking standard for the various land uses along Great Eastern Highway through the preparation of a new local planning scheme.

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3. Place

A variety of land uses including retail commercial, non-retail commercial and residential land uses are located along Great Eastern Highway. The City should ensure that these land uses are able to take advantage of their strategic location along Great Eastern Highway through a planning framework that can meet and respond to the ongoing needs of businesses. As part of this, high quality development outcomes should be promoted with a particular focus on creating an attractive built form that also promotes safe and efficient vehicle access. Achieving the vision of the draft Great Eastern Highway Urban Corridor Strategy will require 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.







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Land Use Permissibility

The current mix of zonings has resulted in a wide range of uses existing along the length of the Great Eastern Highway corridor. The majority of land currently comprises of 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 parlors, service stations, shops, light industrial uses, showrooms, and warehouses. The corridor also accommodates different forms of residential development along with a small number of health care and sporting facilities.

The City should ensure that the planning framework continues to facilitate a mix of commercial and residential type land uses along Great Eastern Highway. As part of this, the City should investigate appropriate land use permissibility's for the various zones having regard to the intent of the particular zone.

Action 3.1

Determine appropriate land use permissibility's which align with the intent of the various zones through the preparation of a new local planning scheme.



Development Provisions

Local Planning Scheme No. 15 provides guidance for the overall built form requirements of the various zones. The draft Great Eastern Highway Urban Corridor Strategy also provides more detailed development provisions which any development adjacent to Great Eastern Highway should have due regard to.

The draft Great Eastern Highway Urban Corridor Strategy development provisions are tailored toward specific precincts and address building setbacks, scale, landmarks, transition, active ground floor typology, access and parking, movement network, spaces, landscape zone and urban connections. In summary, the provisions seek to achieve an attractive and functional built form that accommodates a range of commercial and residential land uses while also ensuring that Great Eastern Highway is able to function efficiently and safely.

As part of the preparation of a new local planning scheme, the City should investigate the inclusion of appropriate built form provisions. In the meantime, the City should ensure that developments along Great Eastern Highway have due regard to the development provisions of the draft Great Eastern Highway Urban Corridor Strategy.

Action 3.2

Investigate the inclusion of appropriate built form provisions through the preparation of a new local planning scheme.

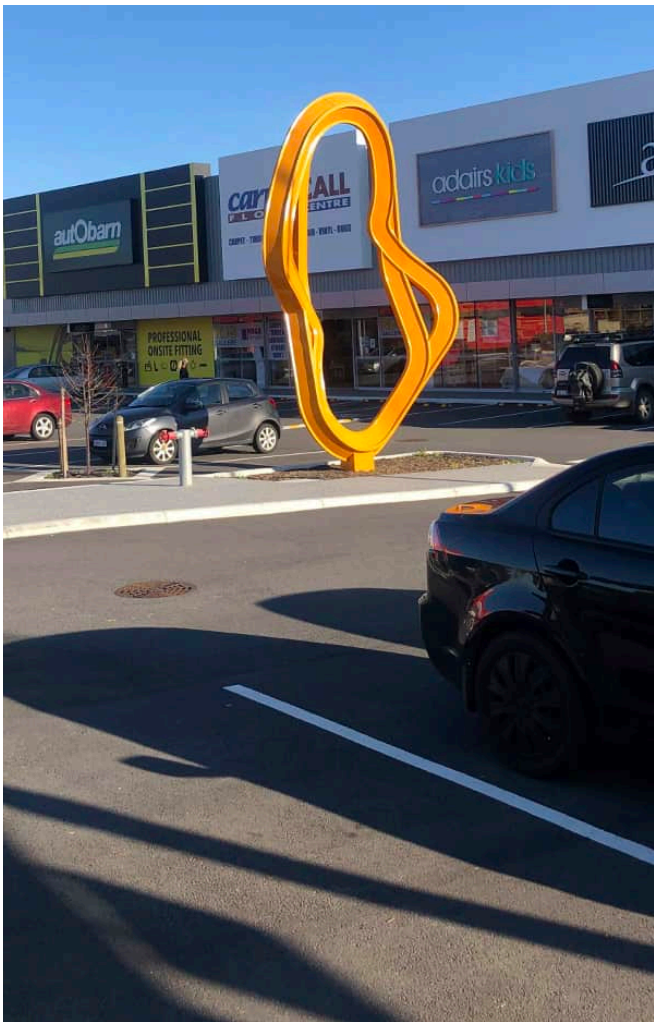


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Public Art

Public art assists in developing a sense of place with the local community and increases the overall attractiveness of an area to customers. The City of Belmont Local Planning Policy No.11 (LPP 11) outlines the requirements for the provision of public art by developers. The City requires all development proposals within the Policy Area of a value greater than $4.5 million to provide public art in accordance with the described method for determining public art contributions. The cost of any public art shall be no less than one percent of the value of the eligible proposal and provided in kind or via a cash-in-lieu payment.

While the majority of land adjoining Great Eastern Highway is located within the policy area, there are portions outside the policy area. The City should investigate the inclusion of these areas in Local Planning Policy No.11 and ensure that public art is contributed toward or provided as part of any developments.



Action 3.3

Investigate amending Local Planning Policy No.11 to include all land along Great Eastern Highway.

Action 3.4

Ensure public art is contributed toward or provided as part of developments along Great Eastern Highway.

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CITY OF BELMONT

Great Eastern Highway

Actions



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Actions & Implementation

Great Eastern Highway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate whether it is appropriate to apply a 'Neighbourhood Centre' zoning to the Eastgate Neighbourhood Centre through the preparation of a new local planning scheme.	Part 2 Great Eastern Highway Zoning Page 5	1.2-1.4 5.7	State Planning Policy 4.2 - Activity Centres Planning and Development (Local Planning Schemes) Regulations 2015 Corridor Strategy	Short	Planning
1.2	Investigate the appropriateness of rezoning the area east of Ivy Street from 'Industrial' to 'General Industry' through the preparation of a new local planning scheme.	Part 2 Great Eastern Highway Zoning Page 5	5.7	Planning and Development (Local Planning Schemes) Regulations 2015 Corridor Strategy	Short	Planning
1.3	Investigate the appropriateness of rezoning the area west of Ivy Street from 'Industrial' to 'Light Industry' through the preparation of a new local planning scheme.	Part 2 Great Eastern Highway Zoning Page 5	5.7	Planning and Development (Local Planning Schemes) Regulations 2015 Corridor Strategy	Short	Planning
1.4	Investigate retaining the existing 'Mixed Use' zone along Great Eastern Highway and an appropriate residential density code through the preparation of a new local planning scheme.	Part 2 Great Eastern Highway Zoning Page 6	5.7	Planning and Development (Local Planning Schemes) Regulations 2015 Corridor Strategy Perth and Peel@3.5 Million	Short	Planning

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Actions & Implementation

Great Eastern Highway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.5	Investigate the appropriateness of rezoning the existing 'Mixed Business' zoned lots fronting Great Eastern Highway to 'Mixed Use' and the remainder as 'Service Commercial' through the preparation of a new local planning scheme.	Part 2 Great Eastern Highway Zoning Page 6	5.7	Planning and Development (Local Planning Schemes) Regulations 2015 Corridor Strategy Perth and Peel@3.5 Million	Short	Planning
1.6	Investigate the appropriateness of modifying the current 'Service Station' zoning to 'Mixed Use' along Great Eastern Highway through the preparation of a new local planning scheme.	Part 2 Great Eastern Highway Zoning Page 7	5.7	Planning and Development (Local Planning Schemes) Regulations 2015 Corridor Strategy Perth and Peel@3.5 Million	Short	Planning
1.7	Investigate the future zoning of land zoned 'Special Development Precinct' and 'Residential' through the preparation of a new local planning scheme.	Part 2 Great Eastern Highway Zoning Page 7	5.7	Planning and Development (Local Planning Schemes) Regulations 2015 Corridor Strategy Perth and Peel@3.5 Million Local Housing Strategy	Short	Planning

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Actions & Implementation

Great Eastern Highway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate additional street tree planting and landscaping alongside footpaths to provide a more attractive pedestrian environment.	Part 2 Pedestrian and Cyclist Infrastructure Page 10	2.2 3.1	Corridor Strategy	Medium-Long	Planning Infrastructure Services
2.2	Investigate realigning footpaths along Great Eastern Highway to achieve an appropriate separation between pedestrians and motorists.	Part 2 Pedestrian and Cyclist Infrastructure Page 10	2.2	Corridor Strategy	Medium-Long	Infrastructure Services
2.3	Investigate extending cycle lanes for the full extent of Great Eastern Highway within the City of Belmont.	Part 2 Pedestrian and Cyclist Infrastructure Page 10	2.2	Corridor Strategy	Medium-Long	Infrastructure Services
2.4	Implement travel behaviour programs to encourage the use of alternative modes of transport for uses along Great Eastern Highway.	Part 2 Public Transport Page 10	2.4	Belmont on the Move	Ongoing	Infrastructure Services
2.5	Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority.	Part 2 Public Transport Page 10	2.3 2.4	Belmont on the Move	Ongoing	Planning Infrastructure Services

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Actions & Implementation

Great Eastern Highway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.6	Continue to maintain a high level of private and service vehicle access as required to support existing and future developments having due regard to the recommendations of the draft Great Eastern Highway Urban Corridor Strategy.	Part 2 Road Network and Private Vehicles Page 11	2.2	Corridor Strategy	Ongoing	Planning Infrastructure Sercvices
2.7	Investigate an appropriate parking standard for the various land uses along Great Eastern Highway through the preparation of a new local planning scheme.	Part 2 Road Network and Private Vehicles Page 11	2.2 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning Infrastructure Sercvices

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Actions & Implementation

Great Eastern Highway

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Determine appropriate land use permissibility's which align with the intent of the various zones through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 13	1.2-1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Investigate the inclusion of appropriate built form provisions through the preparation of a new local planning scheme.	Part 2 Development Provisions Page 13	1.2-1.4 5.7	Corridor Strategy	Short-Medium	Planning
3.3	Investigate amending Local Planning Policy No. 11 to include all land along Great Eastern Highway	Part 2 Public Art Page 14	1.4 4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Short	Planning Culture and Place
3.4	Ensure public art is contributed toward or provided as part of developments along Great Eastern Highway.	Part 2 Public Art Page 14	1.4 4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Ongoing	Planning Culture and Place

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CITY OF BELMONT

Activity Centre Planning Strategy - Kewdale Industrial Area



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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested.

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Kewdale Industrial Area

The Kewdale Industrial area is the City of Belmont's major industrial district and is acknowledged as a major strategic transport and logistics hub for the state. The area is located in the southern corner of the City of Belmont as visualised by Figure 1.

The broader Kewdale freight and logistics hub crosses over four local government areas, including the City of Belmont, City of Canning, City of Kalamunda, and the City of Swan. These local governments are involved in the Link WA alliance which is currently investigating the need to establish consistent planning frameworks in terms of zoning, land use permissibility and scheme provisions such as parking standards.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the key planning opportunities for the Kewdale Industrial Area.

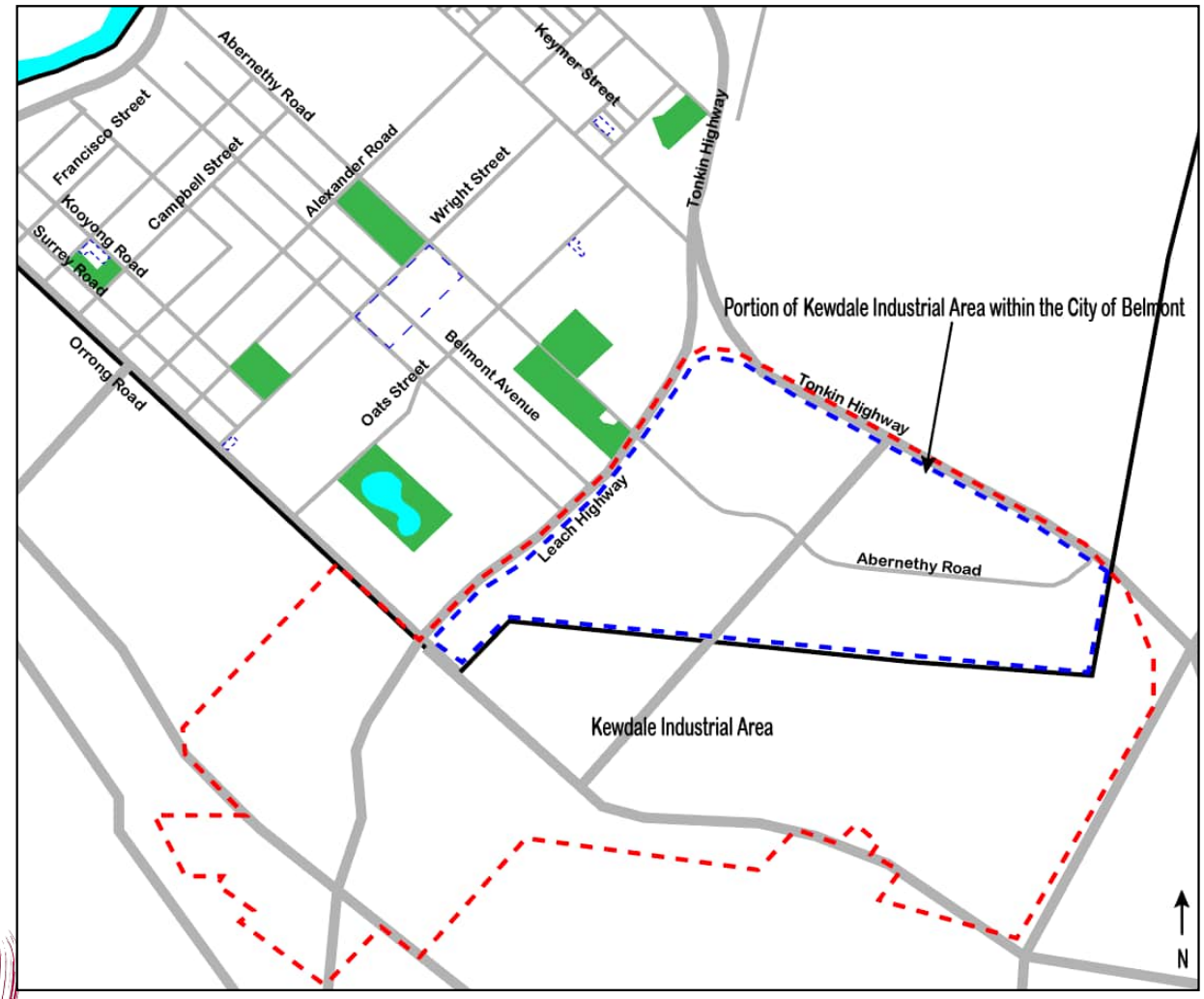


Figure 1: Kewdale Industrial Area Locality Map

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Kewdale Industrial Area Zoning

Kewdale Industrial Area is currently zoned 'Industrial' under the City's Local Planning Scheme. The current zone and objectives adequately reflect the intent for the area to be used for industrial purposes.

The Planning and Development (Local Planning Schemes) Regulations 2015 contain a set of Model Provisions which prescribe standard local planning scheme zones and zone objectives for all local governments. The City's current zone of 'Industrial' and associated zone objectives are not consistent with the Model Provisions.

It is considered that the most appropriate standard Model Provision zone to apply to the Kewdale Industrial Area is 'General Industry'. The City may look to investigate the inclusion of additional objectives relating to the continuation of the current freight and logistics industry. Additional objectives will allow the City to ensure that the function of the Kewdale Industrial Area is retained through statutory objectives any development proposal will need to have regard to.

Action 1.1

Investigate the appropriateness of amending the zoning of existing 'Industrial' zoned land to 'General Industry' through the preparation of a new Local Planning Scheme.

Action 1.2

Investigate and seek the approval of the Western Australian Planning Commission to include additional zone objective/s.

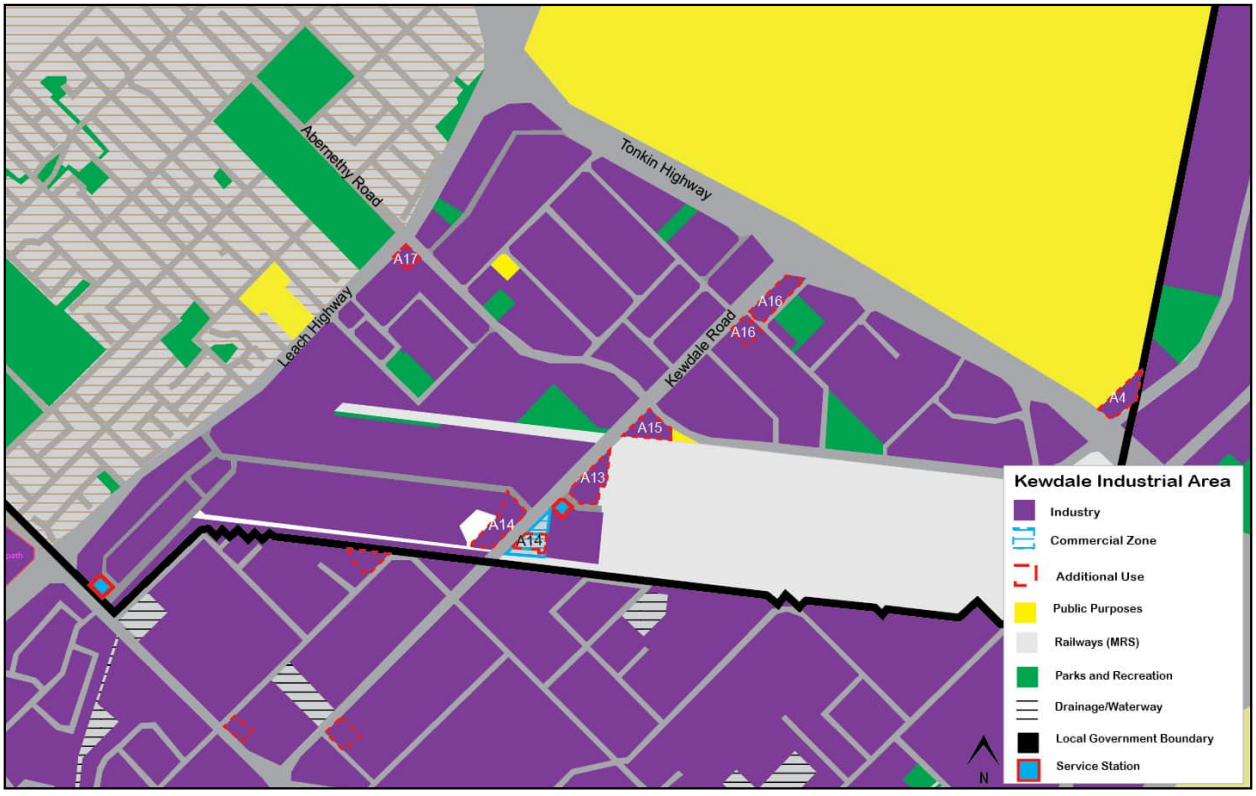


Figure 2: Existing Kewdale Industrial Area Zoning Map

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Retail Commercial within Kewdale Industrial Area

Currently within Kewdale Industrial Area, there is a small portion of land along Kewdale Road which contains uses which are not necessarily industrial in nature. These uses spread across 'Commercial' and 'Industrial' zoned land which is designated by LPS 15 as 'Additional Use' areas 'A4', 'A13', 'A14', 'A15', 'A16', and 'A17'. These additional use areas were created to facilitate the approval of uses originally listed as 'X' (not permitted) in the 'Industrial' area.

The site labelled as 'A13' is zoned 'Industrial' and is able to accommodate several additional land uses, including:

- Consulting Rooms;
- Health Centre;
- Liquor Store;
- Lunch Bar;
- Medical Centre;
- Office;
- Restaurant; and
- Tavern.

The site currently accommodates a number of the land uses listed above with a dominant tenancy being Kewdale Tavern. The overall site also currently accommodates a cafe and a number of offices. To continue accommodating these land uses while also ensuring that the industrial nature of the locality is not eroded, it may be appropriate to zone the site 'General Industry' with appropriate additional uses.

Sites classified by 'A14','A15','A16' and 'A17' are designated by LPS 15 as being able to accommodate an 'Office' land use. However, as a result of amendments to Local Planning Scheme No. 15, 'Office' is now capable of approval in the 'Commercial' and 'Industrial' zones. Therefore, the Additional Use designation serves no function.

119 and 133 Kewdale Road are currently zoned 'Commercial' under Local Planning Scheme No. 15. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones to reflect the centre hierarchy included in State Planning Policy 4.2, it may be appropriate to rezone 119 and 133 Kewdale Road to 'Local Centre'. A local centre zoning reflects the scale and nature of the existing uses on-site being a number of small scale offices and convenience services including shops and lunch bars.

It may also be appropriate to rezone the 'Commercial' zoned portion of 135 Kewdale Road, and 1 Ballantyne Road and 2 Fenton Street (currently zoned 'Service Station') to 'General Industry' given these sites have been developed for industrial type land uses.

The site designated as 'A4' is able to accommodate several land uses, including:

- Fast food / Take away
- Consulting room - Group
- Restaurant
- Service Station
- Shop provided that the gross leasable area set aside for the purposes of Shop other than Fast Food does not exceed 500m^2 in total; and
- Tavern.

As part of the preparation of a new local planning scheme, the City should investigate whether it is appropriate to retain Additional Use 4.

Action 1.3

Investigate the appropriateness of removing Additional Use 14, 15, 16 and 17 through the preparation of a new local planning scheme.

Action 1.4

Investigate the appropriateness of retaining 'Additional Use 13' and applying a 'General Industry' zoning through the preparation of a new local planning scheme.

Action 1.5

Through the preparation of a new local planning scheme, investigate whether it is appropriate to retain Additional Use 4.

Action 1.6

Through the preparation of a new local planning scheme, investigate whether it is appropriate to rezone 135 Kewdale Road, 1 Ballantyne Road, and 2 Fenton Street to 'General Industry'.

Action 1.7

Investigate the appropriateness of rezoning 119 and 133 Kewdale Road to 'Local Centre' through the preparation of a new local planning scheme.

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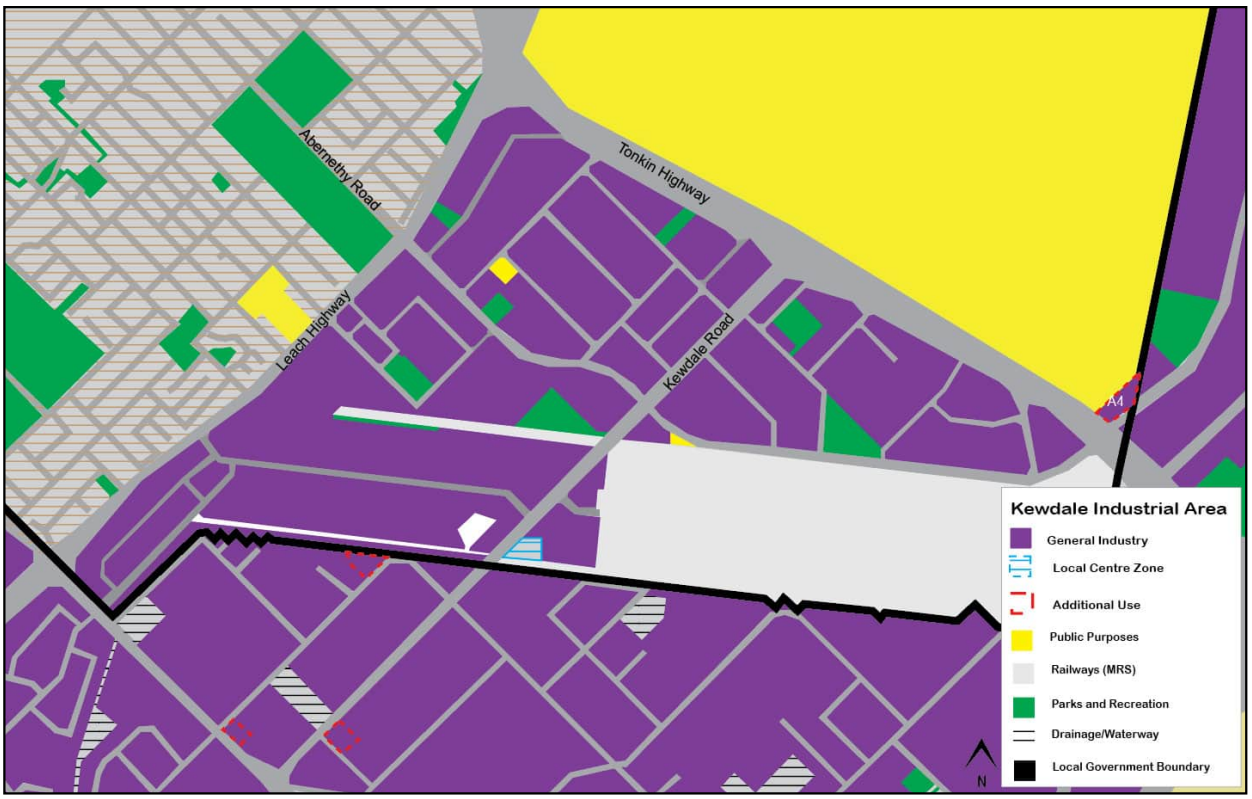


Figure 3: Proposed Zoning Investigations

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2. Movement

The movement network associated with the Kewdale Industrial Area provides good access internally and achieves a high level of connection to external areas. Given the overall nature of current and future development, private vehicle and service vehicle access is paramount. Unlike other activity centres within the City, there is less of a focus on the need for pedestrian and cyclist movement. While this is the case, active modes of transport should still be facilitated as discussed in the following sections of this Strategy.



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Pedestrian and Cyclist Infrastructure

While it is unlikely that walking and cycling is a highly utilised mode of transport for access to Kewdale Industrial Area, footpaths are located within the more prominent road reserves. These include Abernethy Road, Kewdale Road, Belmont Avenue, and Noble Street. Although this is the case, their design results in a relatively unattractive space for pedestrians. The footpaths are directly adjacent to high traffic roads with little to no weather protection. Therefore, the City should investigate streetscape improvements aimed at improving the experience for pedestrians. Improvements could include the installation of additional landscaping treatments and where feasible the relocation of footpaths along high traffic roads so that they are setback from the road carriageway.

Generally internal roads don't feature footpaths. Therefore, the City should investigate the need and feasibility of extending the footpath network. It is anticipated that this will better connect the Kewdale Industrial Area with public transport infrastructure and nearby services.

With regard to cyclist infrastructure, there are no dedicated cycle lanes within the road reserves. Therefore, the City should investigate including cycle lanes within the Kewdale Industrial Area particularly along roads such as Abernethy Road and Kewdale Road. It is anticipated that this infrastructure will provide an additional transport option for employees and further connect the area for cyclists.

Action 2.1

Investigate improvements to cyclist and pedestrian infrastructure within the Kewdale Industrial area.



Public Transport

The portion of Kewdale Industrial Area located within the City of Belmont is currently serviced by bus routes, 270 (new service connecting Elizabeth Quay to High Wycombe Station), 293, 37 (new service connecting Oats Street bus Station to the Airport Bus Stand), and 285 as visualised by Figure 4. Bus stops providing access to these services are located within the Kewdale Industrial Area along Abernethy Road and Kewdale Road.

While the current land use mix and goods offered within the Kewdale Industrial Area are unlikely to produce a high level of public transport usage, the bus network still presents an opportunity for employees and visitors to utilise an alternative mode of transport. The network provides connections to High Wycombe Station, Elizabeth Quay Bus Station, Redcliffe Station, Oats Street Bus Station and the Airport Bus Stand.

The City should monitor public transport usage within the Kewdale Industrial area, and if the need arises, investigate additional public transport services with applicants and the Public Transport Authority.

Action 2.2

Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority.

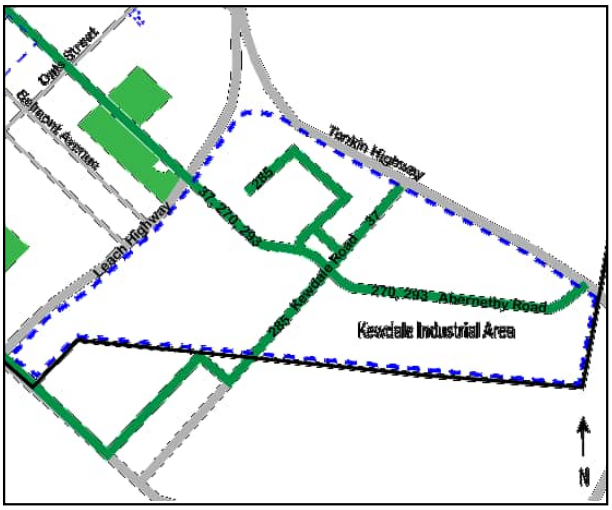


Figure 4: Bus Network Map

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Road Network and Private Vehicles

The nature of the current goods and services provided for within Kewdale Industrial Area is reliant on adequate private and service vehicle access. The current road network provides an adequate level of access to the goods and services offered particularly for large trucks.

The future intent for the Kewdale Industrial Area is to continue to provide for a range of land uses that by their nature require access via large vehicles. As a result, the City should continue to allow safe and efficient vehicle access particularly for trucks and maintain connections to the surrounding major arterial routes.

The City should also review the effectiveness of the existing parking standards included in Local Planning Scheme No. 15, and implement appropriate car parking requirements through the preparation of a new local planning scheme.

Action 2.3

Continue to maintain a high level of private and service vehicle access as required to support existing and future development.

Action 2.4

Review existing car parking standards and apply appropriate parking requirements through the preparation of a new local planning scheme.



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3. Place

The Kewdale Industrial Area is a significant transport, storage, manufacturing and logistics hub that services the State's freight, logistics, construction and resource sectors. The City should ensure that the industrial nature of the area is maintained by implementing a planning framework that can meet and respond to the ongoing needs of businesses. As part of this, high quality development outcomes should be promoted that result in an attractive built form that remains fit for a variety of industrial land uses.







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Land Use Permissibility

This Strategy proposes to investigate the appropriateness of primarily zoning the Kewdale Industrial Area as 'General Industry' to accommodate a variety of industrial type land uses, which by their nature require larger sites and good vehicle access. 'General Industry' is not currently a zone listed within LPS 15 and as a result no current land use permissibility's are prescribed. In order to facilitate the intended purpose of the Kewdale Industrial Area, the City should consider appropriate land use permissibility's as part of the preparation of a new local planning scheme.

Given the 'General Industry' zone is proposed to encompass a variety of different site characteristics, it may be appropriate for the City to maintain appropriate land uses as Discretionary 'D' land uses. Maintaining 'D' land uses will ensure that the City is able to assess varying development applications and ensure that each proposal adequately meets the constraints or needs on a site by site basis. However, it may be appropriate to designate 'Office' as an 'I' use (incidental) to ensure that the industrial intent of the locality isn't eroded by standalone office developments. An 'I' use permissibility will ensure that only 'offices' which are consequent, appertaining or relating to the predominant use of the land can be approved.

With regard to 119 and 133 Kewdale Road, these lots are currently zoned 'Commercial' by LPS 15. Recent amendments to the Regulations have introduced exemptions for the land uses included in Table 1, provided that they are classed with a 'D' use class permissibility within the City's Zoning Table. The Regulations amendments provide an opportunity for activity centres to more flexibly adapt to market conditions, facilitating their ongoing sustainability.

The City should through the preparation of a new local planning scheme investigate the appropriateness of maintaining a Discretionary 'D' use class permissibility for typical activity centre land uses listed in SPP 4.2. Given the Western Australian Planning Commission is proposing to replace the 'Commercial' zone with centre zones, it may also be appropriate to rezone 119 and 133 Kewdale to 'Local Centre'. It is likely that the exemptions detailed in Table 1 will also be extended to apply to the 'Centre' zones.

Action 3.1

Investigate whether it is appropriate to apply a 'D' use permissibility for typical 'General Industry' and 'Local Centre' land uses through the preparation of a new local planning scheme.

Action 3.2

Investigate whether it is appropriate to include 'Office' as an 'I' use in the 'General Industry' zone through the preparation of a new local planning scheme.





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Land Use	Zones	Conditions
Small Bar	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme • Does not directly adjoin residential zone
Recreation - Private	Commercial, Centre or Mixed Use	• Within metropolitan region • NLA no more than 300sqm • No more than 60% of ground floor glazing obscured
Shop	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Restaurant/ Cafe	Commercial, Centre or Mixed Use	• NLA no more than 300sqm
Convenience Store	Commercial, Centre or Mixed Use	• Not used for the sale of petroleum products
Consulting Rooms	Commercial, Centre or Mixed Use	• No more than 60% of ground floor glazing obscured
Office	Commercial, Centre or Mixed Use	• Not located on the ground floor
Liquor Store - Small	Commercial, Centre or Mixed Use	• Located within Metropolitan or Peel Region Scheme





Table 1

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Link WA

The City of Belmont is actively involved in a regional partnership (Link WA) with the Cities of Canning, Kalamunda, and Swan. The Link WA alliance will encourage the joint promotion, advancement, and development of each of the City's major industrial areas into a coordinated inland Freight and Logistics Hub. Kewdale Industrial Area forms a major part of this hub.

As part of the Link WA alliance, the involved local governments are looking to provide a level of consistency for freight and logistics companies currently operating or looking to locate within the Logistics Hub of WA. Therefore, investigations have been undertaken to establish consistent planning frameworks in terms of zoning, land use permissibility and scheme provisions such as parking standards. In preparing a new Local Planning Scheme the City of Belmont should have regard to the recommendations of the LinkWA working group with respect to the Kewdale Industrial Area.

Action 3.3

During the preparation of a new local planning scheme, have regard to the recommendations of the Link WA working group with respect to Kewdale Industrial Area.



Development Provisions

Local Planning Scheme No. 15 provides guidance for the overall built form requirements of the 'Industrial' zone. The provisions cover amenity, building height, site cover, setbacks, parking and loading requirements, pedestrian and garden areas, facades, fencing and walls and subdivision.

As discussed previously, a 'General Industry' zone may be appropriate to apply to the majority of Kewdale Industrial Area. Therefore, the City should investigate the development of specific built form provisions which should be included in a new Local Planning Scheme prepared by the City.

The built form provisions should be focused at facilitating uses intended for the zone while at the same time ensuring that development results in an attractive built form.

During the preparation of appropriate built form provisions, the City should also have regard to recommendations made during discussions held by the Link WA alliance regarding standardised provisions for the Kewdale Industrial Area.

Action 3.4

Investigate the inclusion of appropriate built form provisions for the 'General Industry' zone through the preparation of a new local planning scheme.

Action 3.5

Investigate the inclusion of consistent development provisions with surrounding local governments forming part of the Link WA project.



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Public Art

Public art assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers. The City of Belmont Local Planning Policy No. 11 (LPP 11) outlines the requirements for the provision of public art by developers. The City requires all development proposals within the Policy Area of a value greater than $4.5 million to provide public art in accordance with the described method for determining public art contributions. The cost of any public art shall be no less than one percent of the value of the eligible proposal and provided in kind of via a cash-in-lieu payment.

Kewdale Industrial Area is located within the policy area. Therefore, the City should ensure that public art is contributed toward or provided as part of any future redevelopments.

Action 3.6

Ensure public art is contributed toward or provided as part of developments within the Kewdale Industrial Area.



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Kewdale Industrial Area

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Kewdale Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate the appropriateness of amending the zoning of existing 'Industrial' zoned land to 'General Industry' through the preparation of a new Local Planning Scheme.	Part 2 Kewdale Industrial Area Zoning Page 4	1.2 1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Investigate and seek the approval of the Western Australian Planning Commission to include additional zone objectives.	Part 2 Kewdale Industrial Area Zoning Page 4	1.4 5.1 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.3	Investigate the appropriateness of removing Additional Use 14, 15, 16 and 17 through the preparation of a new local planning scheme.	Part 2 Retail Commercial within Kewdale Industrial Area Page 5	5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.4	Investigate the appropriateness of retaining 'Additional Use 13' and applying a 'General Industry' zoning through the preparation of a new local planning scheme.	Part 2 Retail Commercial within Kewdale Industrial Area Page 5	5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning

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Kewdale Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.5	Through the preparation of a new local planning scheme, investigate whether it is appropriate to retain Additional Use 4.	Part 2 Retail Commercial within Kewdale Industrial Area Page 5	1.2 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.6	Through the preparation of a new local planning scheme, investigate whether it is appropriate to rezone 135 Kewdale Road, 1 Ballantyne Road, and 2 Fenton Street to 'General Industry'.	Part 2 Retail Commercial within Kewdale Industrial Area Page 5	5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.7	Investigate the appropriateness of rezoning 119 and 133 Kewdale Road to 'Local Centre' through the preparation of a new local planning scheme.	Part 2 Retail Commercial within Kewdale Industrial Area Page 5	1.2 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning

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Actions & Implementation

Kewdale Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Investigate improvements to cyclist and pedestrian infrastructure within the Kewdale Industrial area.	Part 2 Pedestrian and Cyclist Infrastructure Page 8	2.2-2.4	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
2.2	Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority.	Part 2 Public Transport Page 8	2.2-2.4 5.7	Belmont on the Move	Ongoing	Planning Infrastructure Services
2.3	Continue to maintain a high level of private and service vehicle access as required to support existing and future development.	Part 2 Road Network and Private Vehicles Page 9	2.1 5.1	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Infrastructure Services
2.4	Review existing car parking standards and apply appropriate parking requirements through the preparation of a new local planning scheme.	Part 2 Road Network and Private Vehicles Page 9	2.1 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning

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Actions & Implementation

Kewdale Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate whether it is appropriate to apply a 'D' use permissibility for typical 'General Industry' and 'Local Centre' land uses through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 11	5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Investigate whether it is appropriate to include 'Office' as an 'I' use in the 'General Industry' zone through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 11	5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.3	During the preparation of a new local planning scheme, have regard to the recommendations of the Link WA working group with respect to Kewdale Industrial Area.	Part 2 Link WA Page 12	5.7	Link WA Planning Harmonisation Report	Short-Medium	Planning
3.4	Investigate the inclusion of appropriate built form provisions for the 'General Industry' zone through the preparation of a new local planning scheme.	Part 2 Development Provisions Page 12	5.7	Link WA Planning Harmonisation Report	Short-Medium	Planning

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Actions & Implementation

Kewdale Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.5	Investigate the inclusion of consistent development provisions with surrounding local governments forming part of the Link WA project.	Part 2 Development Provisions Page 12	5.7	Link WA Planning Harmonisation Report	Short-Medium	Planning
3.6	Ensure public art is contributed toward or provided as part of developments within the Kewdale Industrial Area.	Part 2 Public Art Page 13	1.4 4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Ongoing	Planning Culture and Place

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CITY OF BELMONT

Activity Centre Planning Strategy Perth Airport



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Alternative Formats

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Perth Airport

Western Australia's main domestic and international airport (Perth Airport) makes up approximately 2,105 hectares and is predominantly located within the City of Belmont as visualised by Figure 1. The remainder of land is situated within the City of Swan and City of Kalamunda. Perth Airport plays a major strategic role in the operation of Western Australia and generates a significant employment base in the retail, airport operations, and freight and logistics sectors. Overtime, a number of commercial/industrial clusters have formed on land under the care and control of Perth Airport.

The majority of land that comprises Perth Airport is reserved under the Metropolitan Region Scheme (MRS) as 'Public Purpose - Commonwealth Government'. Perth Airport is also identified as a 'specialised centre' by State Planning Policy 4.2 - Activity Centres for Perth and Peel (SPP4.2).

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities and considerations for Perth Airport.

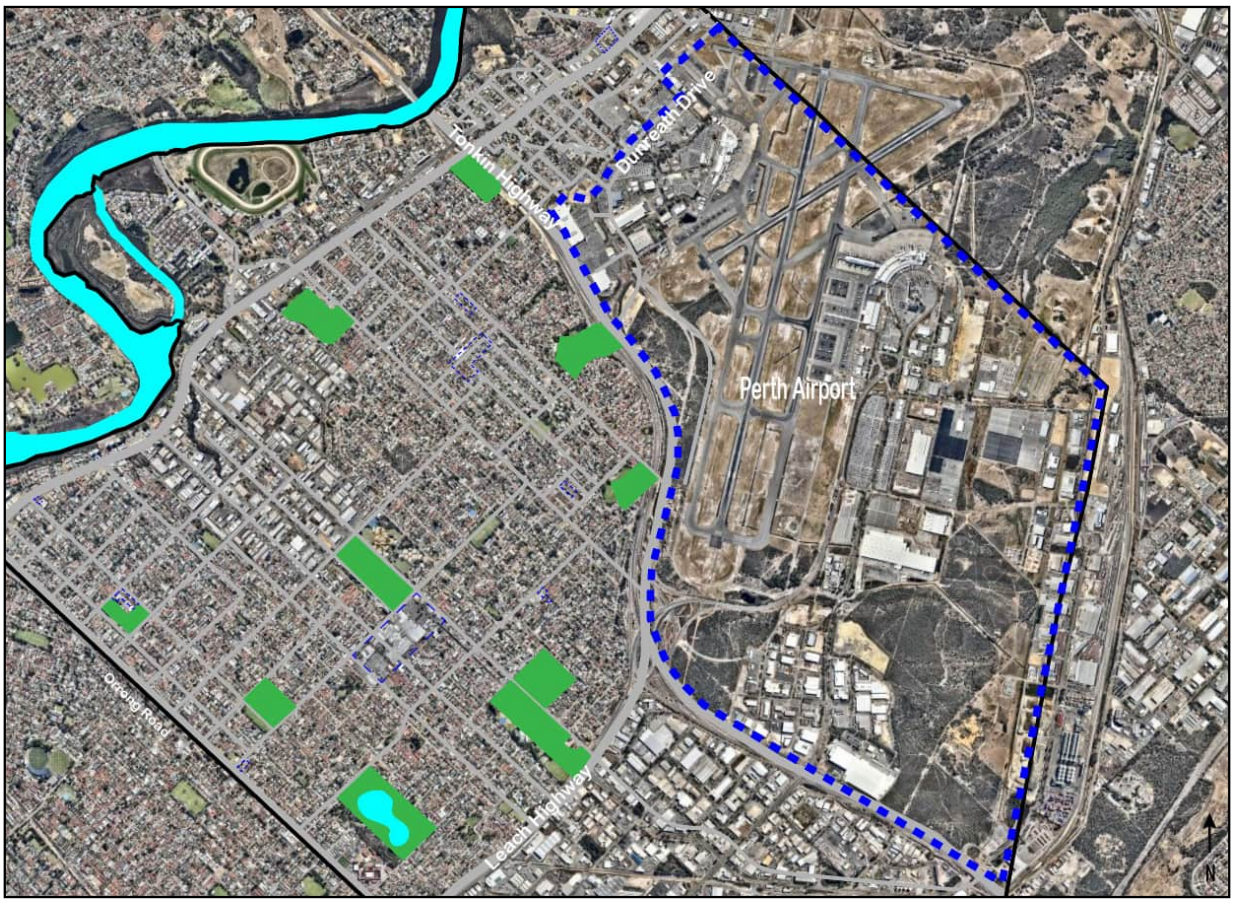


Figure 1: Perth Airport Locality Map

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SPP 4.2 - Specialised Centre

As previously mentioned, Perth Airport is recognised as a 'Specialised Centre' by SPP 4.2. Under SPP4.2, Perth Airport's identified purpose is the provision of aviation and logistics services. SPP 4.2 states that specialised centres are to provide opportunities for the development of complementary activities to the primary function and that these are to be encouraged on a scale that will not detract from other centres in the hierarchy.

While it is noted that the Perth Airport is subject to Commonwealth legislation and is therefore outside the State and local government jurisdictions, the City of Belmont will continue to liaise with Perth Airport monitoring development proposals and considering the potential impact on activity centres in the City's jurisdiction.

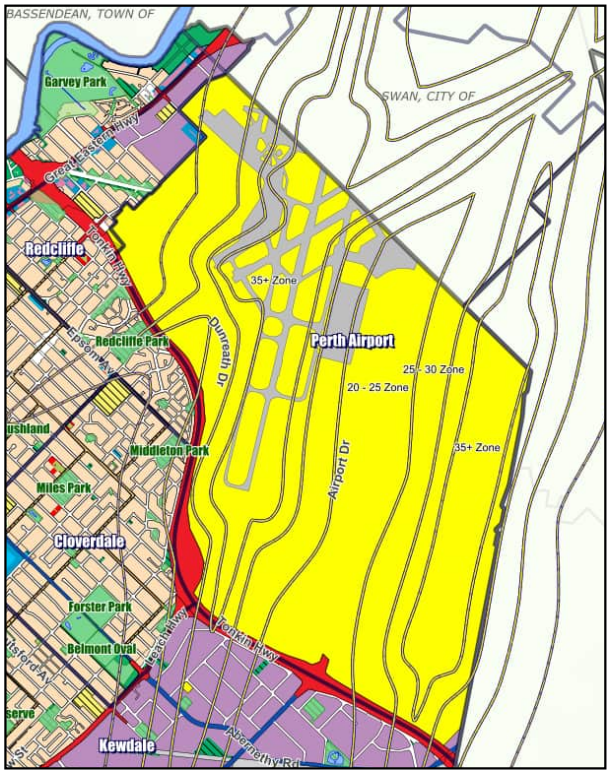


Figure 2: Perth Airport Zoning Map

Perth Airport Reservation

The majority of land that comprises Perth Airport is reserved under the Metropolitan Region Scheme (MRS) as 'Public Purpose - Commonwealth Government' (see Figure 2). This means that the City of Belmont has no jurisdiction over this land. Rather, Perth Airport is subject to the Airports Act 1996 which provides for developments being exempt from the requirement to obtain approval under any other legislation in the case a masterplan is in effect. Despite this, Section 79 of the Act requires the Perth Airport to engage with the City of Belmont prior to forwarding the masterplan to the Minister for approval.

Perth Airport has prepared the Perth Airport Masterplan with the intention of guiding development until 2040 as discussed in subsequent sections of this Strategy. This Strategy proposes to extend the existing 'Public Purpose' reservation over 'Industrial' zoned land between Redcliffe Road and Dunreath Drive. This is consistent with proposal four of the Metropolitan Region Scheme Central Districts Omnibus No. 6 amendment as visualised by Figure 3 overleaf.

A portion of Perth Airport's land is within Development Area 6 (DA 6) (see Figure 4 overleaf) which requires a structure plan to be prepared under the City's Local Planning Scheme No.15. While the City has no jurisdiction over the Perth Airport land, it is considered appropriate to retain the DA 6 boundary as it is noting that the this land forms part of the broader precinct. There is also a a relationship between development that occurs under the Perth Airport Masterplan and the City's Local Planning Scheme No. 15 which should be recongnised and maintained.

Action 1.1

Reserve 'Industrial' zoned land between Dunreath Drive and Redcliffe Road 'Public Purpose - Commonwealth Government' through the preparation of a new local planning scheme.

Action 1.2

Retain the DA 6 boundary to be consistent with Local Planning Scheme No. 15.

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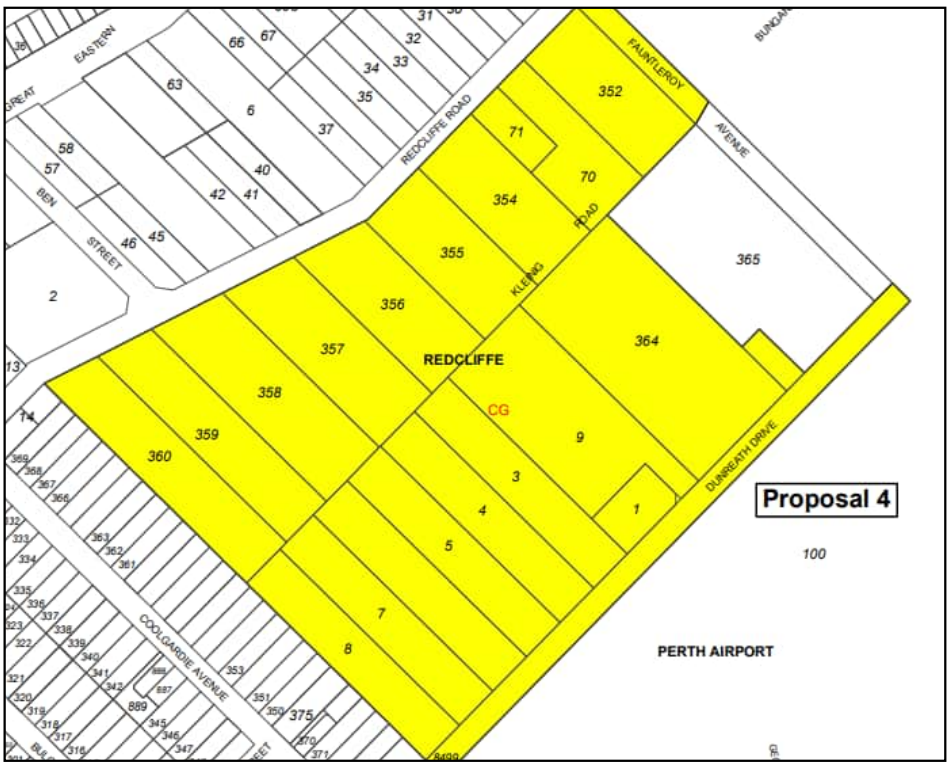


Figure 3: Proposal 4 of MRS Central Districts Omnibus No.6 Amendment

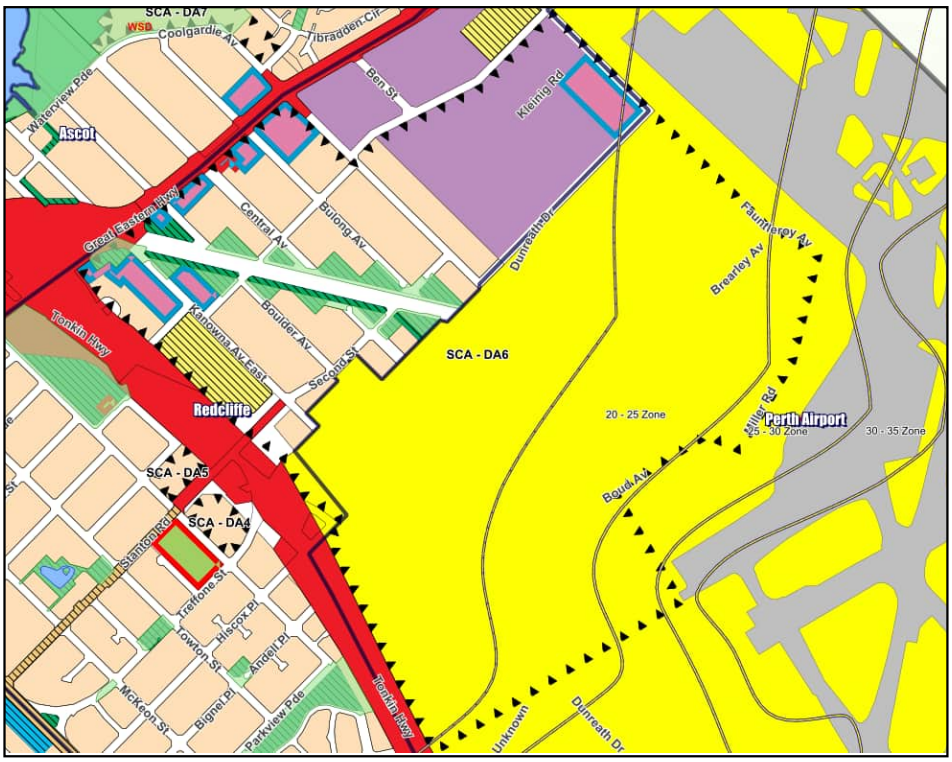


Figure 4: Development Area 6 Boundary

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Perth Airport Masterplan

The Perth Airport Masterplan 2020 guides development within the Perth Airport Estate and in doing so, designates areas of commercial/industrial development.

The Perth Airport Masterplan divides the Estate into five precincts, with varying desired land uses in each (see Figure 5). Two of these are solely aviation-related: the Airfield Precinct for aircraft operations and the Airport Central Precinct for passenger facilitation. The Airport West, Airport North and Airport South Precincts have, or are planned to have, a mix of aviation and non-aviation developments.

The five precincts described above contain the following land use zones as also visualised by Figure 6:

- Airfield Zone;
- Terminal Zone;
- Airport Services Zone;
- Commercial Zone; and
- Mixed Use Zone.

The Masterplan sets out objectives for each zone and designates land use permissibility by including a list of 'Discretionary' uses.

It is vital that the City remains aware and considers the current and future land use mix proposed to be located within the Perth Airport Estate. This will assist the City in understanding the relationship between land uses in the Perth Airport Land and the City of Belmont to help guide future planning.

Action 1.3

Continue to liaise with Perth Airport, monitoring development and the potential impact of future development on existing activity centres within the City of Belmont.

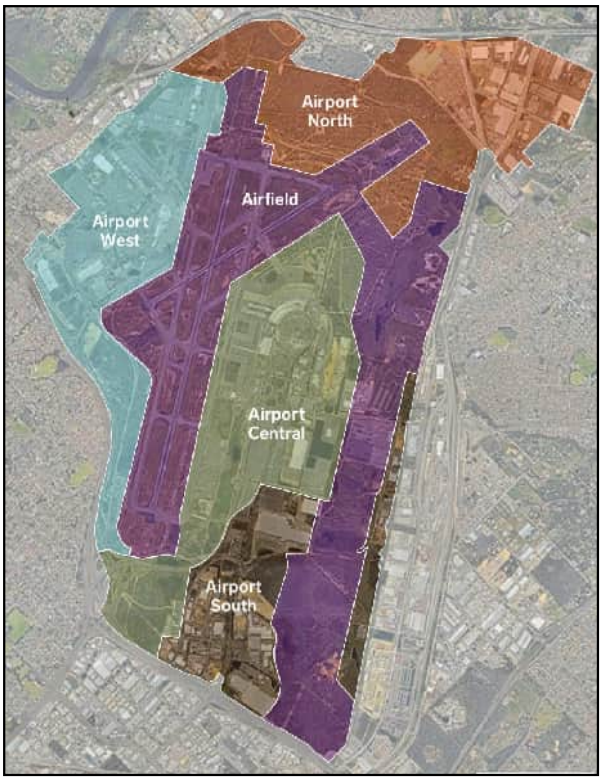


Figure 5

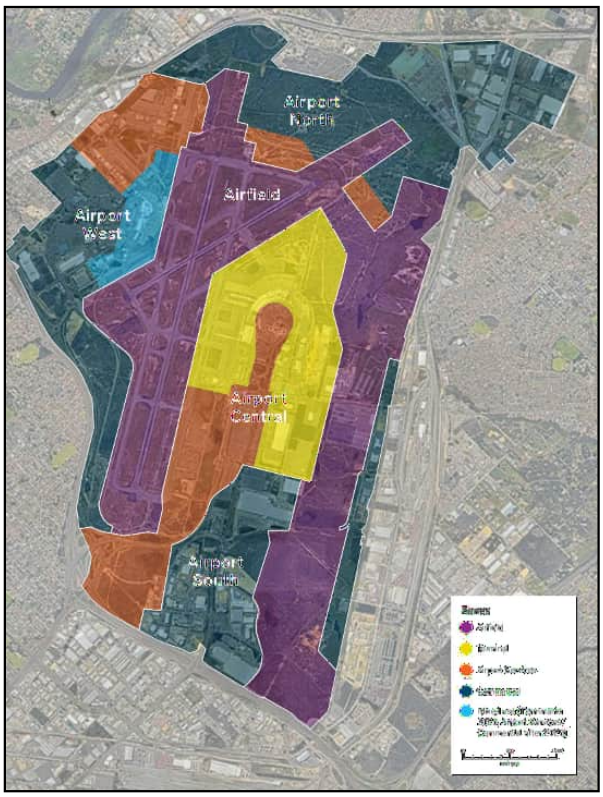


Figure 6

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Airport West

The Airport West precinct is zoned 'Commercial' under the Perth Airport Masterplan which caters for a large range of discretionary land uses. In particular, the Airport West precinct is proposed to contain retail outlets and bulky goods showrooms. This form of development has already commenced within this precinct with the construction of the Direct Factory Outlet (DFO) and Costco.

The Perth Airport Masterplan details that there will be a transition from large scale regular passenger transport services and other aviation facilities within the Airport West precinct, to office, education, hospitality, wellbeing, retail, and bulky good developments. It is considered that these land uses may be more appropriately located outside of the Perth Airport estate within existing activity centres in the City of Belmont. As described by the RNA prepared to inform this Strategy, the large format retail developments planned for Perth Airport's land significantly adds to commercial competition. Therefore, the City of Belmont should liaise with Perth Airport regarding their future land use intentions particularly for the Airport West precinct with a view to understanding how the scale and range of land uses proposed and contemplated by the Masterplan will impact the City's existing activity centres.

Further consideration should also be given to the range of land uses capable of approval in the 'Commercial' zone under the Perth Airport Masterplan. Land uses capable of approval extend beyond those recommended by SPP 4.2 for activity centres. Given this, the City should continue to liaise with Perth Airport to ensure that appropriate activity centre land uses are established particularly within the Redcliffe Neighbourhood Centre which facilitate high levels of activity and a day/night time economy.

The City should also seek to understand the overall impact of an increase in bulky goods showrooms on the 'Belmont Business Park' and land uses along Great Eastern Highway.





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Airport Central

Airport Central Precinct is currently responsible for housing terminal and aviation facilities and commercial development, inclusive of retail and office uses. The Perth Airport Masterplan states that the Airport Central Precinct will in the future include an expanded international terminal, a new terminal (replacing current terminal three or four in the Airport West Precinct), ground transport systems (including the Perth Airport Station and automated mass transit system), and additional commercial development (including offices, retail and hotels).

The City should consider the increase in potential employment opportunities for the surrounding residential population, while understanding the potential economic impact that additional commercial space may have on the broader economic viability of other activity centres and employment areas within the City of Belmont.

Airport South

The Airport South Precinct is currently characterised by a number of industrial style land uses, particularly focused around freight and logistics.

The Perth Airport Masterplan explains that this style of development and particular focus on freight and logistics is expected to continue into the future.

The City should be mindful of the overall development potential of this precinct and should seek to understand the potential impact that the continued expansion may have on the Kewdale Industrial Area.

Airport North

The Airport North Precinct is envisaged to be developed predominately for an integrated mix of industrial, commercial, warehouse, storage, and logistics land uses. Perth Airport has identified this precinct as having the potential for a major metropolitan inter modal logistics centre servicing the needs of the airport and the metropolitan area. With this in mind, the City should monitor development and land use in this area despite it not being located within the City of Belmont, to understand the potential impact future development may have on the Redcliffe and Kewdale Industrial Areas.

Employment

Perth Airport is a major employment generator for the City of Belmont and greater Perth metropolitan area.

The Perth Airport Masterplan states that in 2018 a total of 16,700 workers were employed in aviation and non-aviation full-time jobs; this number is expected to rise to 36,600 by 2040.

The continued growth of Perth Airport will present significant employment opportunities for existing and future residents within the City of Belmont. Significant population growth is expected to occur within Development Area 6 (Redcliffe Train Station Precinct) and an appropriate scale of new commercial development (particularly within the Airport West Precinct) is likely to benefit the local community in terms of goods and service provision and employment self-sufficiency.

While the City should encourage a level of employment self-sufficiency for the new local residential population, the level of impact on existing activity centres within the City should be continually monitored to ensure their sustainability into the future.

Action 1.4

Investigate the benefit of commercial development within Perth Airport for the local community, while advocating to minimise the impact upon existing activity centres within the City of Belmont.



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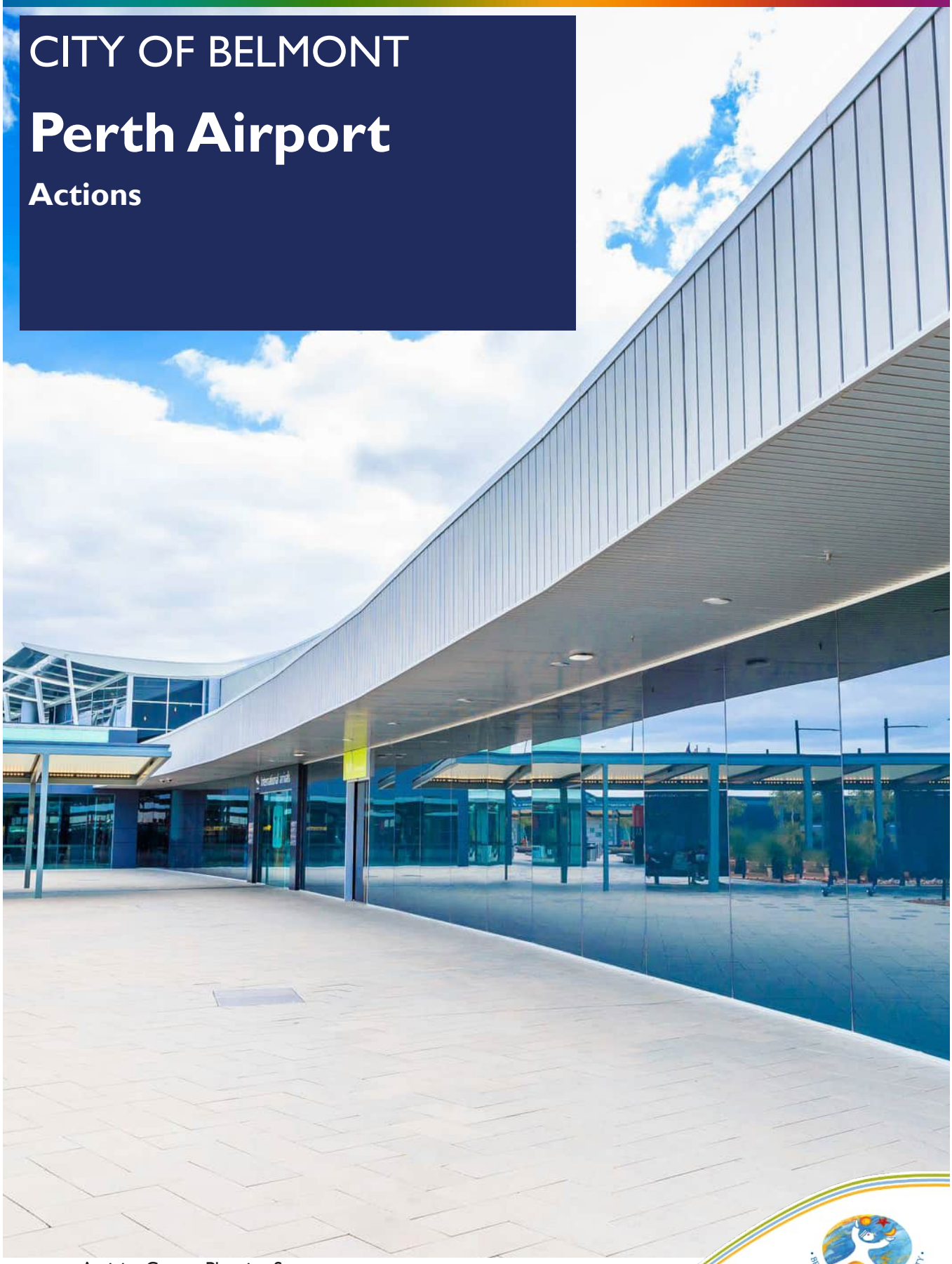
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CITY OF BELMONT

Perth Airport

Actions



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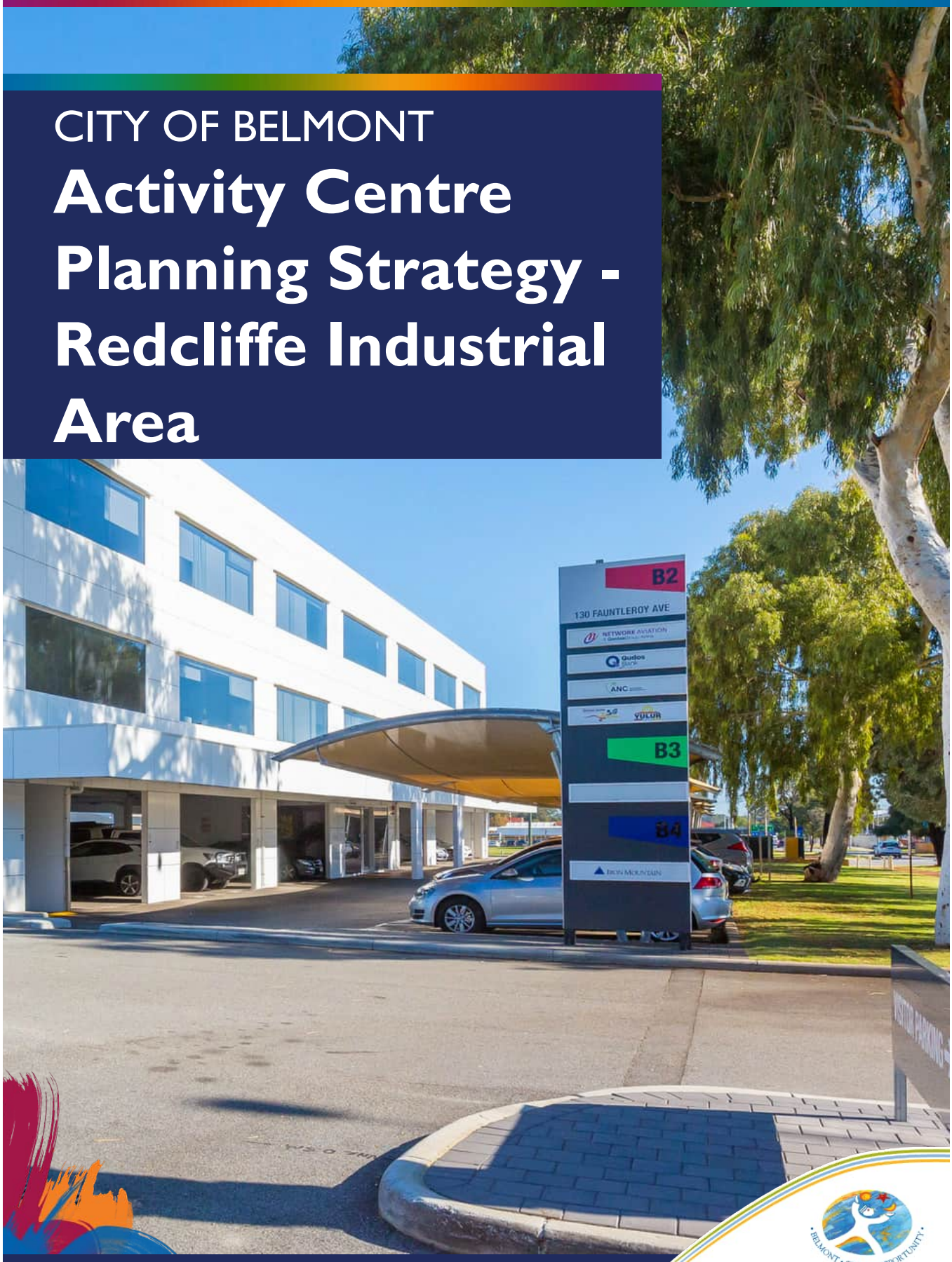
Perth Airport

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
1.1	Reserve 'Industrial' zoned land between Dunreath Drive and Redcliffe Road 'Public Purpose - Commonwealth Government' through the preparation of a new local planning scheme.	Part 2 Perth Airport Reservation Page 4	5.7	Perth Airport Masterplan	Short	Planning
1.2	Retain the DA 6 boundary to be consistent with Local Planning Scheme No. 15.	Part 2 Perth Airport Reservation Page 4	5.7	Perth Airport Masterplan Draft Redcliffe Station Precinct Activity Centre Plan	Short	Planning
1.3	Continue to liaise with Perth Airport monitoring the impact of future development on existing activity centres within the City of Belmont.	Part 2 Perth Airport Masterplan Page 6	1.2 1.4 5.1 5.7	Perth Airport Masterplan	Ongoing	Planning Economic Development
1.4	Investigate the benefit of commercial development within Perth Airport for the local community, while advocating to minimise the impact upon existing activity centres within the City of Belmont.	Part 2 Employment Page 8	1.2 1.4 5.1 5.7	Perth Airport Masterplan Draft Redcliffe Station Precinct Activity Centre Plan	Ongoing	Planning

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Activity Centre Planning Strategy - Redcliffe Industrial Area



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Redcliffe Industrial Area

Redcliffe Industrial Area is located at the eastern boundary of the City of Belmont generally bound by Coolgardie Avenue, Dunreath Drive, Fauntleroy Avenue, Redcliffe Road and Great Eastern Highway. The area is characterised by a mixture of land uses with motor vehicle hire and sales businesses, low scale service industry, and more intensive industrial land uses.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the key planning opportunities for the Redcliffe Industrial Area.

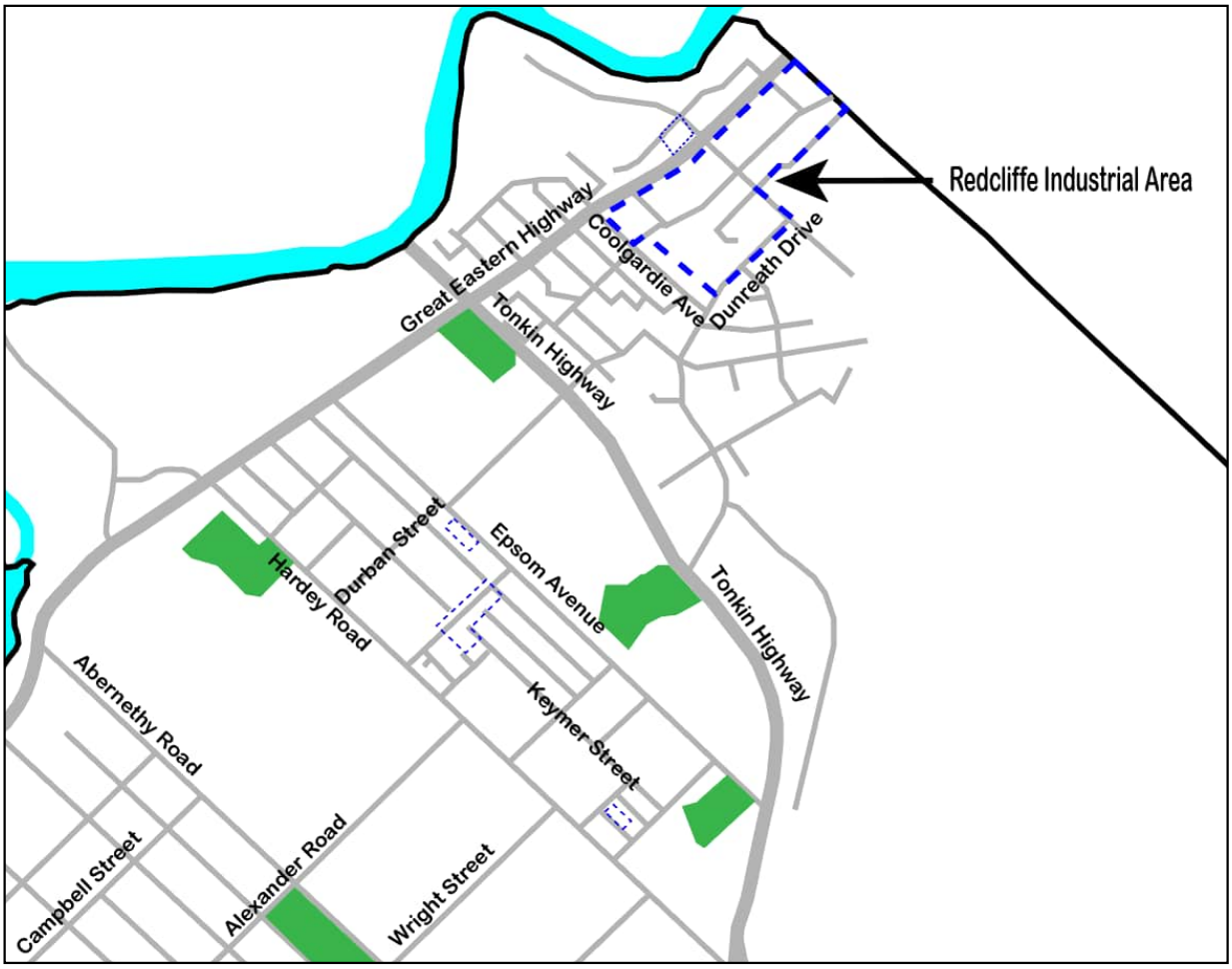


Figure 1: Redcliffe Industrial Area Locality Map

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Redcliffe Industrial Area Zoning

The Redcliffe Industrial Area is predominantly zoned 'Industrial' under Local Planning Scheme No. 15 (LPS 15). There is however a singular lot on the corner of Dunreath Drive and Fauntleroy Avenue zoned 'Mixed Use', 34-50 Fauntleroy are reserved for 'Public Purposes' (Public Transport Authority Bus Depot), and land bound by Fauntleroy Avenue, Bungana Avenue, Apac Way, Redcliffe Road, and the City's Eastern Boundary is reserved as 'Public Purposes' (Perth Airport) under the Metropolitan Region Scheme (MRS) as visualised by Figure 2.

The Department of Planning Lands and Heritage have proposed to extend the MRS 'Public Purpose' reservation over the 'Industrial' zoned land between Redcliffe Road and Dunreath Drive through an MRS amendment.

Redcliffe Industrial area is predominantly characterised by light industrial land uses apart from 555 Great Eastern Highway and 5 Apac Way located east of Ivy Street which accommodate general industry uses. As a result, the proposed zoning of each of these areas differs as discussed in the following sections of this strategy.

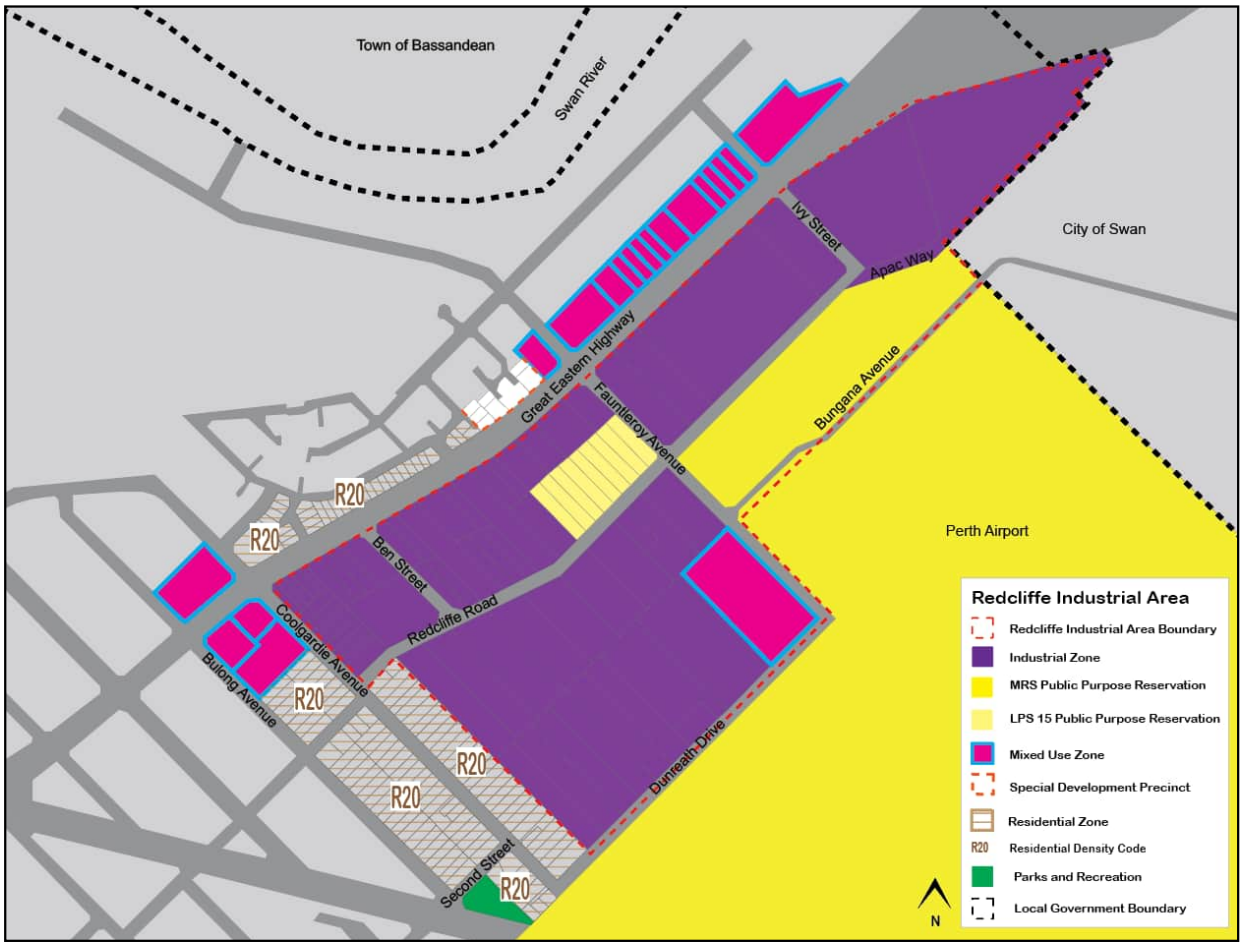


Figure 2: Existing Redcliffe Industrial Area Zoning

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Ivy Street East

Land east of Ivy Street contains two large lots currently zoned 'Industrial' under Local Planning Scheme No. 15. The lots currently accommodate general industry land uses.

To continue accommodating these uses, the City should through the preparation of a new local planning scheme maintain the same intent for the area, however investigate zoning the land in accordance with the Model Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015. As a result, it may be appropriate for the area east of Ivy Street may be rezoned to 'General Industry' as visualised by Figure 3 overleaf.

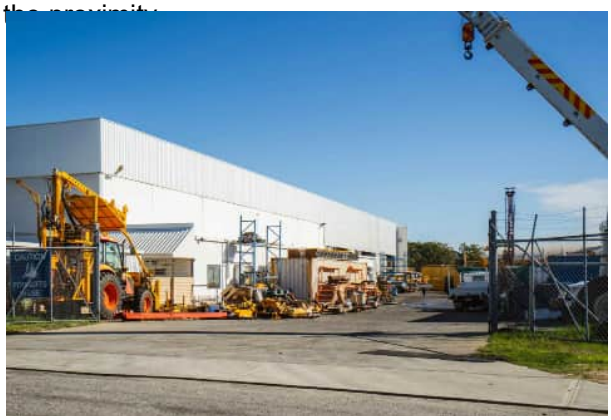
Action 1.1

Investigate whether it is appropriate to rezone the area east of Ivy Street from 'Industrial' to 'General Industry' through the preparation of a new local planning scheme.

Ivy Street West

The area west of Ivy Street currently contains a mixture of low intensity industrial uses, including a Public Transport Authority transport depot, a number of car hire premises, offices and storage yards. The area is currently predominantly zoned 'Industrial' under LPS 15.

Coolgardie Avenue forms the boundary between the Redcliffe Station Precinct and the Redcliffe Industrial Area. The intent of the planning framework for the Redcliffe Station Precinct is to see a significant residential population increase through the development of mid to high rise dwelling types. Given the proximity



of Redcliffe Industrial Area to the Redcliffe Station Precinct, it is important to ensure that the future residential amenity is not impacted by industrial activity. Therefore, this area should act as a transition area between general industry and residential land uses. In this respect, it may be appropriate to apply a 'Light Industry' zone to land which is not subject to the MRS Central Districts Omnibus No.6 amendment (see Figure 3). This is supported by State Planning Policy 4.1 - Industrial Interface which states that the Light Industry zone can be used as a compatible land use transition at the interface of a General Industry zone. The model objectives for the Light Industry zone included in the Planning and Development (Local Planning Schemes) Regulations 2015 further emphasise this as follows:

- To provide for a range of industrial uses and service industries generally compatible with urban areas, that cannot be located in commercial zones.
- To ensure that where any development adjoins zoned or developed residential properties, the development is suitably set back, screened or otherwise treated so as not to detract from the residential amenity.

With regard to 130 Fauntleroy Avenue which is currently zoned 'Mixed Use', It is considered that the land uses (e.g. residential development) capable of approval in the 'Mixed Use' zone are not appropriate for the sites industrial context. Rather, it may be appropriate for this land to be rezoned to 'Light Industry' which reflects the existing use.

The bus depot at 34-50 Fauntleroy Avenue should remain reserved 'Public Purpose'.

Action 1.2

Except for 34-50 Fauntleroy Avenue which will remain reserved 'Public Purpose', investigate whether it is appropriate for the area west of Ivy Street to be rezoned from 'Industrial' to 'Light Industry' through the preparation of a new local planning scheme.

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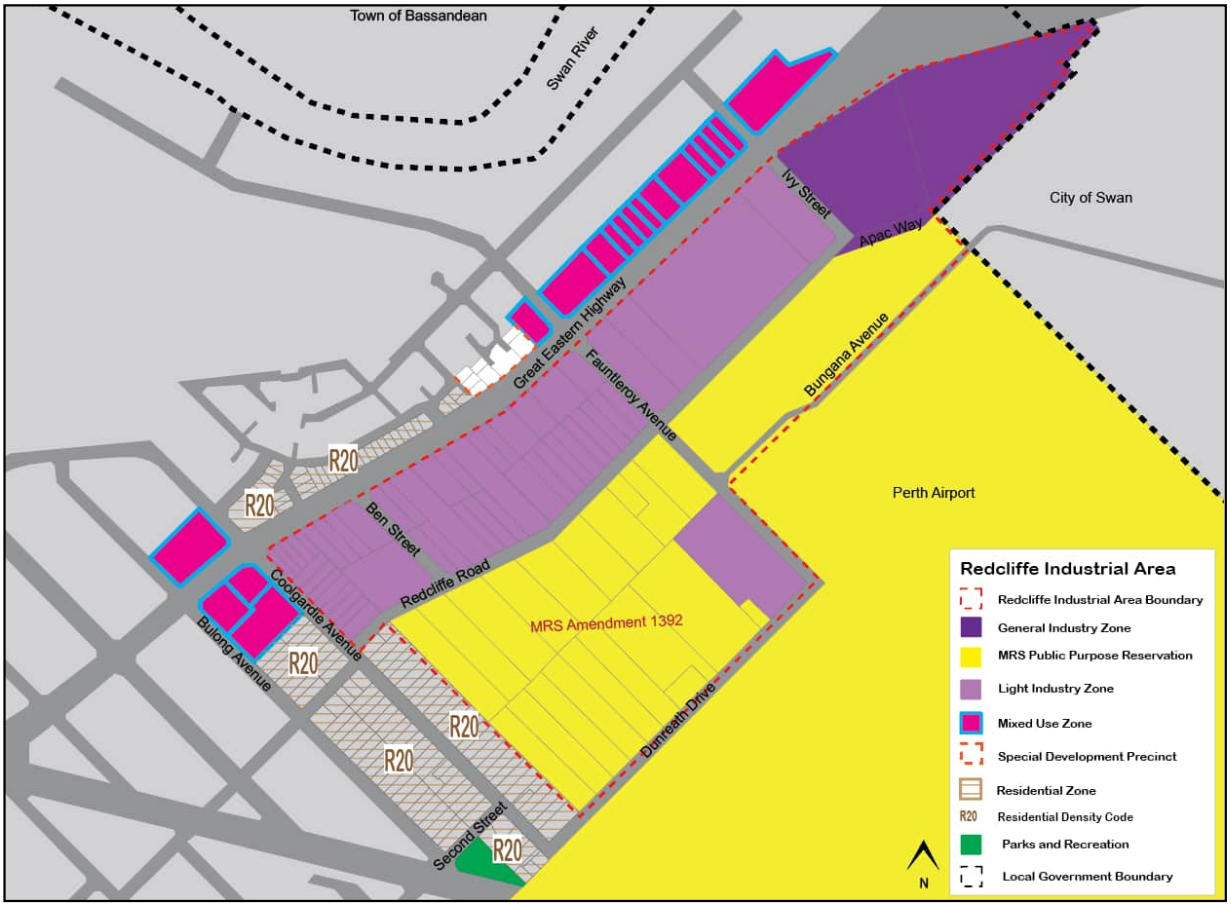


Figure 3: Proposed Zoning Investigations

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2. Movement

The movement network associated with the Redcliffe Industrial Area provides good access internally and achieves a high level of connection to external areas. Given the overall nature of current and future development, private vehicle and service vehicle access is paramount. Unlike other activity centres within the City, there is less of a focus on the need for pedestrian and cyclist movement. While this is the case, active modes of transport should still be facilitated as discussed in the following sections of this strategy.



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Pedestrian and Cyclist Infrastructure

While it is unlikely that walking and cycling is a highly utilised mode of transport for access to Redcliffe Industrial Area, footpaths are located along Great Eastern Highway, Coolgardie Avenue, Fauntleroy Avenue, and Bungana Avenue. Although this is the case, their design results in a relatively unattractive space for pedestrians with limited to no shelter. The footpath along Great Eastern Highway is also located directly adjacent to the road surface and stops 160m short of Ivy Street while roads such as Ben Street, Redcliffe Road and Ivy Street are not serviced by a footpath network. Therefore, the City should investigate the need and feasibility of extending pedestrian infrastructure. It is anticipated that this will better connect businesses within the Redcliffe Industrial Area to public transport services as discussed in the following section of this strategy.

The City should also investigate streetscape improvements aimed at enhancing the experience for pedestrians. Improvements could include the installation of additional landscaping treatments and where feasible the relocation of footpaths along high traffic roads so that they are setback from the road carriageway.

With regard to cyclist infrastructure, besides the cycling lane along Great Eastern Highway, there are no dedicated cycle lanes within the road reserves. Therefore, the City should investigate including cycle lanes within the Redcliffe Industrial Area. It is anticipated that this infrastructure will provide an additional transport option for employees and further connect the area for cyclists.

Action 2.1

Investigate improvements to cyclist and pedestrian infrastructure within the Redcliffe Industrial Area.



Public Transport

The Redcliffe Industrial Area is currently serviced by bus routes 940, 290, 291 and 292 as visualised by Figure 4. Bus stops providing access to these services are located along Great Eastern Highway and Fauntleroy Avenue.

While the current land use mix and goods offered within the Redcliffe Industrial Area are unlikely to produce a high level of public transport usage, the bus network still presents an opportunity for employees and visitors to utilise an alternative mode of transport. The network provides connections to Elizabeth Quay, Redcliffe Station and Midland Station.

To provide better access to the public transport service, the City should investigate improvements to the pedestrian network as discussed in the previous section of this Strategy. The City should monitor public transport usage within the Redcliffe Industrial area, and if the need arises, investigate additional public transport services with applicants and the Public Transport Authority.

Action 2.2

Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority.

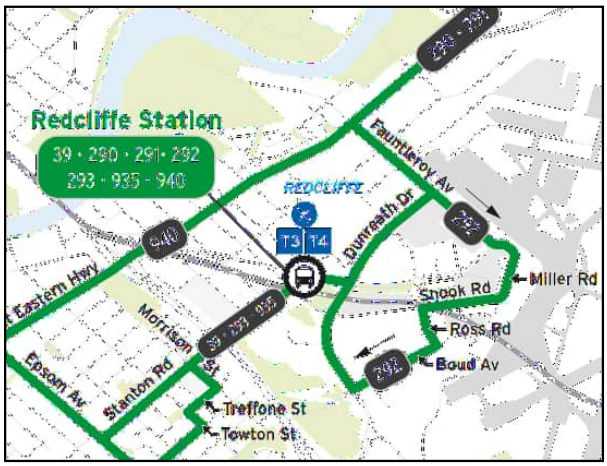


Figure 4: PTA Network Map

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Road Network and Private Vehicles

The nature of the current goods and services provided for within Redcliffe Industrial Area is reliant on adequate private and service vehicle access. The current road network provides an adequate level of access throughout the industrial area particularly for service vehicles including large trucks.

The future intent of the Redcliffe Industrial Area is to continue to provide for a range of land uses (both general industry and light industry) that by their nature require good access via service vehicles. As a result, the City should continue to allow safe and efficient vehicle access particularly for trucks and maintain connections to Great Eastern Highway.

The City should also review the effectiveness of the existing parking standards included in Local Planning Scheme No. 15, and implement appropriate car parking requirements through the preparation of a new local planning scheme. The existing parking standards are based on net lettable area (NLA) and ground floor area (GLA) which results in a large number of parking spaces for large developments. Therefore, the standards should be reviewed particularly for large 'General Industrial' properties.





Action 2.3

Continue to maintain a high level of private and service vehicle access as required to support existing and future development.

Action 2.4

Review existing car parking standards and apply appropriate parking requirements through the preparation of a new local planning scheme.

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3. Place

The Redcliffe Industrial Area is home to a variety of businesses that service the States transport, construction, resource and tourism sectors. It also takes advantage of its strategic location in proximity to the Perth Airport by offering parking and storage services. The City should ensure that the planning framework can continue to provide for a range of industrial uses and that it meets and responds to the ongoing needs of businesses within the area. As part of this, high quality development outcomes should be promoted that result in an attractive built form that remains fit for a variety of industrial land uses.









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Land Use Permissibility

Redcliffe Industrial Area may through the preparation of a new local planning scheme may be primarily zoned 'Light Industry' to accommodate a variety of industrial type land uses which act as a buffer between residential and general industry land uses. In order to facilitate the intended purpose of this area, the City should consider appropriate land use permissibility's as part of the preparation of a new local planning scheme.

Given the 'Light Industry' zone may encompass a variety of different areas and potential site characteristics, it may be suitable for the City to maintain appropriate land uses as 'Discretionary 'D' land uses. Maintaining 'D' land uses will ensure that the City is able to assess varying development applications and that each proposal adequately meets the relevant requirements, responds to any constraints, and is consistent with the zone objectives.

With regard to land east of Ivy Street, 'General Industry' is not currently a zone listed within LPS 15 and as a result no current land use permissibility's are prescribed. It may be appropriate for the City to maintain appropriate land uses as Discretionary 'D' land uses to ensure that the City is able to assess applications and ensure that each proposal adequately meets the constraints or needs. It may however be appropriate to designate 'Office' as an 'I' use (incidental) to ensure that the 'General Industry' intent of land east of Ivy Street is not eroded by standalone office developments. An 'I' use permissibility will ensure that only 'offices' which are consequent, appertaining or relating to the predominant use of the land can be approved.

Action 3.1

Investigate whether it is appropriate to apply a 'D' use permissibility for typical 'Light Industry' land uses through the preparation of a new local planning scheme.

Action 3.2

Investigate whether it is appropriate to apply a 'D' use permissibility for typical 'General Industry' land uses through the preparation of a new local planning scheme.

Action 3.3

Investigate whether it is appropriate to apply an 'I' use permissibility for 'Office' in the 'General Industry' zone.

Development Provisions

The City's current local planning scheme contains built form requirements for the 'Industrial' zone. The provisions cover amenity, building height, site cover, setbacks, landscaping, parking and loading, facade design, fencing and subdivision of land.

This Strategy suggests investigating a possible rezoning of land east of Ivy Street to 'General Industry' and the rezoning of land west of Ivy Street to 'Light Industry'. As a result, the City should investigate the development of specific built form provisions for each zone. With regard to the light industry zone, there should be a particular focus on ensuring that the amenity impact on adjoining land is minimal. The newly developed provisions may be appropriate for inclusion within a new local planning scheme prepared by the City.

Action 3.4

Investigate and develop a set of local planning scheme provisions to guide built form in the 'General Industry' and 'Light Industry' zones.





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Public Art

Public art assists in developing a sense of place and increases the overall attractiveness of an area to customers. The City of Belmont Local Planning Policy No. 11 (LPP 11) outlines the requirements for the provision of public art by developers. The City requires all development proposals within the Policy Area of a value greater than $4.5 million to provide public art in accordance with the described method for determining public art contributions. The cost of any public art shall be no less than one percent of the value of the eligible proposal and provided in kind of via a cash-in-lieu payment.

Redcliffe Industrial Area is located within the policy area. Therefore, the City should ensure that public art is contributed toward or provided as part of any future development.

Action 3.5

Ensure public art is contributed toward or provided as part of developments within the Redcliffe Industrial Area.



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CITY OF BELMONT

Redcliffe Industrial Area

Actions



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Actions & Implementation

Redcliffe Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Investigate whether it is appropriate to rezone the area east of Ivy Street from 'Industrial' to 'General Industry' through the preparation of a new local planning scheme.	Part 2 Ivy Street East Page 5	1.2 1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
1.2	Except for 34-50 Fauntleroy Avenue which will remain reserved 'Public Purpose', investigate whether it is appropriate for the area west of Ivy Street to be rezoned from 'Industrial' to 'Light Industry' through the preparation of a new local planning scheme.	Part 2 Ivy Street West Page 5	1.2 1.4 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement			2.2-2.4			
2.1	Investigate improvements to cyclist and pedestrian infrastructure within the Redcliffe Industrial area.	Part 2 Pedestrian and Cyclist Infrastructure Page 8	2.2-2.4	State Planning Policy 4.2 - Activity Centres	Long	Planning Infrastructure Services
2.2	Monitor land uses and where necessary investigate additional public transport services with applicants and the Public Transport Authority.	Part 2 Public Transport Page 8	5.7	Belmont on the Move	Ongoing	Planning Infrastructure Services

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Actions & Implementation

Redcliffe Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.3	Continue to maintain a high level of private and secure vehicle access as required to support existing and future development.	Part 2 Road Network and Private Vehicles Page 8	2.1 5.1	Planning and Development (Local Planning Schemes) Regulations 2015 State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Infrastructure Services
2.4	Review existing car parking standards and apply appropriate parking requirements through the preparation of a new local planning scheme.	Part 2 Public Transport Page 8	2.1 5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Medium	Planning

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Actions & Implementation

Redcliffe Industrial Area

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Investigate whether it is appropriate to apply a 'D' use permissibility for typical 'Light Industry' land uses through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 11	5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.2	Investigate whether it is appropriate to apply a 'D' use permissibility for typical 'General Industry' land uses through the preparation of a new local planning scheme.	Part 2 Land Use Permissibility Page 11	5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.3	Investigate whether it is appropriate to apply an 'I' use permissibility for 'Office' in the 'General Industry' zone.	Part 2 Land Use Permissibility Page 11	5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short	Planning
3.4	Investigate and develop a set of local planning scheme provisions to guide built form in the 'General Industry' and 'Light Industry' zones.	Part 2 Development Provisions Page 11	5.7	Planning and Development (Local Planning Schemes) Regulations 2015	Short-Medium	Planning
3.5	Ensure public art is contributed toward or provided as part of developments within the Redcliffe Industrial Area	Part 2 Public Art Page 12	1.4 4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Ongoing	Planning Culture and Place

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12.2 Draft Great Eastern Highway Urban Corridor Strategy

Voting Requirement	:	Simple Majority
Subject Index	:	128/018 Great Eastern Highway – Urban Corridor Strategy
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	22 May 2018 Ordinary Council Meeting Item 12.2
Applicant	:	N/A
Owner	:	Various
Responsible Division	:	Development and Communities

Council role

Executive The substantial direction setting and oversight role of the Council eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

For Council to consider proposed modifications to the draft Great Eastern Highway (GEH) Urban Corridor Strategy (Attachment 12.2.1) and endorse re-advertising of the document.

Summary and key issues

- The draft GEH Urban Corridor Strategy has been prepared to establish a 'vision' for the corridor and coordinate future development of lots adjacent to GEH.
- The Strategy addresses matters relating to land use, built form, the public realm and access, and provides a series of guiding implementation strategies.
- Council adopted the draft GEH Urban Corridor Strategy for advertising on 22 May 2018. The draft Strategy was subsequently advertised for a period of 60 days between 27 July 2018 and 25 September 2018. A total of 28 submissions were received.
- The key matters raised by the submissions relate to:
  - The extent of land subject to the draft Strategy
  - The landscape zones
  - The location and scale of activity nodes and retail
  - Built form and scale
  - Access and connections

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– Implementation and funding.

- After a review of the document and consideration of the submissions, several modifications are proposed relating to the area subject to the Strategy, the location of activity nodes and retail uses and landmark sites. General and administrative amendments are also proposed to provide clarity on certain aspects of the draft Strategy.
- In addition, a number of matters have been identified as requiring further investigation including built form and scale, signage, implementation and funding mechanisms, the landscape zones, minimum employment floorspace, access arrangements and indicative new connections. Following this, the document may be updated to reflect any necessary changes.
- It is recommended that Council support the proposed modifications and endorse
- re-advertising of the draft GEH Urban Corridor Strategy.

Officer Recommendation

That Council:

1. Endorse the modifications detailed in Attachment 12.2.3 to the draft Great Eastern Highway Urban Corridor Strategy and supporting documents.
2. Endorse the re-advertising of the draft Great Eastern Highway Urban Corridor Strategy for a period of 28 days.
3. Request the Chief Executive Officer write to those who made a submission advising them of Council's decision.
4. Request the Chief Executive Officer liaise with Main Roads Western Australia to establish an understanding and agreement in relation to vehicle access arrangements and movement considerations.

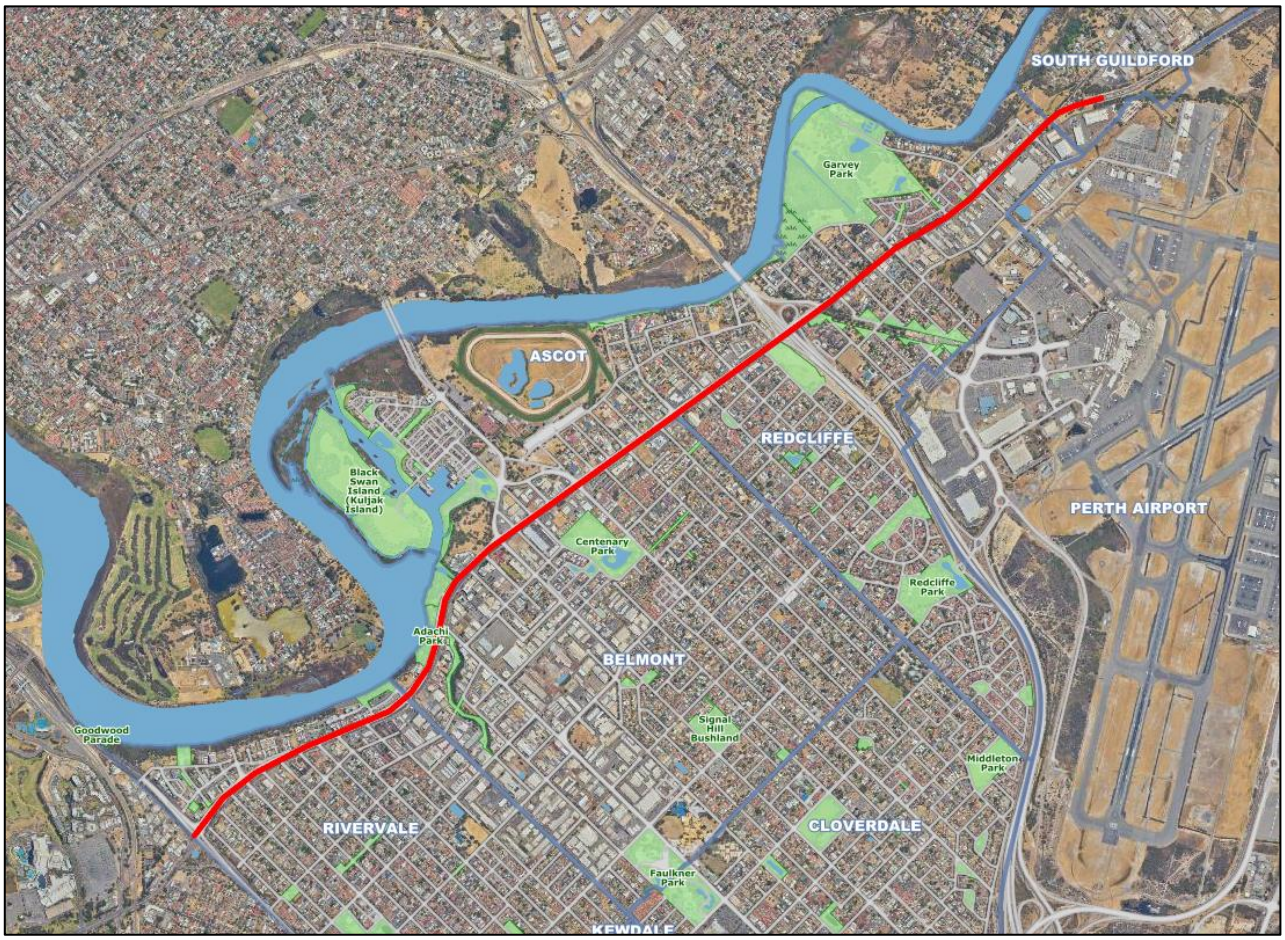
Officer Recommendation adopted en bloc - Refer to Resolution appearing at Item 12.

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Location

The draft GEH Urban Corridor Strategy relates to lots adjacent to GEH, between Graham Farmer Freeway in Rivervale to land east of Ivy Street in Redcliffe (refer to Figure 1 below).

Figure 1: Extent of Great Eastern Highway Urban Corridor (marked in red)



Consultation

The draft GEH Urban Corridor Strategy was advertised for a period of 60 days (from 27 July 2018 to 25 September 2018). Work on this strategy was then paused to allow progress on the draft Activity Centre Planning Strategy (ACPS) and Local Housing Strategy as the combination of these sub-strategies will form the basis for the preparation of a new local planning strategy and local planning scheme. Given this, it is important that the recommendations of these strategies are aligned and the draft GEH Urban Corridor Strategy is reviewed in light of findings from the draft ACPS and work undertaken on the Local Housing Strategy to date.

Advertising of the draft GEH Urban Corridor Strategy at that time was undertaken by way of:

- Letters being sent to landowners and occupiers within and surrounding the corridor.
- Letters being sent to government agencies and external agencies/stakeholders.

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- Placing public notices in the Perth Now (formerly Southern Gazette) newspaper on:
  - 31 July 2018
  - 21 August 2018
  - 11 September 2018.
- Displaying a notice and information on the City's website and Belmont Connect webpage.
- Posting information on the City's Facebook page.

At the conclusion of the advertising period, a total of 28 submissions were received, with 19 on behalf of or from owners/occupiers within the precinct, seven from government bodies and agencies, one on behalf of a significant landowner within the City of Belmont and one from a resident outside of the City of Belmont.

The key matters raised in the submissions relate to:

- The extent of land proposed to be subject to the draft Strategy.
- The suitability and location of retail development.
- The landscape zones and the appropriateness of these reflecting public infrastructure within private land.
- Concerns with 'high-rise' buildings in close proximity to Ascot Waters and properties near Eastgate Shopping Centre.
- The appropriateness of the proposed building transition typologies and setbacks.
- The appropriateness of the proposed access arrangements and indicative new connections in light of Main Roads Western Australia Strategic Vehicle Access Plan.
- A request for a Traffic Impact Assessment to be prepared in support of the Strategy.
- The appropriateness of the implementation strategies and whether there are opportunities for these to be further streamlined.
- The funding of infrastructure and whether there are opportunities to establish a community benefits framework.
- Requests for several references within the document to be further clarified including; minimum employment area, minimal and moderate setback typologies, large format retail and the transit shading.

These are further discussed in the 'Report' section.

A summary of the submissions received, and officer responses are included in the Schedule of Submissions contained as Attachment 12.2.2.

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Strategic Community Plan implications

In accordance with the 2020 – 2040 Strategic Community Plan:

Goal 1: Liveable Belmont

Strategy: 1.2 Plan and deliver vibrant, attractive, safe and economically sustainable activity centres

Strategy: 1.3 Ensure activity centres have a thriving economy

Strategy: 1.4 Attract public and private investment and businesses to our City and support the retention, growth and prosperity of our local businesses

Strategy: 1.5 Encourage and educate the community to embrace sustainable and healthy lifestyles

Goal 2: Connected Belmont

Strategy: 2.2 Make our City more enjoyable, connected and safe for walking and cycling

Strategy: 2.3 Facilitate a safe, efficient and reliable transport network

Strategy: 2.4 Promote alternative forms of transport

Goal 3: Natural Belmont

Strategy: 3.1 Protect and enhance our natural environment

Strategy: 3.4 Provide green spaces for recreation, relaxation and enjoyment

Strategy: 3.6 Encourage sustainable development to guide built form

Goal 5: Responsible Belmont

Strategy: 5.4 Advocate and provide for affordable and diverse housing choices

Strategy: 5.5 Engage and consult the community in decision-making

Strategy: 5.7 Engage in strategic planning and implement innovative solutions to manage growth in our City

Policy implications

There are no policy implications associated with this report.

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Statutory environment

Strategic Planning Framework

Perth and Peel @ 3.5 Million

The State strategic framework documented under the Western Australian Planning Commission (WAPC) 'Perth and Peel @ 3.5 million' impacts upon the statutory direction for the City.

The Perth and Peel region will need to accommodate significant population growth by 2050 with an additional 1.5 million people requiring approximately 800,000 new homes. The 'Perth and Peel @ 3.5 million' strategic planning framework requires that a substantial amount of this growth (i.e. 47%) be delivered through infill developments. It identifies that the City of Belmont population will increase from 37,360 to 60,260 people by 2050 and to accommodate that increase an additional 10,410 dwellings will be required.

Perth and Peel @ 3.5 Million promotes the concept of 'Urban Corridors' as a way of achieving integrated land use and transport outcomes. Great Eastern Highway is identified as an 'urban corridor' because it provides a connection between the Burswood and Perth Airport Activity Centres.

The framework suggests that focus should be given to investigating increased residential densities and mixed land uses along urban corridors. In doing so, an understanding of the existing and future function of the urban corridor from both a transport and land use perspective is needed to determine future growth opportunities. When considering areas for intensification, emphasis should be given to maintaining the operational efficiency of the transport network, enhancing urban amenity and ensuring minimal impact on the surrounding urban fabric.

Draft Activity Centre Planning Strategy

The draft Activity Centre Planning Strategy (ACPS) is a strategic planning document that guides future planning and coordination of the City's activity centres. It will inform the preparation of a new local planning strategy and local planning scheme and will be replacing the City's existing Local Commercial Strategy. The Strategy identifies activity centres at The Springs, Eastgate, Golden Gateway and Ascot adjacent to GEH.

Statutory Planning Framework

State Planning Policy 4.2

State Planning Policy 4.2 (SPP 4.2) guides the planning and development requirements of activity centres in the Perth and Peel region. Its main goal is to encourage a mix of suitable land uses, with a focus on retail activities. The Policy has a general presumption against the approval of activity centre uses outside of activity centres as they are likely to impact nearby centres and the overall activity centre hierarchy. State Planning Policy 4.2 also identifies activity centres as being appropriate locations for higher density residential development.

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The draft GEH Urban Corridor Strategy has been reviewed against SPP 4.2 to determine the appropriateness of uses in certain locations and the proposed scale of development.

Background

Great Eastern Highway Corridor

Great Eastern Highway is a 590 kilometre long road that links Perth and Kalgoorlie. A 6.7 kilometre portion of the GEH Corridor intersects the City of Belmont from the

south-west at the Graham Farmer Freeway in Rivervale, to the north-east past Ivy Street in Redcliffe. Great Eastern Highway is reserved under the Metropolitan Region Scheme (MRS) as a 'Primary Regional Road' and is under the care and control of Main Roads Western Australia (MRWA). It serves as a vital connection between Perth Airport and the Perth Central Business District and is located near several regional attractions, including the Crown Casino, Optus Stadium, Ascot Racecourse, and the Swan River.

Built form, land use and zoning of land abutting the Corridor varies. Zoning consists of 'Mixed Use', 'Mixed Business', 'Industrial' and 'Residential'. Residential development is a significant feature of the Corridor, particularly in the south-western and north-eastern sections where high-density and low-density residential development exists. A sensitive, low-density area that is zoned to support the horse-racing industry is located between GEH, Ascot Racecourse, the Swan River and Tonkin Highway, on the northern side of the Corridor. An extract of the Local Planning Scheme No. 15 (LPS 15) zoning map in relation to the Corridor is shown in Figure 2 below.

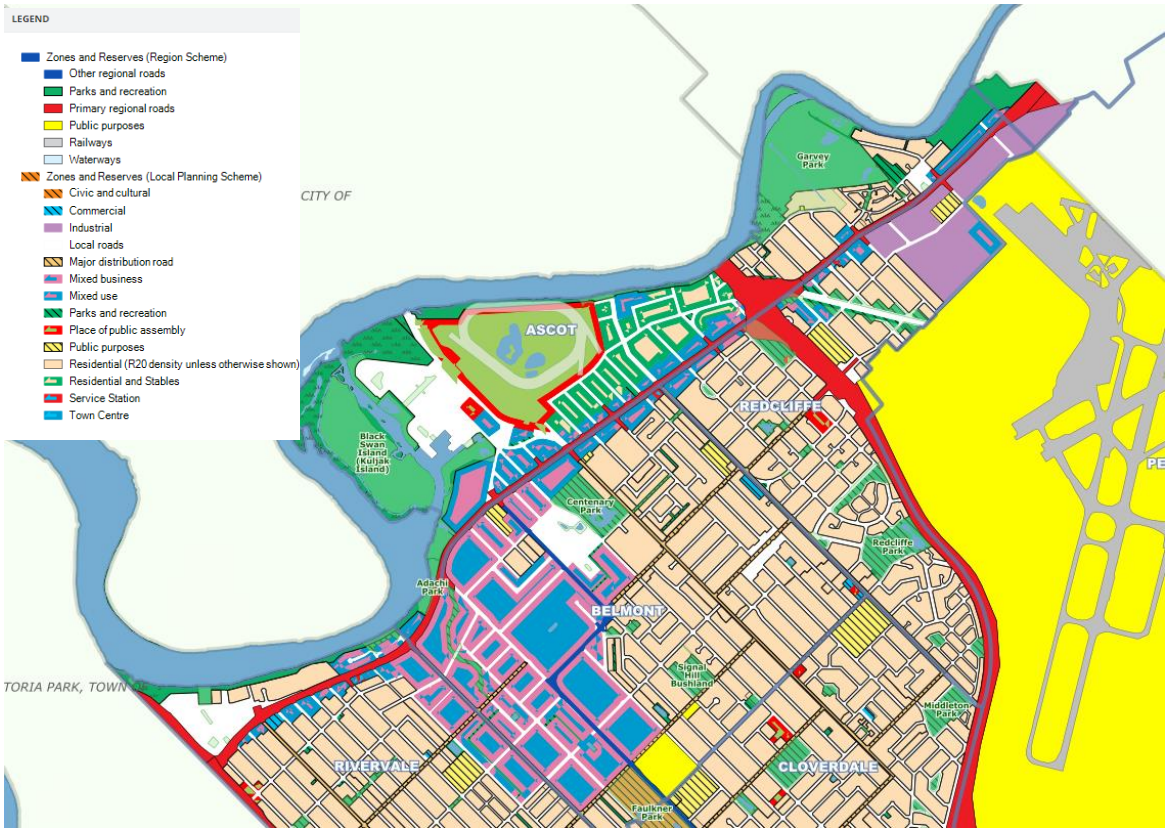


Figure 2: GEH on the Local Planning Scheme No. 15 zoning map

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Great Eastern Highway carries substantial traffic volumes, with up to 70,000 vehicles per day (vpd) being accommodated in sections. It is currently constructed as a six-lane dual carriageway between the Causeway and Tonkin Highway, after which it becomes a

four-lane single carriageway. Whilst GEH is a strategically important transport route and activity corridor for Perth, it suffers from congestion and offers little amenity for pedestrians, cyclists and businesses.

Land uses along the Corridor are uncoordinated and there is little access to high amenity areas such as the Swan River or Belmont Town Centre. The existing planning frameworks that apply to the Corridor have not responded to these issues and in some cases are leading to inappropriate development outcomes.

Draft GEH Urban Corridor Strategy and Supporting Documents

The draft GEH Urban Corridor Strategy is a strategic document that has been prepared to identify an overall vision for the Corridor and establish a series of implementation strategies to ensure the vision is realised. The draft Strategy is structured into the following five distinct parts:

- **Introduction and Background:** This section provides an overview of the purpose of the Strategy and considers the key characteristics of the area and the strategic context.
- **Vision and Themes:** This section establishes the vision of transforming the GEH Corridor into a great urban boulevard and destination; a high-amenity area with captivating spaces and places. The four themes underpinning this vision are:
  - 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.
- **Urban Design Framework:** This section defines desirable urban design outcomes for the Corridor that respond to community aspirations. It focusses on the key elements of public realm, movement, land use and built form, and is intended to guide development along the Corridor.
- **Urban Corridor Precincts:** This section identifies four Corridor Precincts to provide area-specific guidance on their future growth and development in accordance with the urban design framework. The four precincts are:
  - 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 the boundary of the City of Belmont east of Ivy Street.

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- **Strategies and Implementation:** This section recommends a framework and a series of actions for implementing the Strategy's vision for transforming the Corridor.

A copy of the draft Strategy is provided as Attachment 12.2.1.

The GEH Urban Corridor Strategy was informed by a Background Report (Attachment 12.2.1) and is supported by a Transport Strategy (Attachment 12.2.1).

Council endorsed the draft Strategy for public advertising at the 22 May 2018 Ordinary Council Meeting (Item 12.2).

Report

At the conclusion of the advertising period, 28 submissions were received on the draft Strategy. They key points raised in the submissions will be discussed in further detail below, in addition to several modifications which are proposed to the document following advertising.

Corridor Strategy Boundaries

The Strategy is proposed to apply to land adjacent to GEH, from Graham Farmer Freeway to the east of Ivy Street. Two submissions were received during the advertising period which requested modifications to the area of land to which the Strategy applies.

2 Kooyong Road, Rivervale

During the advertising period, a submission was received advocating for the inclusion of 2 Kooyong Road into the Corridor precinct. This request was based on; adjacent land being included (Figure 3), the visibility of the site from GEH and proximity to Eastgate Centre and various attractions. Additionally, the submission highlighted that inclusion would allow the property to be further developed in future.

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Figure 3: Location of 2 Kooyong Road, Rivervale

In considering this matter, the following points are relevant:

- The Strategy only applies to the first 'row' of lots adjacent to GEH. The subject site is located one lot back from the highway.
- There are various other lots zoned 'Mixed Use' that are located one lot back from GEH which have not been included within the Strategy area.
- The Strategy highlights the need for further analysis of sites located one lot back from GEH. This analysis will investigate appropriate controls which will ensure site responsive development is achieved.
- The subject property can currently be redeveloped in accordance with the Local Planning Scheme requirements. Due to the Mixed-Use zoning of the site, it is not considered that inclusion within the draft Strategy would substantially change the future development outcomes.

In light of the above, it is recommended that the boundary remains unchanged. The future of the subject lot should be investigated as part of the preparation of the City's Local Housing Strategy and overarching Local Planning Strategy.

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City of Belmont and City of Swan Boundary Realignment

One submission noted that the Strategy reflects the old boundary between the Cities of Belmont and Swan and suggested that the document be updated accordingly.

The draft Strategy was developed prior to the alteration of the boundary between the City of Belmont and the City of Swan as depicted in Figure 4. Consequently, it is deemed appropriate for the Strategy to be amended to include and reference land transferred from the City of Swan to the City of Belmont. In addition, text references of boundaries should be amended accordingly. These changes are reflected at Modification No. 64 in Attachment 12.2.3.



Figure 4: Existing and proposed boundaries from Scheme Amendment No. 11

Activity Nodes and Retail

The draft Strategy identifies several lots as 'activity nodes' as outlined in Figure 5 below. The activity nodes are intended to accommodate a variety of commercial businesses, including shop retail uses that are compatible with higher density residential development.



Figure 5: Proposed activity node locations and existing/future activity centres

One submission raised concerns with the level of detail provided in the document regarding future retail uses and the impact these may have on existing centres such as Belmont Town Centre. Additionally, the submission outlined that a retail sustainability assessment should be undertaken to support intensification of retail uses along the Corridor. In considering this submission the following points are relevant:

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- The draft Strategy encourages general commercial, office, showroom and residential development on lots designated 'activity corridor'. These uses are currently designated as 'D' uses within the City's Scheme Text, which means they are not classified as 'out of centre' development for the purpose of SPP 4.2 and can be supported within the Corridor.
- In accordance with SPP 4.2, there is a general presumption against the approval of restaurants, cafes and shops outside of activity centres. This is to protect their function and operation.
- The draft GEH Urban Corridor Strategy aims to facilitate these uses primarily within the activity nodes. However, the proposed activity nodes extend further than the location of activity centres identified within the draft ACPS.
- The draft ACPS has been prepared to guide the future planning and coordination of the City's activity centres. This was informed by a Retail Needs Assessment (RNA) which measured the demand for retail floorspace across the City.
- The draft ACPS identifies the following activity centres (existing and proposed) adjacent to GEH as outlined in Figure 5:
  - The Springs
  - Eastgate
  - Golden Gateway
  - Ascot.

To be consistent with the principles of SPP 4.2 and the draft ACPS, it is recommended that the Strategy be updated to clarify appropriate locations for shop retail uses and modify the activity nodes (Modification No. 3).

Landscape Zone

The landscape zone is proposed to accommodate footpaths, cycle and pedestrian paths, vegetation and landscaping. There are three landscape zone typologies proposed by the draft Strategy which are:

- North – Orrong to Ivy
- South – Orrong to Tonkin
- South – Tonkin to Ivy.

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The draft Strategy identifies the landscape zone primarily falling within the public realm (verge area). However, due to size constraints, the Strategy outlines that portions of this zone will likely need to be located within private property. An example of this is illustrated in Figure 6 below, where cycle lanes and a pedestrian footpath are reflected within private land.

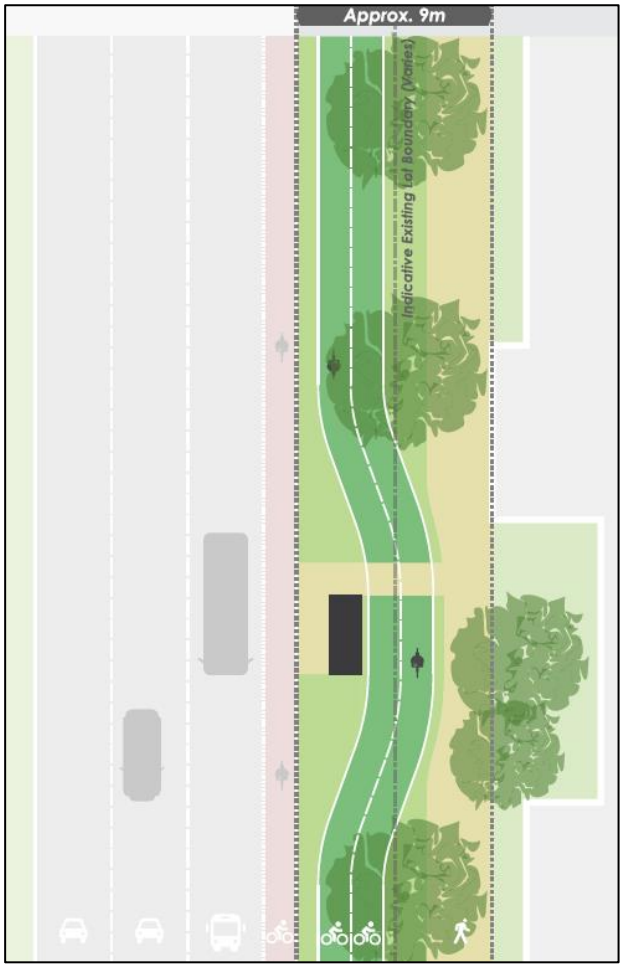


Figure 6: Example landscape zone

A number of submissions were supportive of additional planting and greenery along the corridor. One submission raised concerns with the Strategy suggesting that public access, in the form of pedestrian and cyclist paths, be provided through private lots. This was due to issues surrounding the maintenance and funding of the infrastructure and public liability. This submission also noted that the size of the various landscape zones was referenced inconsistently within the document.

Whilst the Strategy aims to substantially improve public infrastructure, it is considered that it would not be fair or reasonable to require public paths to be located within private land. Furthermore, the practicalities of such an arrangement need to be further considered. In this regard, the following is noted:

- The maintenance of public infrastructure in private lot boundaries may create a shared obligation between the City and landowners.

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- In order to facilitate access to public infrastructure within private lot boundaries, legal agreements between landowners and the City would be required to establish easements.
- This may result in a situation where both the City and the landowner share a level of liability for this infrastructure. Thereby, making both parties responsible for any liability claims.
- It would take several years for the land to be re-developed and a continuous cycle/pedestrian path may never be achieved should re-development not occur.
- Requiring public infrastructure to be located within private lots may discourage and hinder the redevelopment of land adjacent to the highway.

In light of the above it is recommended that the landscape zones be reviewed and modified to reflect public infrastructure being located outside of private lot boundaries (Modification No. 15). Any text inconsistencies will also be addressed accordingly.

Built Form and Scale

Building Height

The draft Strategy proposes three different building height scales being low (maximum eight storeys), medium (up to 12 storeys) and high (up to 16 storeys). One submission raised concerns with 'high-rise' buildings locating in the vicinity of Ascot Waters. Another submission requested that building height be limited to three to four storeys within the Kooyong Activity Node, due to concerns regarding overshadowing and traffic.

With regard to the concerns about 'high-rise' buildings in the vicinity of Ascot Waters, it is important to highlight that the closest area of land subject to the Strategy is situated more than 300m from the perimeter of the Ascot Waters Estate. Under the Strategy, this land has been reflected as 'medium' scale which provides for development up to 12 storeys.

This area is also subject to the draft Golden Gateway Structure Plan. Since the draft Strategy was advertised, Council resolved to modify the draft Structure Plan to apply a maximum building height of nine storeys to the subject land. In light of this, it is recommended that the draft Strategy be updated to be consistent with Council's resolution on the draft Golden Gateway Structure Plan (Modification No. 25).

In terms of the request for building heights to be limited to three to four storeys within the Kooyong Activity Node the following is relevant:

- Perth and Peel @ 3.5 Million identifies GEH as an urban corridor which is appropriate for increased residential development.
- The majority of land within the Kooyong Activity Node comprises two activity centres (The Springs and Eastgate).
- State Planning Policy 4.2 identifies activity centres as appropriate locations for increased building heights and residential densities. Increased densities and building heights in these locations supports the function and sustainability of activity centres

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and provides additional opportunities for people to live within close proximity of services and amenities, reducing the need to travel.

- A portion of the Kooyong Activity Node is currently located within 'The Springs' precinct and is subject to The Springs Structure Plan. One of these sites has already been developed and the other site is currently under construction.
- The Strategy states that new development should be designed to minimise the negative impacts associated with overshadowing, bulk and scale on adjacent dwellings.
- In support of future development, a traffic report may be required to demonstrate how the proposal can operate safely, without having adverse impacts on the existing road network.

Given the above, it is considered appropriate for development to be greater than three to four storeys within the Kooyong Activity Node.

It is considered appropriate for the proposed building scales to be investigated to ensure these align with current market conditions, future trends and the outcomes of the ACPS (Modification No. 25).

Transition Typologies

The draft Strategy proposes two transition typologies, being low and medium which are applied depending onsite context. Two submissions expressed concern with the proposed transition typologies for the properties at 31 Rowe Avenue, Rivervale and

482-504 Great Eastern Highway, Ascot.

31 Rowe Avenue, Rivervale

The submission queried why a transition and associated setback is reflected along the front of the property adjacent to Rowe Avenue. The submission did not support this given the site has no contiguous neighbours, and considered a larger setback reduces the ability to activate the street.

It is noted that a 'medium' scale transition has been reflected in this location. The draft Strategy outlines that rear and side setbacks for properties subject to the medium transition typology should be determined in the context of adjacent land uses. As this provision provides for a site-specific analysis, it is not considered that any modifications to the Strategy are required. Furthermore, it is noted that a development is currently being constructed at the subject property.

482-504 Great Eastern Highway, Ascot

The submission suggested that a 'Medium' transition typology would be more appropriate for these sites rather than 'Low'. The submission noted that adjacent land (currently owned by the WAPC and subject to further investigation by the Development Area 9 Structure Plan) would potentially be developed for high density residential land uses. Therefore, negating the need for lots fronting GEH to provide transitions in building height and scale.

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Until such time as further planning is undertaken for this land, it is considered appropriate for a 'Low' scale transition typology to be applied. The properties at 482 and 486 Great Eastern Highway currently abut land containing single houses (Figure 7) and therefore a 'Low' scale transition is considered appropriate to be maintained.



Figure 7: Aerial image of 482-504 Great Eastern Highway, Ascot

Setbacks

The draft Strategy proposes two building setback typologies, minimal (applicable to activity nodes) and moderate (applicable to activity corridors). The Department of Biodiversity, Conservation and Attractions (DBCA) requested that future development adjacent to the foreshore reserve be adequately setback to ensure overshadowing and visual impacts are minimised.

In light of this submission, it is proposed to investigate an objective or strategy that addresses an appropriate building interface being achieved adjacent to the Swan Canning Development Control Area, in accordance with DBCA requirements (Modification No. 51).

Landmark Buildings

The draft Strategy identifies various key landmark sites which have been selected based on their strategic location and relationship to adjoining streets/open spaces. The Strategy currently requires development on these sites to provide a high level of architectural treatment and contribute to the public/pedestrian environment. This is in exchange for additional building height and plot ratio.

Following a review of the Strategy post-advertising, modifications are proposed to the landmark buildings and associated in-text references as follows:

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- The addition of 208 Great Eastern Highway, Ascot as a landmark site to be consistent with the draft Golden Gateway Local Structure Plan.
- The inclusion of a notation relating to the Belmont Primary School site which reflects that this will only be eligible as a landmark site if the school was to relocate.

The above changes are reflected at Modification No. 26 within Attachment 12.2.3.

Land Use

Discouraged Land Uses

The Strategy outlines that petrol station land uses are considered inconsistent with the vision for the corridor. Following a review of the document, it is considered that certain other land uses should also be listed within this section as these are also considered inconsistent with the intent of the Strategy. These include warehouses, self-storage facilities, industrial and motor vehicle repair land uses (Modification No. 21).

Minimum Employment Floorspace

The draft Strategy requires minimum employment floor space to be achieved on certain sites to facilitate economic sustainability and diversity in commercial land uses along the corridor. One submission sought further clarification and guidance regarding the proposed minimum employment floorspace requirements. Furthermore, this submission suggested that consideration be given to the ground floor being constructed to a commercial floor height to adapt to changing market conditions.

It is considered appropriate for additional guidance to be included within the draft Strategy regarding the minimum employment floorspace requirements (Modification No. 22). Furthermore, it is considered that there is merit in investigating the inclusion of a provision which addresses a situation where a development is not proposed to achieve the minimum employment floorspace. This provision may require the ground floor of a building to be designed in an adaptable manner which facilitates changes in land use over time (Modification No. 22).

Access and Connections

Proposed Access Arrangements

The draft Strategy considers vehicle access arrangements and parking locations which are balanced with safe pedestrian and cyclist movements and the ability to achieve landscape amenity and high-quality built form. Submissions raised several matters regarding the proposed access arrangements which will be detailed further below.

Main Roads Western Australia

Main Roads Western Australia noted their existing Vehicle Access Strategy for GEH and requested that the principles of this remain. The MRWA Vehicle Access Strategy reflects the location of existing and future access easements over properties adjacent to GEH. These are proposed in a number of configurations including; along the front of properties within a street block with side street access, along the rear of properties within a street block with side street access and controlled direct access.

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The draft Corridor Strategy primarily reflects a 'rear access, rear parking' configuration, with a limited number of properties shown as having a 'rear access, front parking' arrangement. Whilst there may be differences between the MRWA Strategy and the draft Corridor Strategy (i.e. whether access is located along the front or rear of properties), both documents are achieving the same outcome which is to remove direct access onto GEH.

Furthermore, it is considered that the draft Strategy will facilitate appropriate levels of access to properties, whilst providing adequate space for landscaping and the built form to be better integrated along the entire extent of the corridor.

It is noted that certain properties have been reflected as having a 'front access, front parking' configuration. However, this access arrangement for the following lots is inconsistent with the access configuration reflected in MRWA Vehicle Access Strategy:

- 169-183 Great Eastern Highway, Belmont
- 308-324 Great Eastern Highway, Ascot
- 347 Great Eastern Highway, Redcliffe

In light of this, it is recommended that the access arrangement for these lots be further investigated (Modification No. 19).

239 Great Eastern Highway

A 'rear access, rear parking' arrangement has been identified for the abovementioned property. A submission from the landowner of this property considered that the subject site does not have the ability for rear access and noted that MRWA Vehicle Access Strategy identifies access running along the front of the property. In addition, the submission outlined that removing the ability for short to medium-term access to the highway would restrict the development of the site. In considering these concerns the following is noted:

- The MRWA Vehicle Access Strategy identifies future access easements across both the front and rear of the subject lot. Therefore, it is considered that the rear access, rear parking arrangement proposed by the Strategy is generally consistent with MRWA position and can be achieved on the subject site.
- The draft Strategy provides for variations to the 'rear access, rear parking' configuration subject to no direct access onto the highway, no parking in front of buildings along the highway frontage and crossover access being achieved from side streets.
- Until all lots within a street block are developed, it is acknowledged that temporary access onto the highway will need to be maintained. The draft Strategy does not contain information to reflect this, and it is recommended that this be updated to include details regarding interim access onto GEH.

It is considered that with the level of flexibility provided within the Strategy and clarification regarding interim access arrangements, that future development can be designed in a manner which is consistent with the intent of the draft Strategy. Furthermore, future development applications will be assessed on a case-by-case basis, having regard to the draft Strategy and any potential site constraints.

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482-510 Great Eastern Highway

A ‘rear access, rear parking’ arrangement has been identified for the abovementioned properties. A submission on behalf of the landowner, stated that consideration should be given to supporting flexible access and parking arrangements for the subject land. This is due to the subject land abutting a ‘Parks and Recreation’ reserve fronting the Swan River, and future development on the land being likely orientate towards this area. The submission also requested clarification on criteria to determine the appropriateness of street front parking and access arrangements for certain land uses. In addition, the submission noted that there is a need for guidance on interim access arrangements. In considering these points, the following is noted:

- It is acknowledged that it could be desirable/beneficial for development on the subject land to capitalise on the Swan River and open space amenity. It should be noted that all future development applications will be assessed on their merits and site-specific context, having regard to the Strategy.
- The Strategy proposes rear access and rear parking for the majority of lots along the corridor. This is to facilitate landscaping and street activation adjacent to GEH. In light of this, front parking and access is generally discouraged. However, the Strategy does provide for variations to the rear access, rear parking configuration subject to the relevant criteria being met.
- As previously outlined in regard to 239 Great Eastern Highway, the Strategy will be updated to contain information regarding interim access onto GEH until all lots within a street block are developed.

Indicative New Connections

The draft Strategy proposes a number of ‘indicative new connections’ along the Corridor. However, no mention was made of how these are intended to function and whether they would be designated as public roads.

The submission provided by MRWA did not support these proposed connections because they were considered unnecessary, too close to signalised intersections, and contrary to the aims of MRWA to limit access onto GEH.

Having regard to the comments provided by MRWA, it is considered appropriate to investigate whether these may be more appropriate to be used by pedestrians and cyclists and the findings reflected within the document accordingly (Modification No. 37).

Traffic Impact Assessment

A Transport Strategy was prepared to support the GEH Urban Corridor Strategy. This analyses the current and future movement networks, including transport, access and parking, and outlines strategies for improvement. Main Roads Western Australia requested that a Traffic Impact Assessment (TIA) be undertaken to determine the impacts of future development on the existing road network.

As this is a high-level planning strategy there is no requirement for a TIA to be undertaken and this is not considered necessary at this stage. It is acknowledged that the TIA

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Guidelines do encourage a TIA to be prepared in support of structure plans. If a structure plan is prepared for the corridor, the need for a TIA will be further considered. Furthermore, a TIA may be required in support of future development applications adjacent to the Corridor.

Implementation and Funding

Implementation

Two options have been outlined for the statutory planning implementation of the draft Strategy, which are identified in Figure 8.

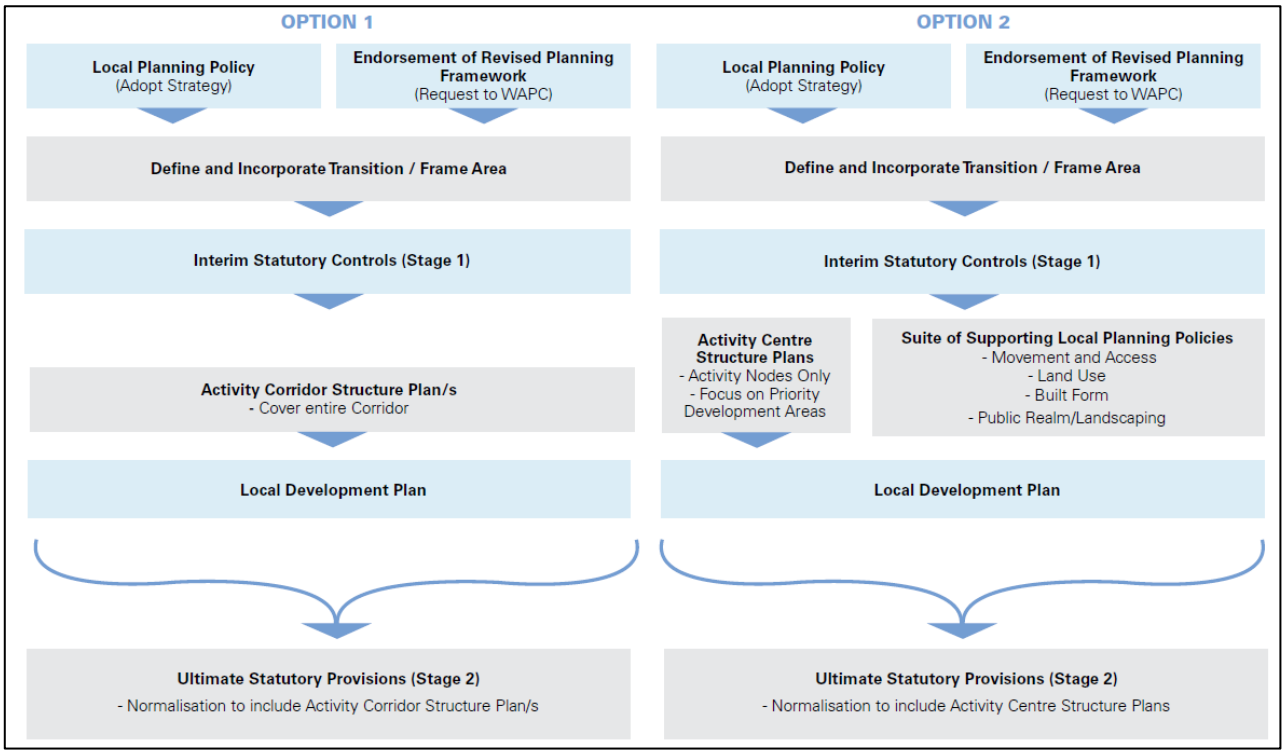


Figure 8: Proposed implementation options

Several submissions queried the appropriateness of the above-mentioned implementation options, specifically:

- One submission was not supportive of numerous local planning policies being developed. This submission was more supportive of Option 1 due to considering that this would result in a more efficient planning solution which provides certainty to surrounding landowners.
- Another submission queried whether a structure plan and/or local development plan would be required if the Strategy was adopted as a local planning policy. This submission considered that the draft Strategy provides appropriate built form guidance without the need for a structure plan or local development plan.

Having regard to these submissions and the current approach advocated for by the Department of Planning Lands and Heritage (DPLH) which seeks to streamline planning processes, it may not be appropriate for the provisions of the Strategy to be included within a Local Development Plan. Rather, it may be appropriate for the Strategy to either be

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adopted as an interim Local Planning Policy or relevant provisions contained within Precinct Structure Plans. It is therefore recommended that the statutory planning recommendations be further reviewed and the document amended (Modification No. 49).

Funding

The draft Strategy identifies that a Development Contribution Plan (DCP) may be established to provide for the funding of infrastructure items.

One submission noted that development contributions should not be required where benefits in other forms are provided. Another submission requested that when preparing a future funding strategy, consideration should be given to public infrastructure the City would ordinarily be responsible for providing. This submission noted that infrastructure/works proposed to be funded through a DCP or similar should relate directly to increased residential or workforce populations and be informed by appropriate studies. The submission also outlined that there should be consideration for the use of development bonuses tied to the payment of a community benefit contribution.

In considering these points, it should be noted that funding strategies will be further reviewed as part of the subsequent planning stages. However, it is considered that there is merit in investigating the appropriateness of a 'Community Benefits Framework' as a potential funding strategy. Such a Framework would however need to deliver tangible benefits and the resulting 'community benefit' would need to be broadly commensurate with the additional development entitlement.

It is important to note that State Planning Policy 3.6 (Infrastructure Contributions) contains strict criteria in terms of items that can be funded through a DCP. In order to include infrastructure items within a DCP there must be a clear link and relationship to the proposed development.

General and Administrative Modifications

Following advertising and a review of the document, a number of general and administrative changes are recommended including, but not limited to, the following:

- Clarifying how the Strategy applies to proposals seeking amalgamation of adjacent land not subject to the document.
- Including reference to the City's Local Housing Strategy and ACPS and updating provisions to be consistent with these documents.
- Updating the text to:
  - Fix grammar and spelling mistakes;
  - Amend out of date information, data and public transport details;
  - Reflect recent development (e.g. Costco, the DFO and upgrades to Belmont Forum); and
  - Remove non-universal planning terminology and repeated information.
- Including page, figure and table numbers throughout the document.

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- Including information on the periodic review of the Strategy document.
- Providing additional information and clarification regarding various text references within the document.
- Detailing the crossing treatment of GEH at Ivy Street in light of the proposed green connection.
- Updating references to planning instruments, documents and State Government agencies.
- Including information regarding advertising signage along the corridor.

The proposed general and administrative modifications are detailed in Attachment 12.2.3.

Conclusion

The GEH Urban Corridor Strategy will provide a vision for coordinating development and transitioning GEH into a functional and high amenity urban corridor. In light of submissions received during the advertising period, it is recommended that several modifications be made to the draft Strategy, Background Report and Transport Strategy, as outlined in Attachment 12.2.3.

Having regard to information contained within this report and the attachments, it is recommended that Council support the proposed modifications to the draft Strategy and endorse re-advertising of the document.

Financial implications

There are costs associated with undertaking modifications and re-advertising the draft Strategy. These costs will be covered by the Planning Services operational budget.

Environmental implications

There are no environmental implications associated with this report.

Social implications

The draft Strategy seeks to improve liveability along the Corridor through improvements to amenity, an enhanced public realm, connectivity and activation.

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Attachment details

Attachment No and title
1. Great Eastern Highway Urban Corridor Strategy [**12.2.1** - 411 pages]
2. Schedule of Submissions [**12.2.2** - 29 pages]
3. Schedule of Works and Modifications [**12.2.3** - 21 pages]

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GREAT EASTERN HIGHWAY

URBAN CORRIDOR STRATEGY



Prepared for
The City of Belmont

Prepared by
Taylor Burrell Barnett

June 2018

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DOCUMENT HISTORY AND STATUS

GREAT EASTERN HIGHWAY
URBAN CORRIDOR STRATEGY

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EXECUTIVE SUMMARY

Building upon the WA Planning Commission's Network City and Directions 2031 and Beyond (2010), together with the 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.

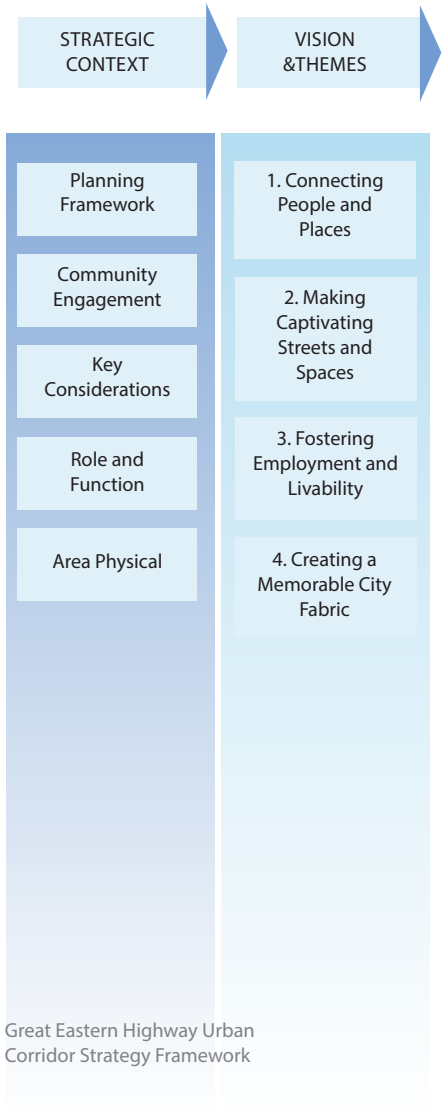
The Corridor is uniquely positioned to take advantage of these existing synergies and facilitate a transformation into a successful Urban Corridor. The Corridor comprises a diverse collection of neighbourhoods along its length, in which people are increasingly drawn to live, work and be close to all 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 Priority Rapid Transit 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.

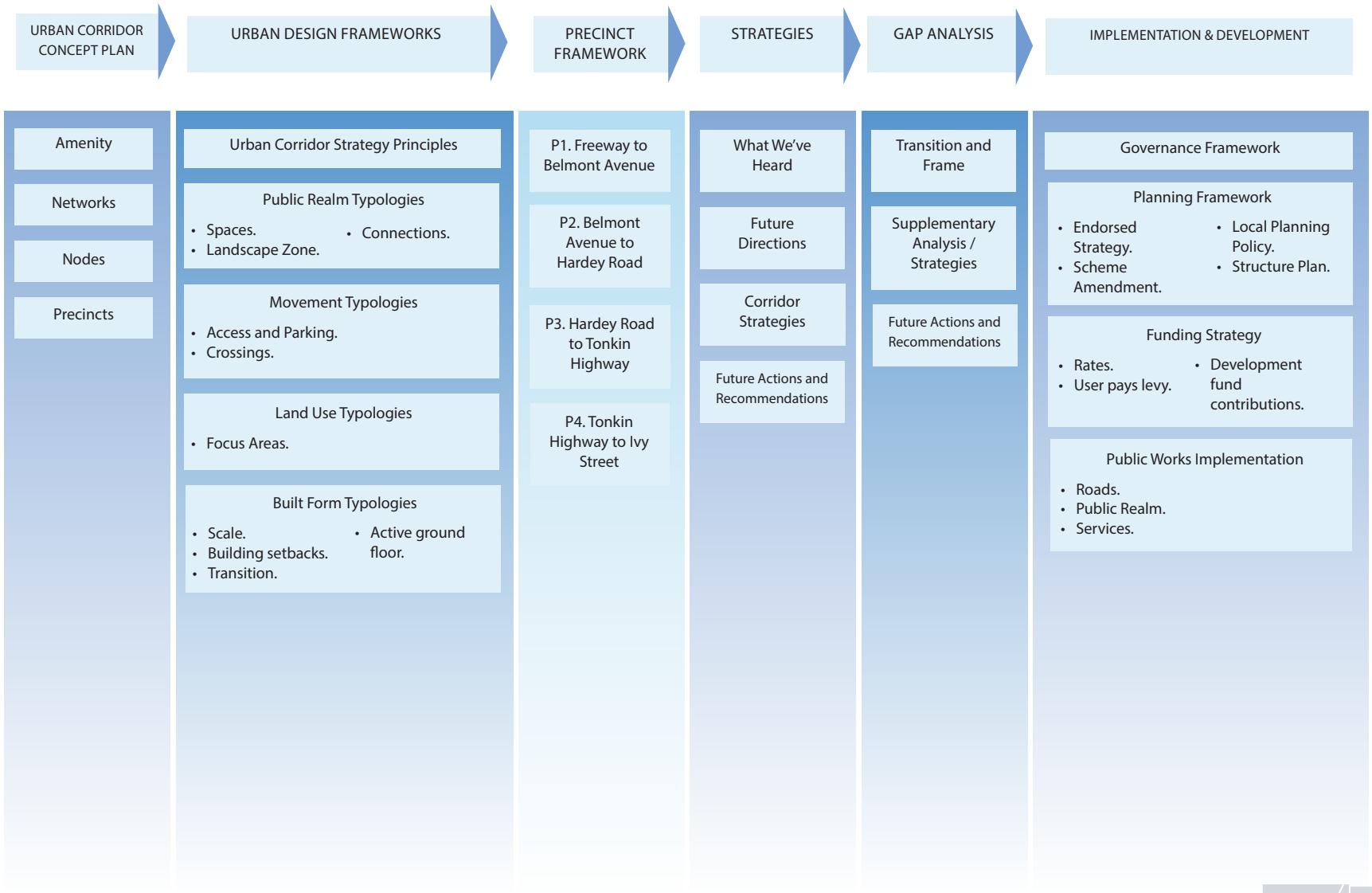
The transformation of the Corridor will also spur on investment, enhancing its emerging economic assets and providing greater access to a variety of jobs.

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



Great Eastern Highway Urban Corridor Strategy Framework

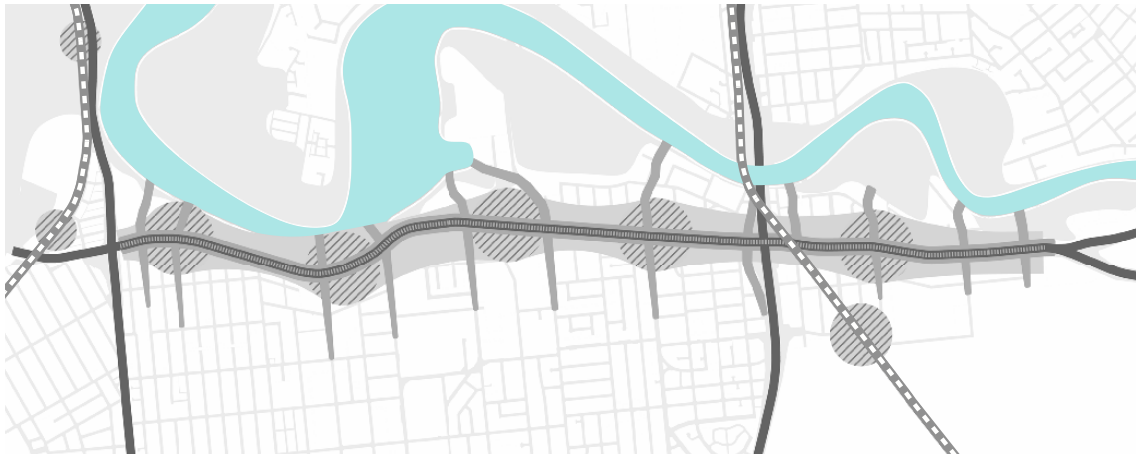
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STRUCTURING ELEMENTS

The structuring elements provide the key building blocks for the Urban Corridor Concept Plan Vision. They set in place the fundamental structures and systems within which finer grain detail of design and development opportunity will be shaped.



Amenity

The Urban Corridor Concept Plan 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 towards built form, public realm, land use and movement.

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Nodes

The Urban Corridor Concept Plan 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. These nodes 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.



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CORRIDOR 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.

- Connecting People and Places.
- Making Captivating Streets and Spaces.
- Fostering Employment and Liveability.
- Creating a Memorable City Fabric.

These themes serve as the broad influence for the urban design rationale. The urban design themes, and associated guiding strategies provide 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



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VISION

The transformation of the Great Eastern Highway Corridor must be guided by a powerful and inspiring vision – one that engages the community, draws on public input and one that inspires imagination and collaboration. Incremental renewal of the Corridor will occur over time to deliver a high quality, multi-use Corridor with improved transport choices and increased amenity supported by housing and jobs growth.

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.

GATEWAY
The Corridor will be enhanced as one of Perth's key urban boulevards and a gateway between the CBD and the Airport.

CONNECTED
Reshape and better connect places and people within a network of high amenity spaces

LIVEABILITY
Create more places for people to enjoy community life. Small spaces along the street and active uses at the ground level of buildings provide opportunities for people to meet.

SWAN RIVER
Embelish existing open space and provide for new spaces that support the recreational and amenity needs of the community and encourages connection to the Swan River

HOUSING CHOICE
Plan for a diversity of housing types to accommodate a wide range of community needs.

EMPLOYMENT
Plan for and position the Corridor to attract new businesses that create a diversity of jobs and promote jobs closer to home

ACCESSIBLE
Create streets and spaces that are designed for cyclists and pdestrians. Streets and spaces must be attractive, friendly and safe

Vision Elements

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URBAN CORRIDOR CONCEPT PLAN

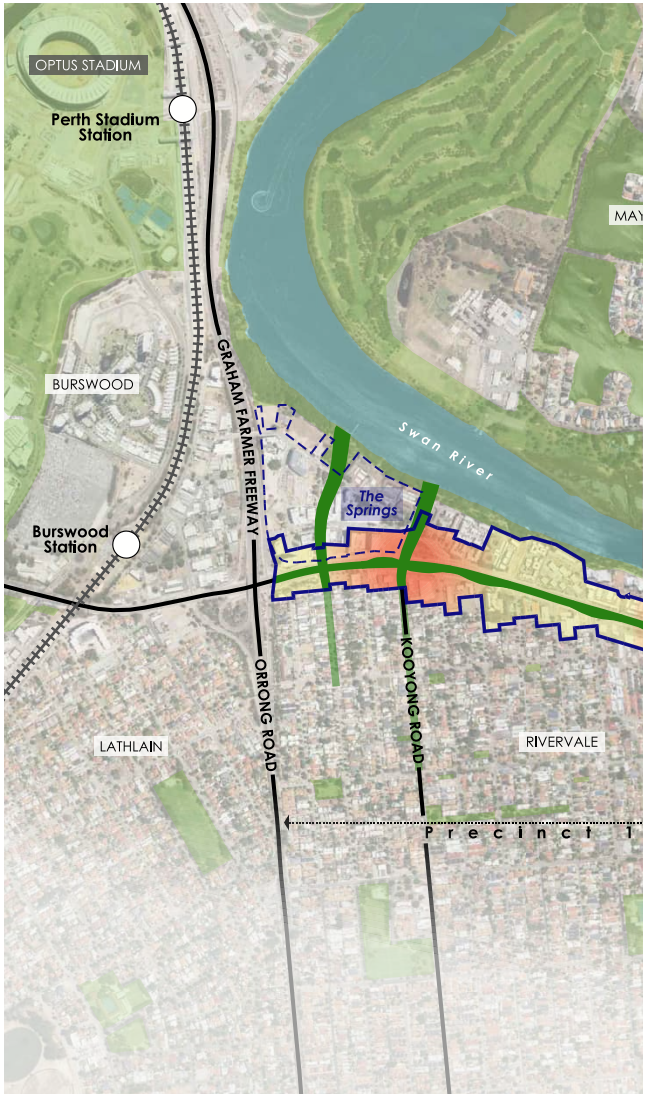
The Urban Corridor Concept Plan identifies the key aspects that enable the Vision for the Corridor to be achieve and transform the Corridor into one of Perth's great urban boulevards, creating a linear urban experience of beautiful and captivating spaces and places.

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 cyclist environment will be enhanced through the provision of safe, accessible and convenient paths, supplemented by a diverse range of landscaped areas throughout the Corridor.

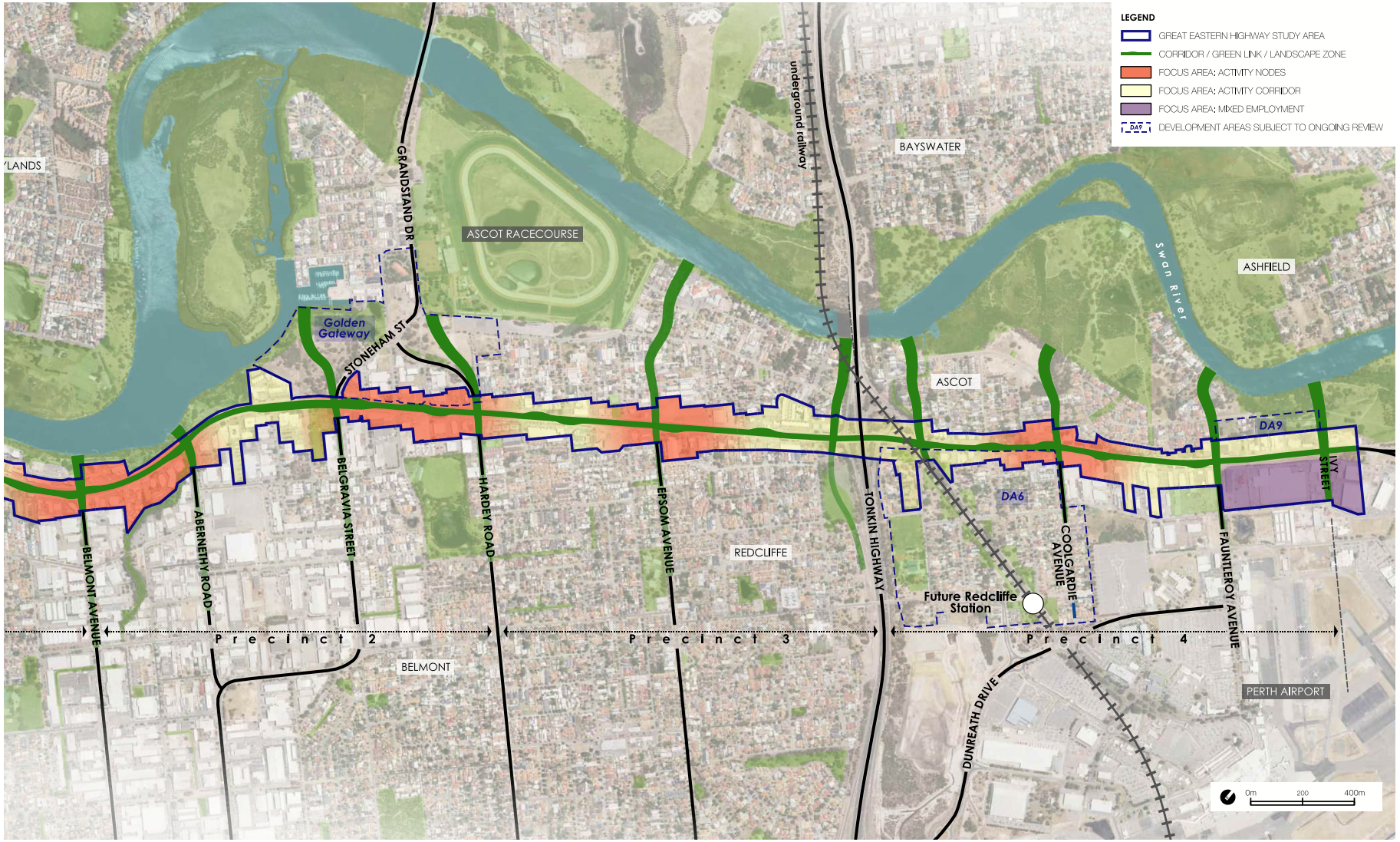
The Urban Corridor Concept Plan introduces two main land use focus areas, being Activity Nodes, Activity Corridors with an additional Mixed Employment area to the east, to provide guidance on the appropriate land use mixes along to establish a rhythm of development along the Corridor.

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 cyclist friendly environment.

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



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INTRODUCTION

WHAT IS THE CORRIDOR?

The Great Eastern Highway is a 590 kilometres long road that links Perth with the City of Kalgoorlie. 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, however a planned upgrade is due to occur east of the Tonkin Highway within the study area. With traffic volumes within the study area averaging 65,000 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 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.



Study Area

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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 a sense of neighbourhoods along its length.

However, the Corridor suffers from congestion in some areas, with up to 80,000 vehicle trips per day. The Corridor offers little amenity for pedestrians, cyclists 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 guidence 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 co-ordinate 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.

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.

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 concepts and access considerations.
- Establishes a series of implementation strategies to ensure that the Vision evolves.
- Identifies subsequent actions required to implement the Vision.

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

Built Belmont:

- Achieve a planned City that is safe and meets the needs of the community.
- Maintain public infrastructure in accordance with sound asset management practice.
- Provide a safe, efficient and well maintained transport network.

Social Belmont:

Take a key leadership role to ensure access to services and facilities and developing collaborative partnerships that enable greater accessibility for a changing community

- Develop community capacity and self-reliance.
- Encourage a high standard of community health and wellbeing.
- Create a city that leads to feelings of wellbeing, security and safety.
- Ensure that cultural and historical significant of the City is Identified and captured.

Business Belmont

- Maximise Business development opportunities.
- Maximise the regional benefits to the City.
- Achieve and maintain an image of Belmont as an ideal location for business growth and opportunities.

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The Report is divided into 5 parts:

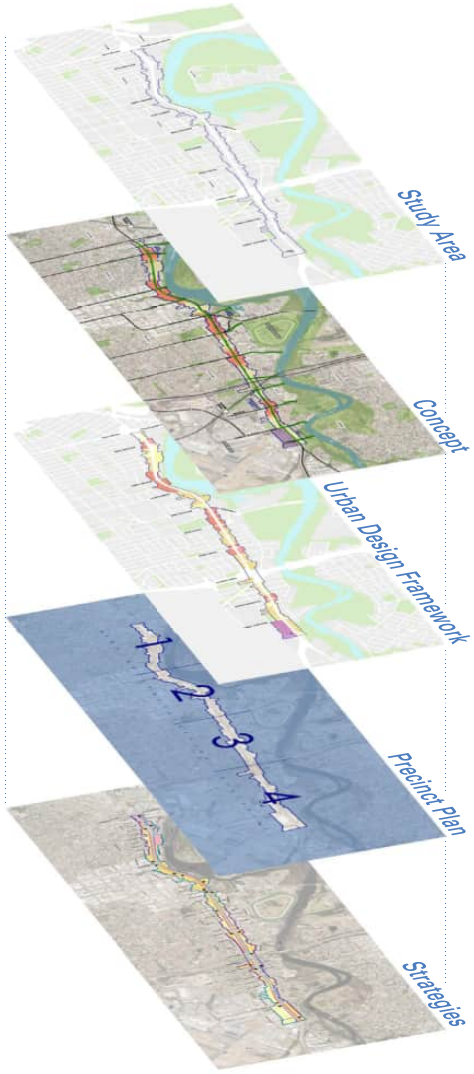
Introduction and Background and overview of the purpose of this study and its application in guiding future planning. Consideration of the key characteristics of the Corridor and how it fits with its context, including other strategic planning and transport initiatives.

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, greenspace and connections, Activity Nodes and transport initiatives. Four themes and guiding strategies are identified that will achieve the Vision, addressing Connecting People and Place, Making Captivating Streets and Spaces, Fostering Employment and Liveability, Creating a Memorable City Fabric.

Urban Design Framework reflects the 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 identifies each of the four Precincts and provides further direction on their future growth and development in response to the urban design framework.

Strategies and Implementation outlines a framework to guide, coordinate and facilitate the transformation of the Corridor in line with the established Vision, themes, principles and strategies.



Report Structure

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BACKGROUND

AREA PHYSICAL ANALYSIS

The 6.4km Corridor expands from the Graham Farmer Freeway in the Rivervale, running north-west to Ivy Street in Ascot and Redcliffe. 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 cyclists.

The majority of land uses along the Corridor include comprises a variety of commercial, retail, 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 lots with unencumbered freehold title on large lots. 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, couples with 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 23% 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 Frameworks that highlight 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 No. 15, and the City's Local Planning Policies.

It is likely that a Local Planning Scheme No. 15 amendment will be 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 facing the City.

The workshops focused on identifying principles and themes to inform an overall Vision based on the community members desire 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.

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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 Guideline's 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 appropriately transition in scale, and that heritage building and conservation areas are effectively reused and integrated.

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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 recreation 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 fine-grain and 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 to the Activity Corridor.
- Provide land use that optimises 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:

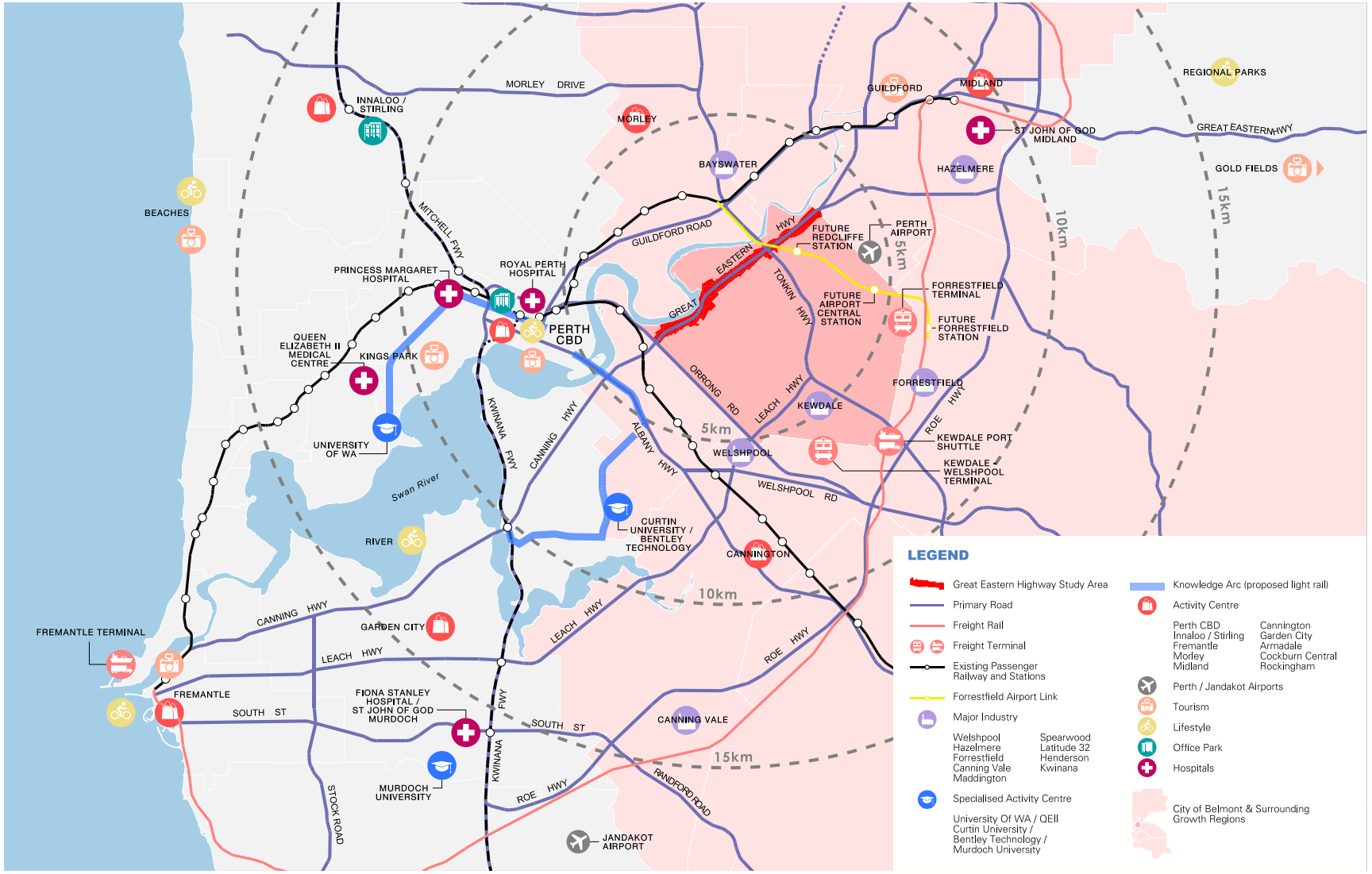
- Include high employment and residential densities, recognising that the highest densities will be focused at Activity Nodes and major transit modes (e.g. Redcliffe Train Station), with strategic opportunities for sustainability (i.e. large sites) and decrease with distance from these areas.
- Ensure 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 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.

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Metropolitan Key Drivers

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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;

- Exports predicted to increase from 35 per cent to 41 per cent in 2018/19.
- Gross state product (GSP) economic forecasts for 2- 3 per cent growth from 2017/18 to 2020/21.
- Future growth sectors may include mining, tourism, agriculture, education, arts and digital technology.



EDUCATION

WA's education sector is worth $1.39 billion per annum. There are around 59,000 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 are growing at around 8.6% compared with 2016. 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 Forrestfield 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 Forrestfield-Airport Link (FAL), jointly funded by the Australian and Western Australian governments will deliver a new rail service to the eastern suburbs of Perth including Belmont – with three new stations at Redcliffe, Airport Central and Forrestfield, opening in 2020.
- Belmont has been part of the NBN rollout to service the City from 2015-2018.

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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 aim to accommodate 3.5 million people by 2050 and provides for;

- 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 of 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 will see 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.

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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 has a population of just over 41,000 in 2016 with a lower proportion of older workers and empty nesters but a greater proportion of independent, young working age residents and seniors 85 years and over compared to Perth.

Households

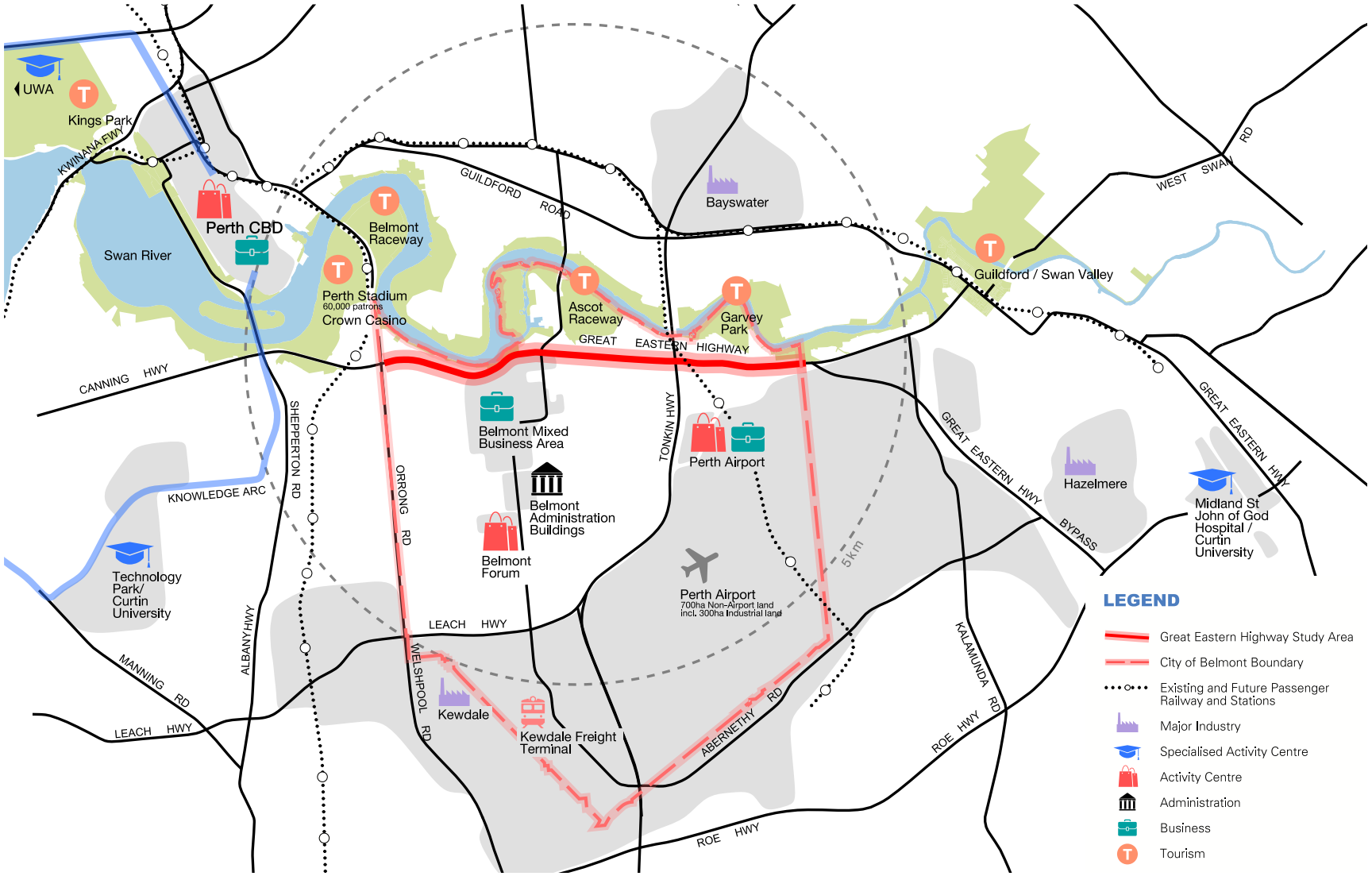
In 2016 the City had a lower proportion of households in the medium to high income category and generally smaller households and fewer couples and singles with children compared to Perth. Belmont has a lower home ownership than Perth and a higher proportion of residents renting accommodation privately 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 $10 billion as of end June 2016, contributing over 3.8% 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 estate. There were nearly 59,000 jobs in the City in 2016 which equates to 4.3% of WA jobs. Not surprisingly the City's employment self-sufficiency is high at 151% in 2016. Belmont provides for over 8% of all jobs in the Central sub region.

Unemployment in the City is around the average for Perth at 6.5%. The City has a relatively skilled local labour force with over 33% of residents having a tertiary qualification. The top three industries of employment for residents were, retail trade, health care/social assistance and construction. Over 72% of residents work outside the City with the top three locations being Perth CBD, Canning and Victoria Park and about 3% are in FIFO activity within WA.

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Local Economic Inluences - Location

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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 13.9 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, 8.9% of households in Belmont do not own a car which is higher than the Perth average of 6%.

Railway

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

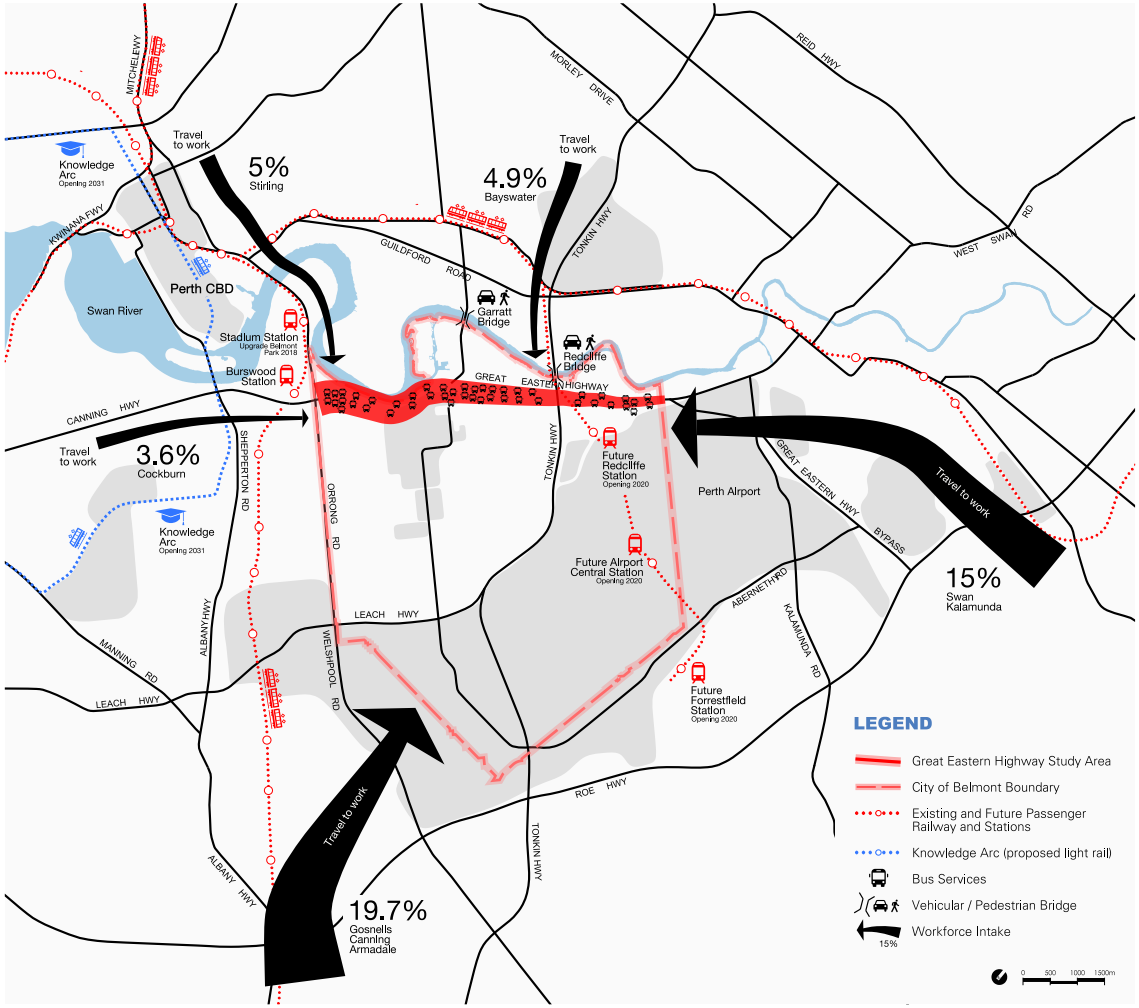
Light Rail and Bus

Perth's proposed infrastructure network includes a light rail system, which incudes 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 timeframe for the project, it is a relevant consideration in planning for urban intensification in western Belmont.

Long term proposals for priority Priority Rapid Public Transport Route along 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 69,200 vehicle trips per day. Much of this traffic is generated by incoming visitors, workers and through traffic. 7.6% of Belmont residents use the bus to travel to work – twice the Perth average, with nearly 6,000 bus boardings per week along the Corridor.



Local Economic Influences - Transport and Access

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PLANNED URBANISATION

Retail

Belmont Forum's major $65 million upgrade is underway including improved access, additional retail offering, dining precinct and improved parking arrangement.

Additional retail nodes are proposed along Corridor at Belmont Park, Burswood Station West and East precincts and small convenience places at The Springs and Golden Gateway.

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 with around 10% of the beds in Perth 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.

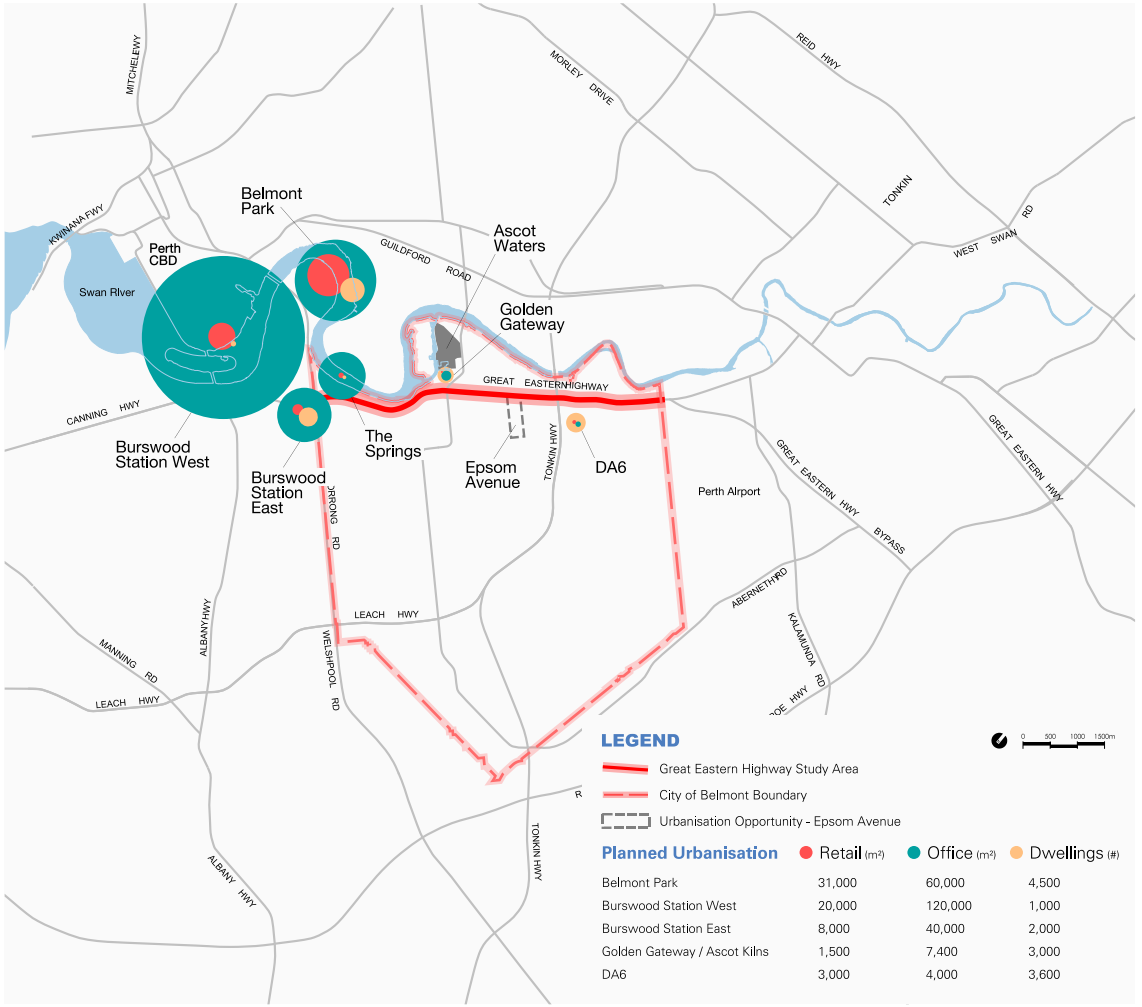
Belmont Business Park area is the focus of commercial land uses development and is aimed at strengthening the economy of Belmont.

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 is consolidating at the marina at 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 stage governments Economic and employment land Strategy. Recent announcements from Perth Airport Pty Ltd identify development sites for Discount Factory Outlet and Costco.



Local Economic Influences - Planned Urbanisation

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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 new Redcliffe Train Station and rail links to the Perth CBD, Bayswater and Forrestfield and the Airport major employment centre, are likely to encourage additional growth as the population seeks accommodation in proximity to public transport links. Mixed use, medium density development with primarily a residential focus is likely to develop in these locations.

Along the Corridor between these two anchoring nodes, mixed land uses and Activity Nodes of moderate scale 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. In addition, smaller compact enclaves of low to medium density residential development are likely to develop around these neighborhood scale mixed use nodes and in close proximity to parks, schools and the Swan River.

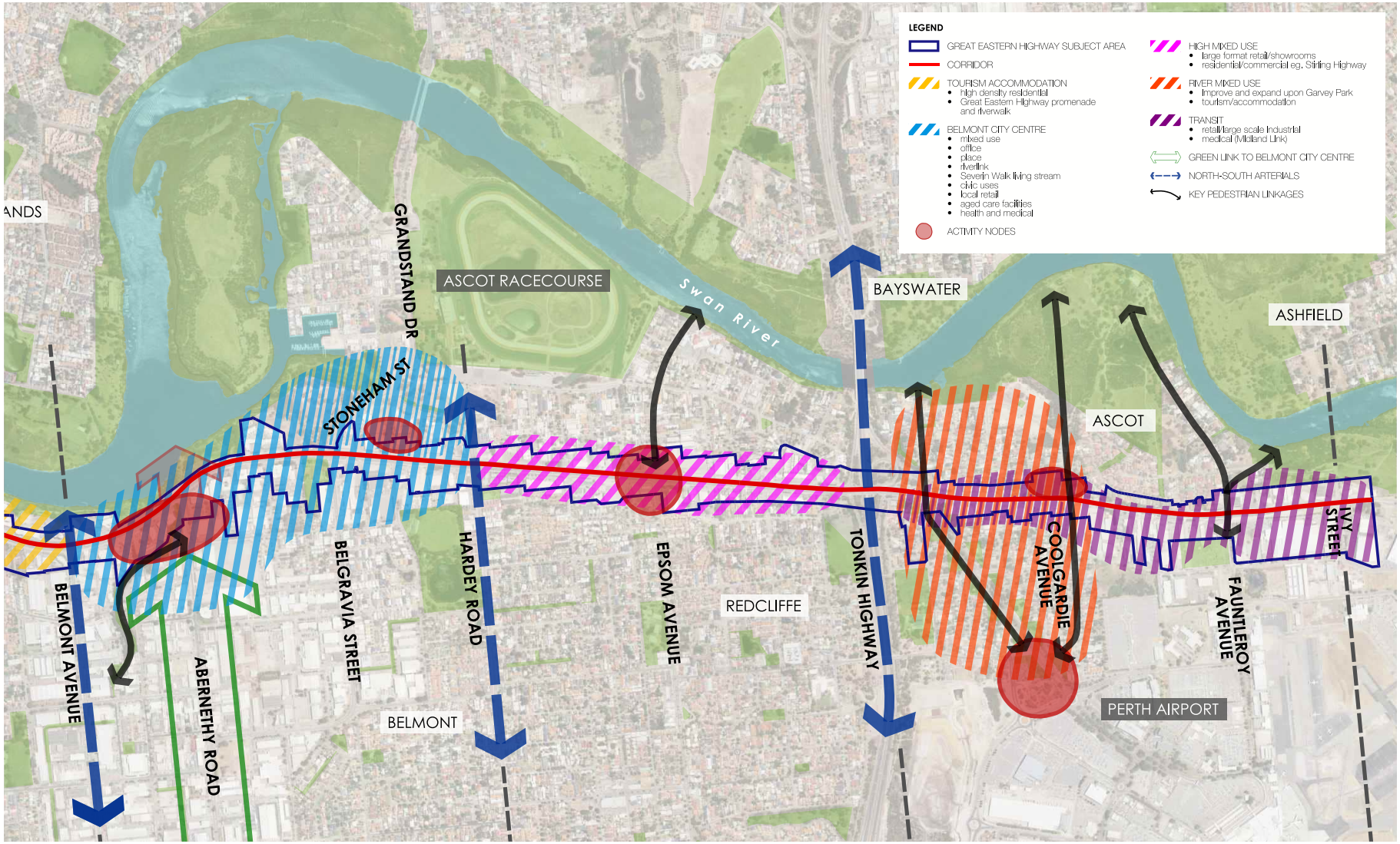
The new community will likely be multi-generational and include older people and seniors down-sizing; young couples and families looking to move close to employment, services and schools; singles entering the workforce and tertiary education wanting to be part of a vibrant community and close to amenities 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 there for 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.



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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



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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:

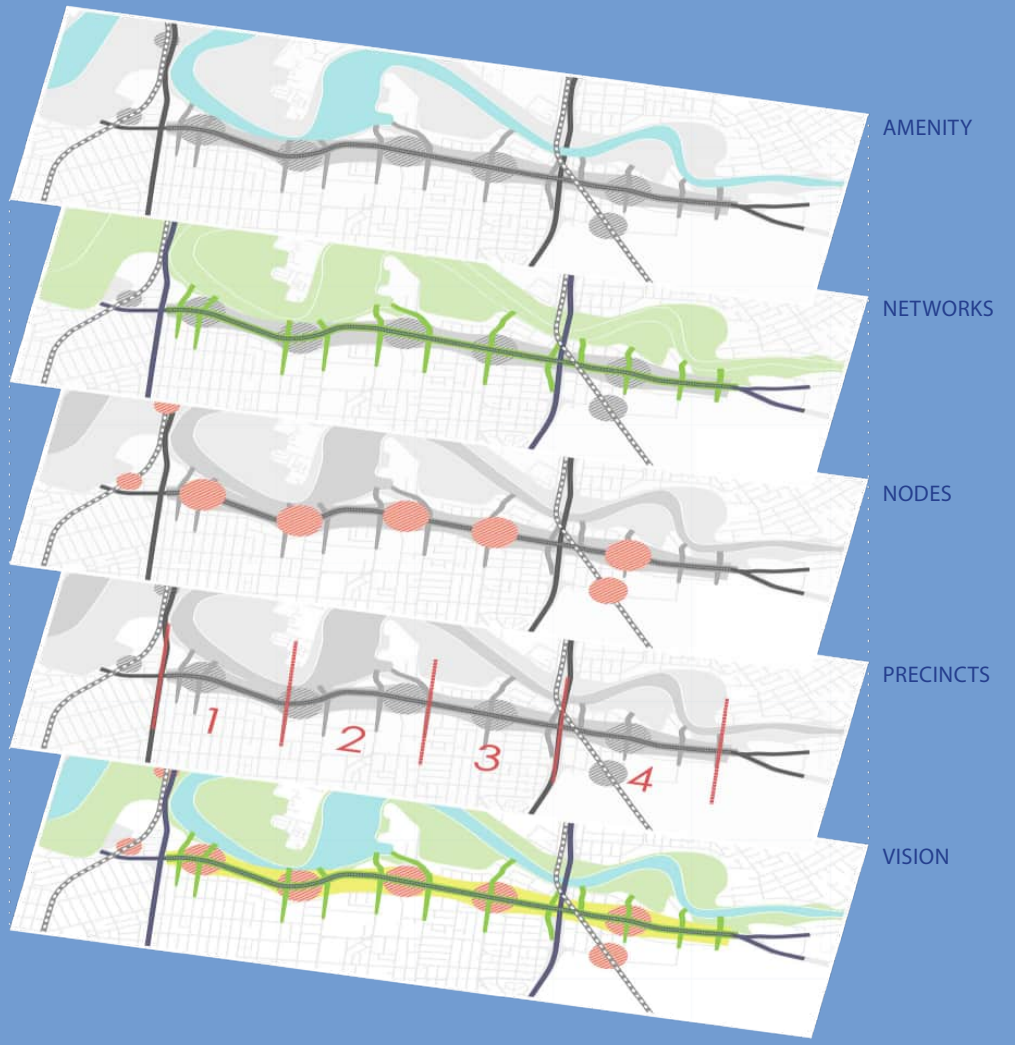
- An integrated public realm that can be utilised to support safe and comfortable spaces as well as providing general amenity.
- A network that offers easy and accessible connections within and through the Corridor.

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.



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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 busses, pedestrians, cyclists 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 cyclist movement and provides places to socialise and congregate.

The Vision focuses on the transformation of 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.



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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 a limited number of new streets in the area and as strengthening of the public realm qualities of other key connecting streets will help to better distribute local traffic, significantly improve pedestrian and cyclist 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 High Priority Public Transit Corridor between Perth Airport and Fremantle via Canning Bridge under the State Government's Transport Plan for Perth and Peel @3.5million, which emphasizes 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 revitalized 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 better distribute local traffic, alleviate congestion, provide greater pedestrian 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 the future introduction of high-frequency transit and 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 cyclists that enable 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.

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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 characterized 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 emerging Activity Nodes, requires significant public domain improvement. Creating appealing settings for transit use – at bus stops and any future High Priority Public Transit 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 livability of the Corridor and the emerging 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 Corridor.
- Create highly-accessible, frequently-spaced urban spaces along Corridor for workers, residents and visitors.
- Enhance public realm amenity of 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 the pedestrian 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.

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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 through 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 into the existing and new streets. 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 enables significant mixed-use development incorporating Neighbourhood Centre-level retail facilities to be expanded and created on either side of Corridor, particularly near key transit stops/future high-frequency transit, which will ultimately be within close walking distance of most of the Corridor's workers and residents.

The light industrial development that exists to the eastern end of the Corridor, on the southern side around Fauntleroy Avenue 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 around public transport stations and at existing nodes.

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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-focussed 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 and height, 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 Corridor with the natural amenity of the Swan River and associated parks with green pedestrian and cycle links and some new streets 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 Stratey 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, the Perth CBD and beyond. These buildings would serve as ridge-top sentinels marking the northern frame of the Corridor and similarly along the southern side of the Highway, to the east of Tonkin Highway intersection, near the new Redcliffe Train Station, to create a memorable gateway and nodal expression.

GUIDING STRATEGIES

- Develop the majority of the Corridor as an arrangement of mid-rise buildings, with defined areas of taller buildings at the south-western and north-eastern and at key mixed use nodes.
- Additional building height may be supported through bonuses for the provision of residential use, public spaces and new streets.
- 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.

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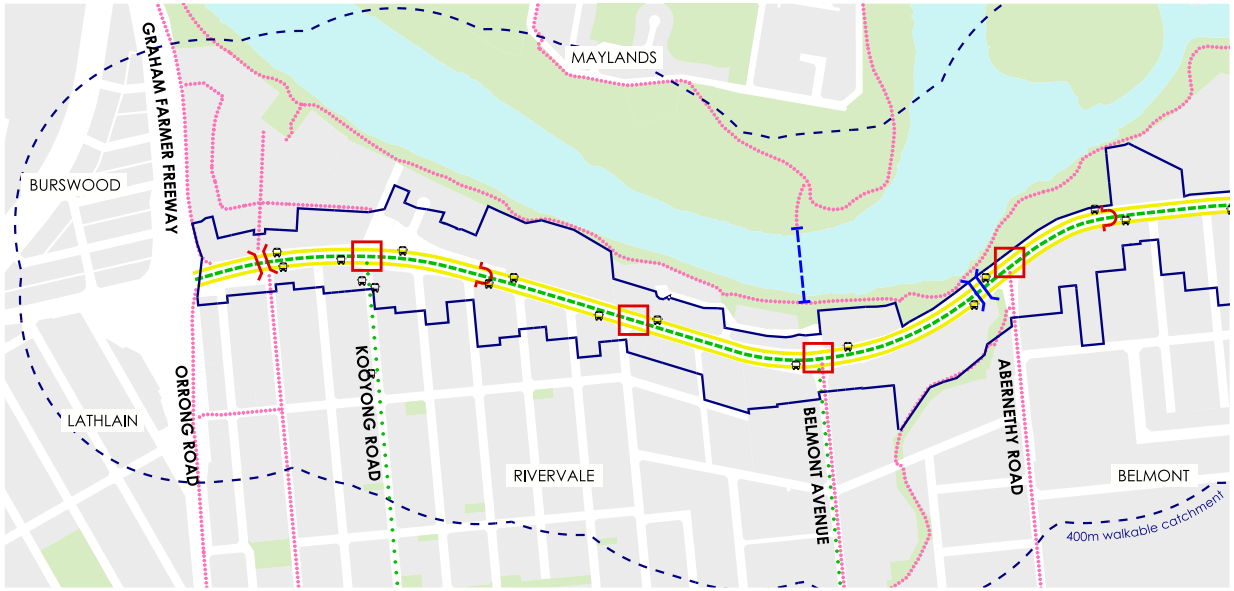
NETWORKS

The Corridor will be serviced by an extensive movement network, comprising a Priority Rapid Public Transport Route 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 the future Redcliffe Train Station. The existing pedestrian and cycle path also provides continuous access parallel to the Corridor along the Swan River foreshore offering an alternative recreational route for pedestrians and cyclists.

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 cyclists 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 cyclists to enjoy.



Networks Plan

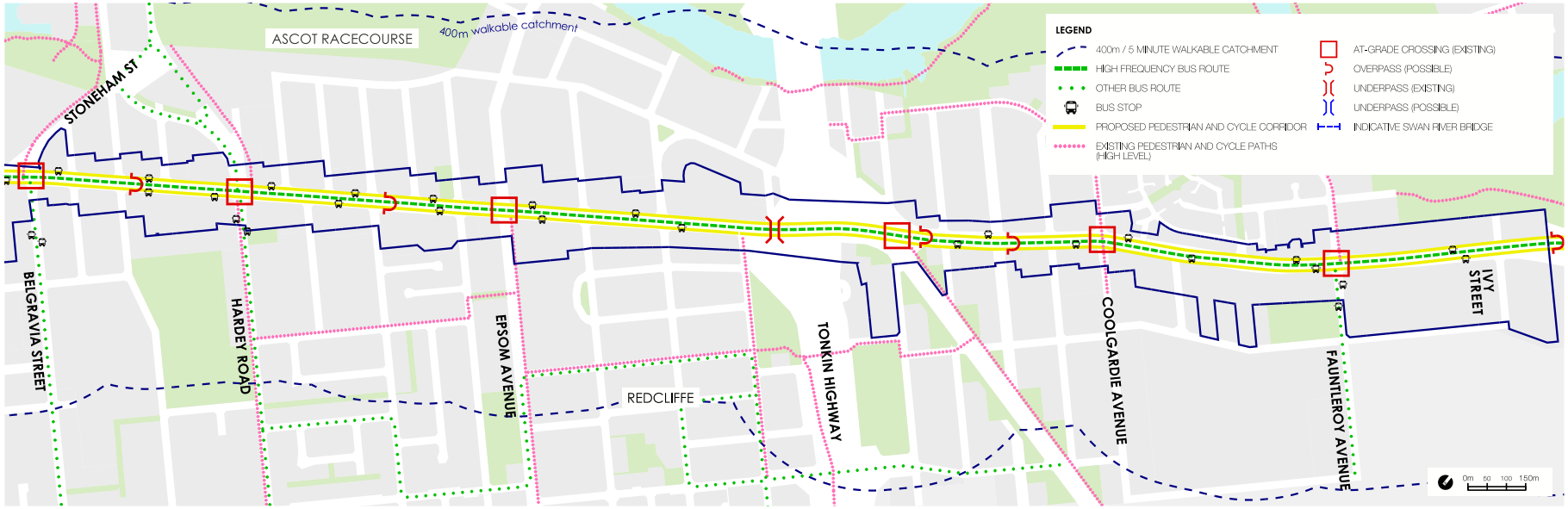
Pedestrian Paths

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.



Integrating land use, transit and place making

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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.



Creating a safe and accessible network of cycle paths

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URBAN CORRIDOR CONCEPT PLAN

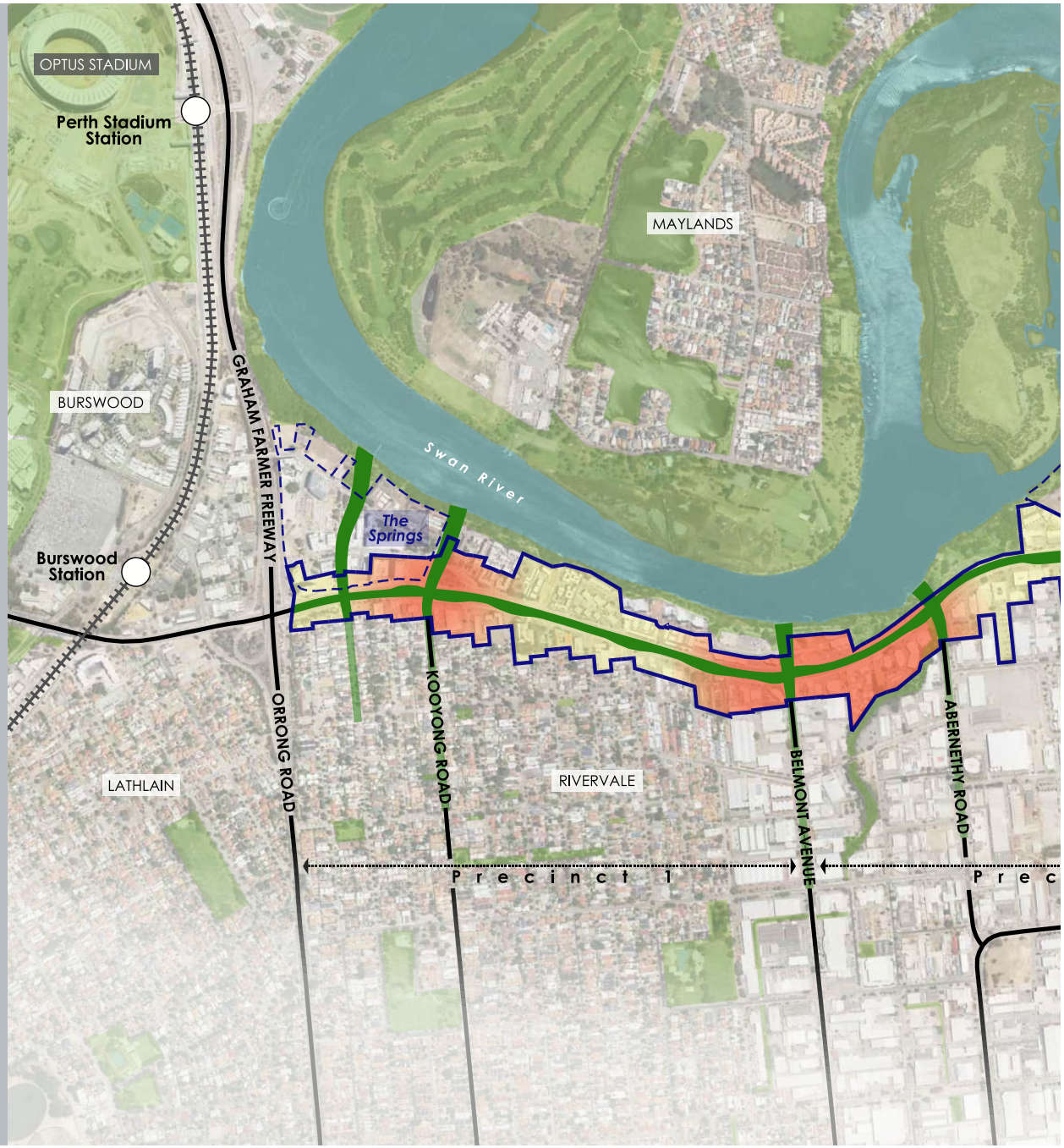
The Urban Corridor Concept Plan involves the reintroduction and emphasis of landscaping, improved connections to, from, across and along the Corridor, defines access and parking, complimented by land use focus areas of Activity Nodes, Activity Corridors and Mixed Employment, with appropriate and complementing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

These key attributes will refresh and revive the Corridor which until now has mainly been utilized 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, improved connections, 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 cyclist alike to share and utilise. Additional supplementary areas of specific and diverse landscape areas will provided at appropriate locations along the Corridor for the public to enjoy in a passive and active manner.

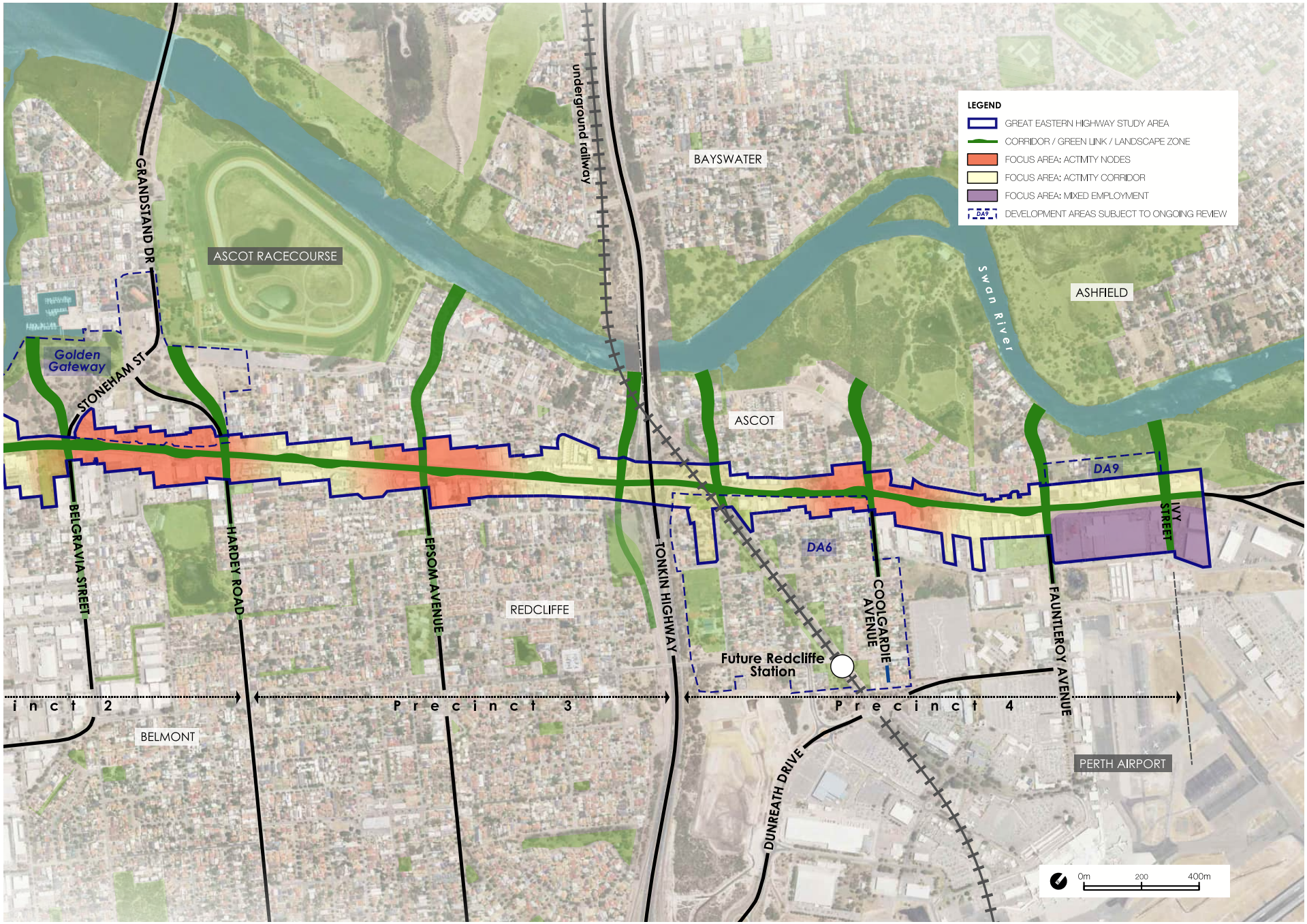
The Corridor has long been a mix of land uses along the entire length of the Corridor with no emphasis on any particular use. The introduction of focus areas will give guidance to the appropriate land use mix within these areas and help to establish a rhythm of development along the Corridor in conjunction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



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Attachment 12.2.1 Great Eastern Highway Urban Corridor Strategy



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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.

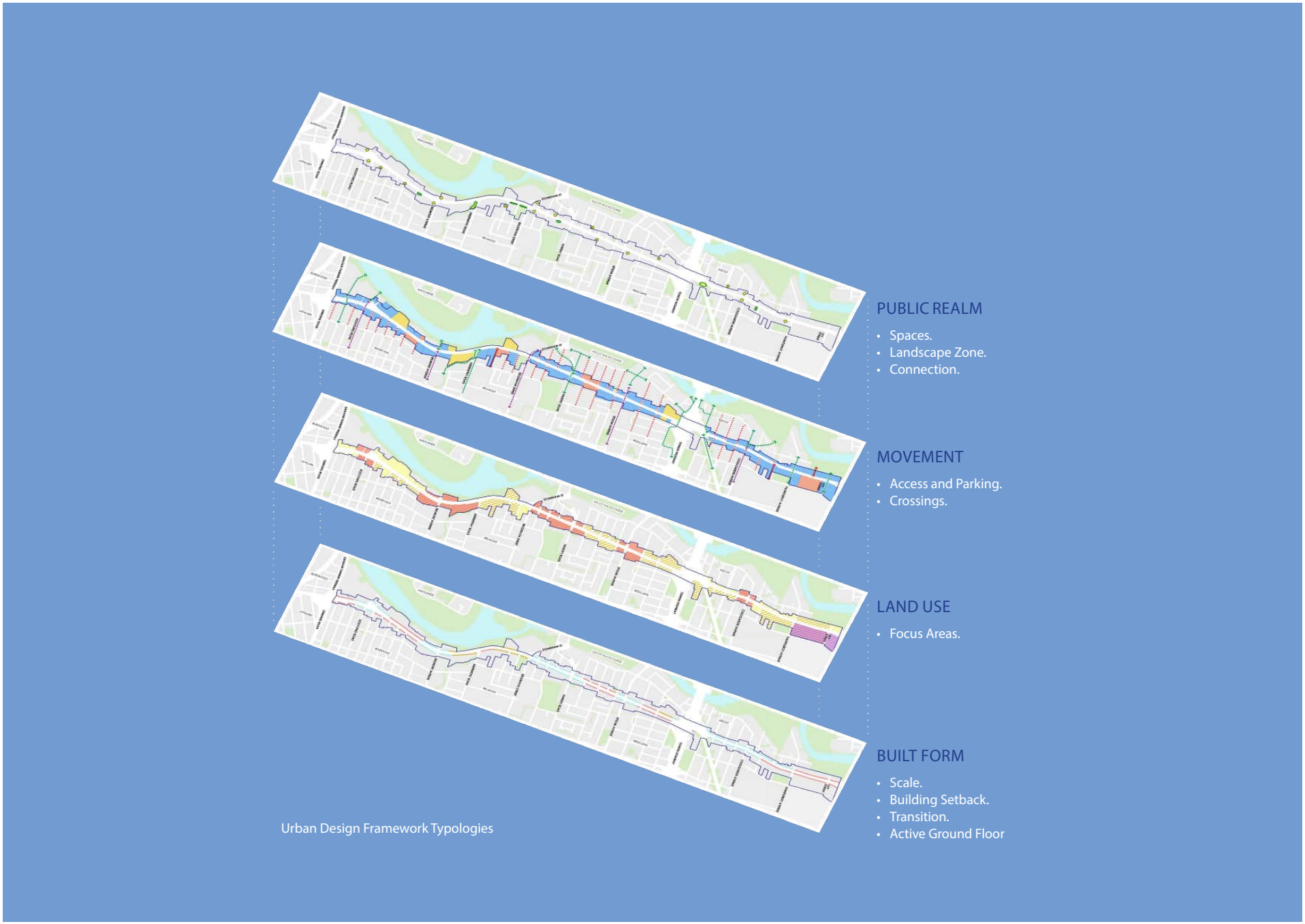
URBAN CORRIDOR STRATEGY PRINCIPLES

A component of the Urban Design Framework are 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.

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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 Corridor to create a pleasant experience at street level.
- Improve public amenity and streetscape along Corridor.
- Integrate public transport into future development framework.
- Ensure appropriate extent and scale for transitioning of land use and development intensity from 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.



Integrated development and transit with high quality landscaped pedestrian zone

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TYPOLOGIES

INTRODUCTION

The fundamental aspects of the public realm for the Corridor are the types of spaces, the quality of connections, and how the spaces and connections and the elements within the Landscape Zone such as footpaths, landscaping and cycle paths. The design of these elements is fundamental in promoting social interaction and physical activity and developing a high quality urban enviroment. 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 and 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. Depending on the location in the Corridor, the elements of the Landscape Zone will vary in terms of size and location. The majority of the Landscape Zone falls within the public realm, though where the Landscape Zone falls within the private realm, typical landscaping required by the Scheme in development sites will be off-set by the requirements of the Landscape Zone.

The Landscape Zone should:

- Frame the street: Plant trees which have mature heights above 20m 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 fine grain 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 to Ivy.
- South - Orrong to Tonkin.
- South - Tonkin to Ivy.

Connections

A goal of the Strategy is to support ease of access, and an enjoyable experience, to and through Corridor for pedestrians and cyclists 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 cyclists.
- 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.

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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.



Public Realm Typologies



Buildings designed to encourage ground floor activtion

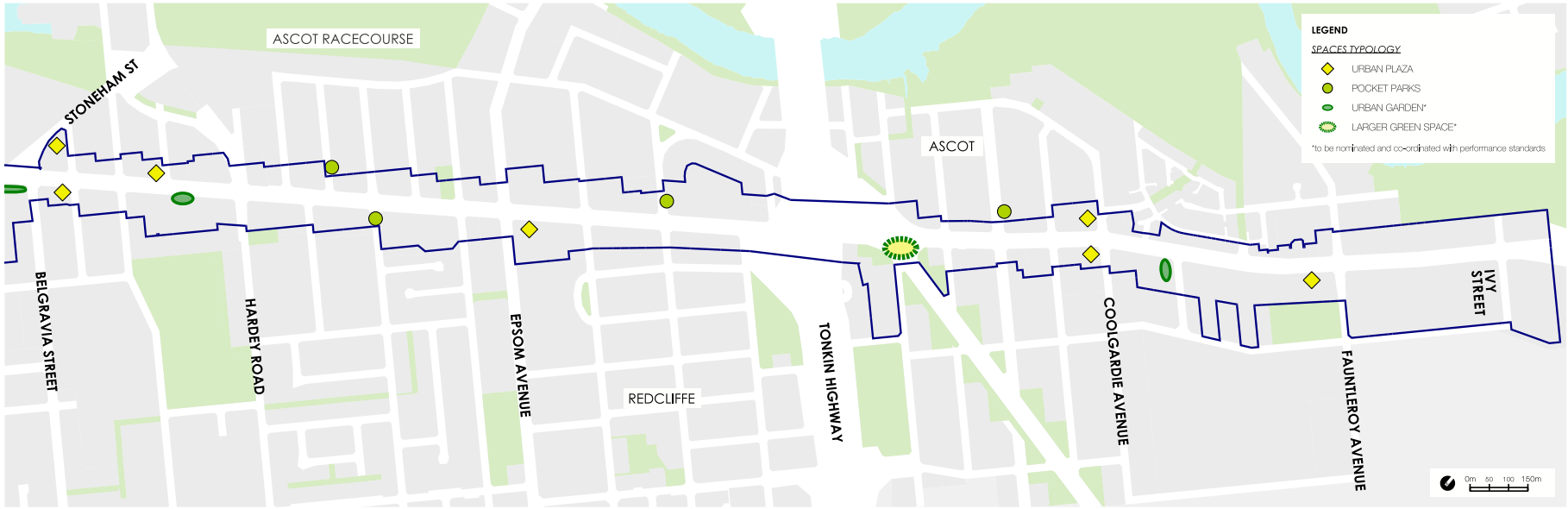


Urban Plazas with hard and soft landscaping elements



Urban Plazas providing comfortable and varied seating opportunities

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Urban Garden

Urban Garden 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.



Creating appealing landscape adjacent to the Corridor



Existing example of an Urban Garden along the Corridor

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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.



Public Realm Typologies



Pocket Parks incorporating play areas for children

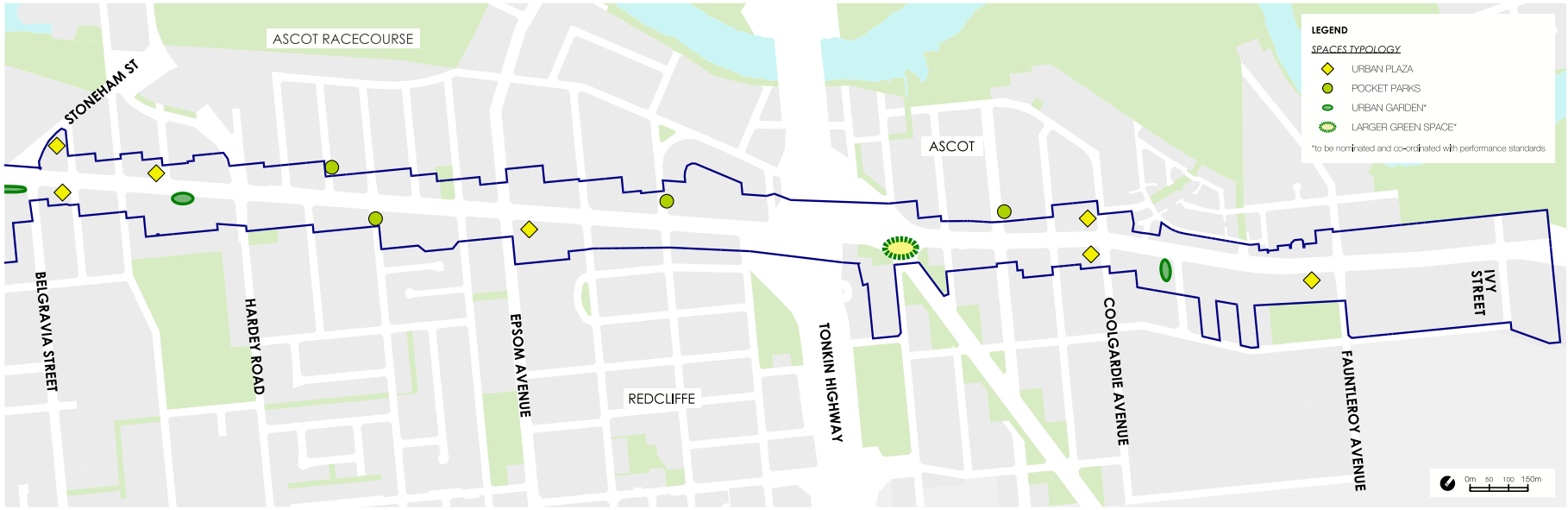


Planting, seating and feature landscaping



Small active spaces

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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.



Creating larger green spaces utilising existing mature trees



Mix of soft and hard landscaping in open spaces

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LANDSCAPE ZONE

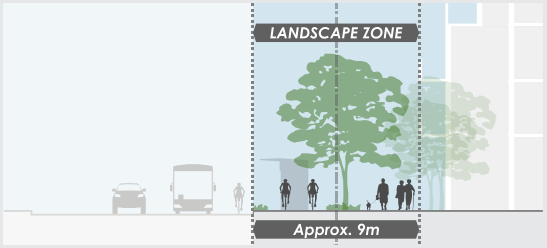


Injecting landscape amenity, to support movement



Landscape Zone Typologies

North - Orrong to Ivy



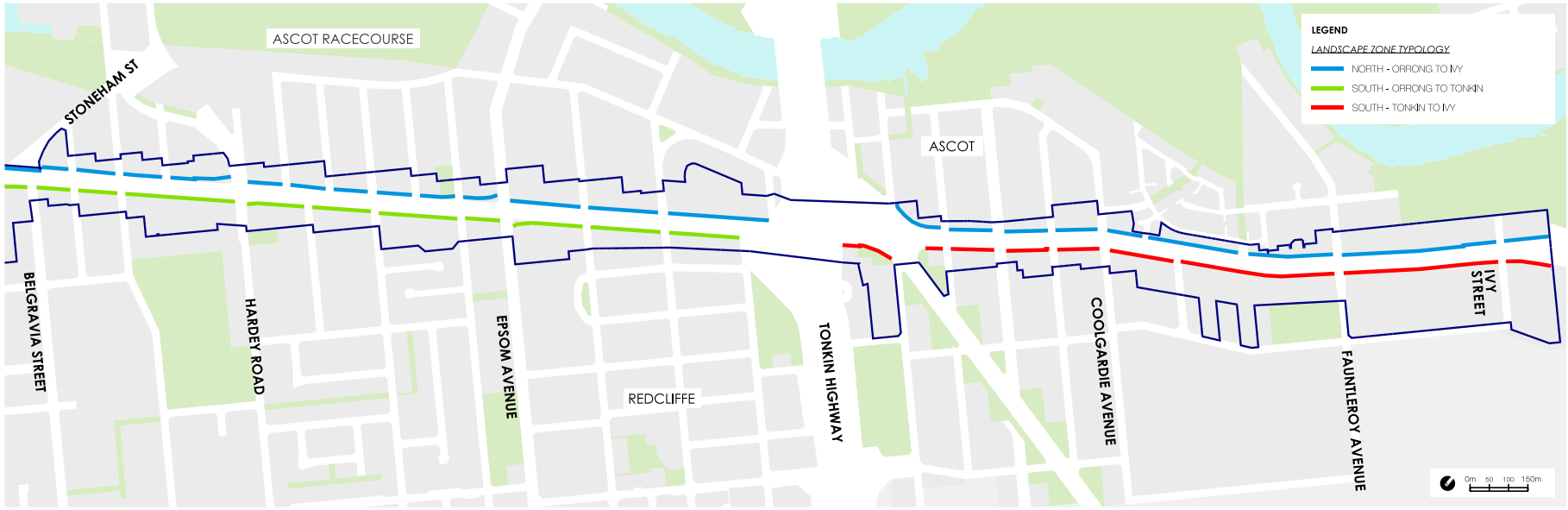
This Typology is located on the northern side of the Corridor, for the entire length of the study and proposed to include:

- A landscape buffer adjacent to the existing cycle lane on Corridor.
- Pedestrian path adjacent to landscape buffer.
- Public Transport infrastructure as required.
- Existing on-road cycling to be retained.

South - Orrong to Tonkin



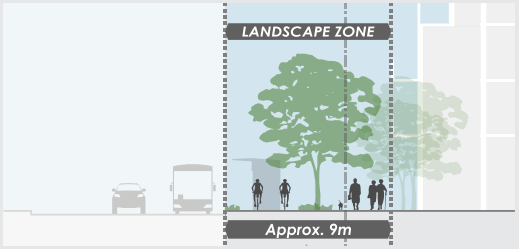
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This Typology is located on the southern side of the Corridor, west of Tonkin Highway and is proposed to include:

- A landscape buffer adjacent to the existing cycle lane on Corridor.
- Off street cycle path.
- Landscape and tree planting area.
- Wide pedestrian path.
- Public Transport infrastructure as required.

South - Tonkin to Ivy

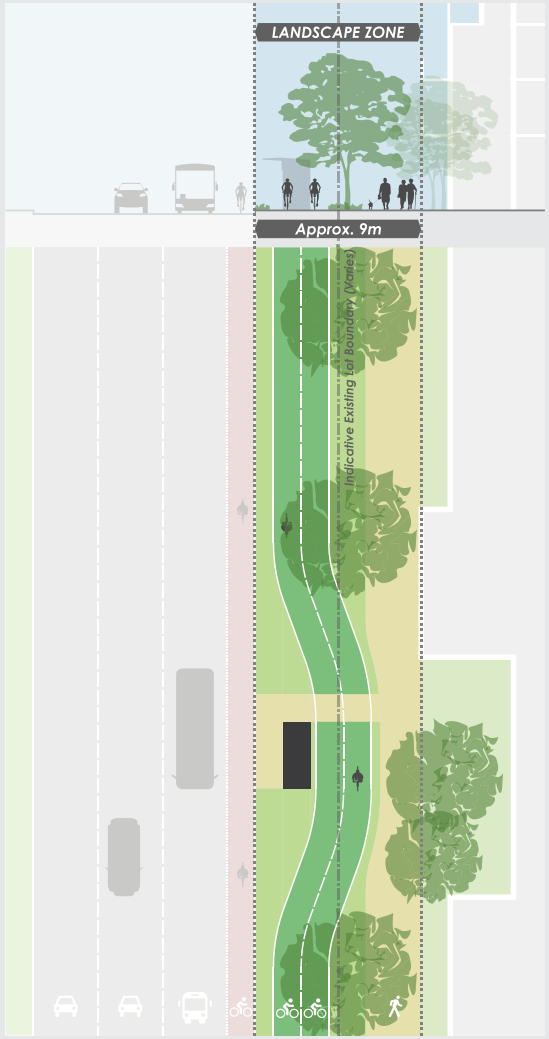


This Typology is located on the southern side of the Corridor, east of Tonkin Highway and is proposed to include:

- A landscape buffer adjacent the Corridor.
- Off street cycle path.
- Public Transport infrastructure as required.
- Pedestrian path adjacent to the built form edge.

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South - Orrong to Tonkin



This Typology is proposed to be approximately 9m in width from the edge of the existing w kerb. The cross section provides for an approximate 1.0m wide landscape buffer from the Corridor kerb. This landscape buffer area provides an adequate distance between the existing on street cycle lane and the proposed off street cycle path.

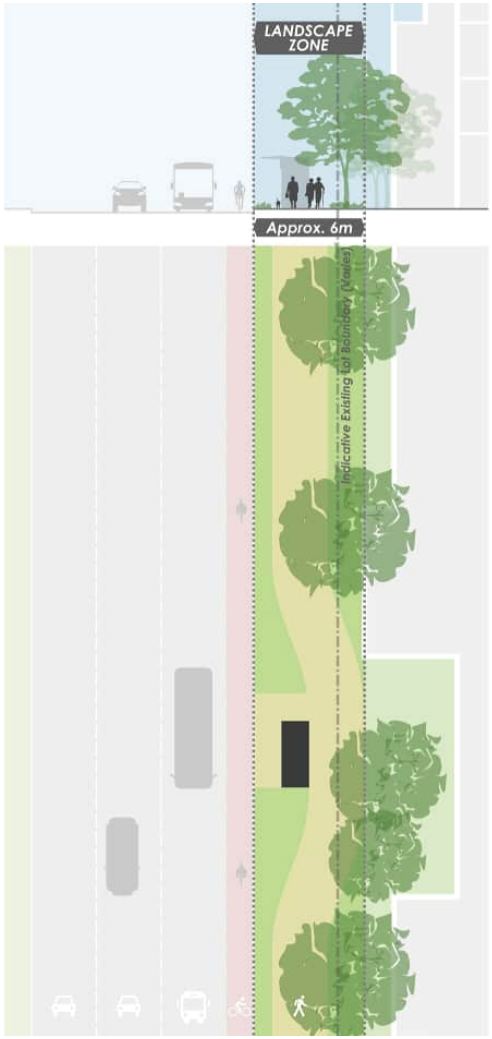
The proposed off street cycle path is proposed at approximately 3.0m in width being. Where public transport is located the proposed off street cycle path will meander behind the infrastructure with an approximate 0.3m wide landscape buffer. Additionally a 0.5m landscape buffer to the pedestrian path is proposed.

A landscape and tree planing area is proposed, approximately 2.0m in width. The centerline of the significant trees are approximately 5.0m from the existing Corridor kerb, importantly avoiding (for the majority and subject to detailed survey) the existing services within the Corridor verge. Where public transport is located the significant tree zone will vary from approximately 0.5m in width, widening back 2.0m in width once past the infrastructure.

The pedestrian path is proposed at approximately 3.0m in width, which will vary depending on its location and the ultimate built form setback distance. Additional tree planting should be considered within the pedestrian zone especially when larger setbacks to built form is proposed. Where public transport infrastructure is located the pedestrian path will narrow down to 2.2m however, can be widened as noted above subject to the adjacent ultimate built form setback distance.

It is highlighted that once a continuous off street cycle path is developed between Graham Farmer Freeway and Tonkin Highway the existing on street cycle lane can be considered for replacement and additional landscaping provided in its location to further enhance the landscape amenity of the Urban Corridor.

North - Orrong to Ivy



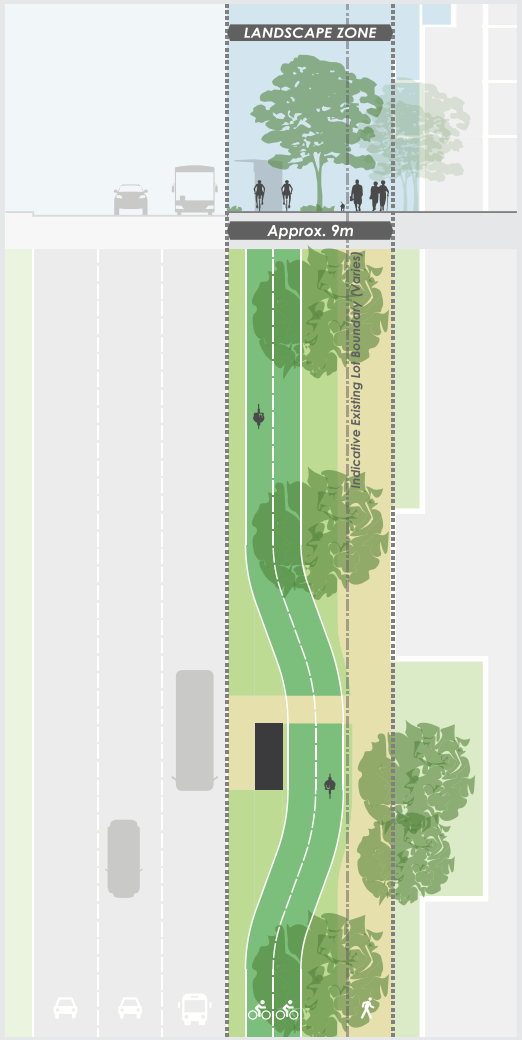
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This Typology is proposed to be approximately 6m in width from the edge of the existing Corridor kerb. The cross section provides for an approximate 1.0m wide landscape buffer from the Corridor kerb. This landscape buffer area provides an adequate distance between the existing on street cycle lane and the proposed off street pedestrian path. Low lying plants and shrubs is envisaged for the landscape buffer area.

The pedestrian path is proposed at approximately 3.0m in width being, 1.5m in each direction. The pedestrian zone will vary in width depending on its location and the ultimate built form setback. It is noted that additional tree planting should be considered within the pedestrian zone especially when larger setbacks to built form is proposed and adjacent public transport infrastructure locations.

A landscape and tree planing area is proposed at approximately 2.0m in width. The centerline of the proposed significant trees are approximately 5.0m from the existing Corridor kerb and importantly avoiding (for the majority and subject to detailed survey) the existing services within the current Corridor verge. Where public transport is located the significant tree zone will vary down in width to nil before widening back to the approximate 2.0m width once past the infrastructure. The spacing distance will be increased between the proposed significant trees at public transport infrastructure locations however, will not interrupt the consistent linear alignment of the proposed significant trees.

South - Tonkin to Ivy



This Typology is proposed to be approximately 9m in width from the edge of the existing Corridor kerb. The cross section provides for an approximate 1.0m wide landscape buffer from the Corridor kerb. This landscape buffer area provides an adequate distance between the existing on street cycle land and the proposed off street cycle path. Low lying plants and shrubs is envisaged for the landscape buffer area.

The proposed off street cycle path is proposed at approximately 3.0m in width. Where public transport is located the proposed off street cycle path will meander behind the infrastructure with an approximate 0.3m wide landscape buffer provided. In addition to this a 0.5m landscape buffer to the pedestrian path is also proposed to be provided.

A landscape and tree planing area is proposed at approximately 2.0m in width. The centerline of the proposed significant trees are approximately 5.0m from the existing Corridor kerb and importantly avoiding (for the majority and subject to detailed survey) the existing services within the current Corridor verge. Where public transport is located the significant tree zone will vary down to approximately 0.5m in width, widening back to the 2.0m once past the infrastructure.

The pedestrian path is proposed at approximately 3.0m in width being, 1.5m in each direction. The pedestrian zone will vary in width depending on its location and the ultimate built form setback distance. It is noted that additional tree planting should be considered within the pedestrian zone especially when larger setbacks to built form is proposed. It is proposed that at public transport infrastructure locations the pedestrian path will narrow down in width to approximately 2.2m however, can be widened as noted above subject to the adjacent ultimate built form setback distance.

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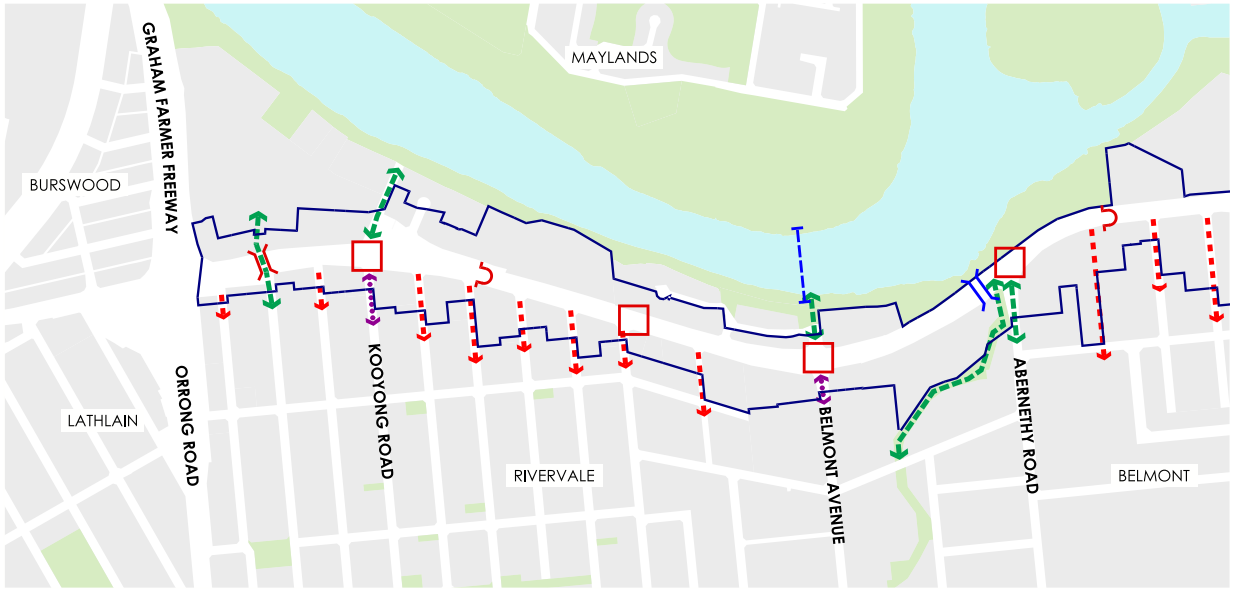
CONNECTIONS

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.



Connections Typologies



Larger trees providing shade over the pedetrian zone

Green Connection

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

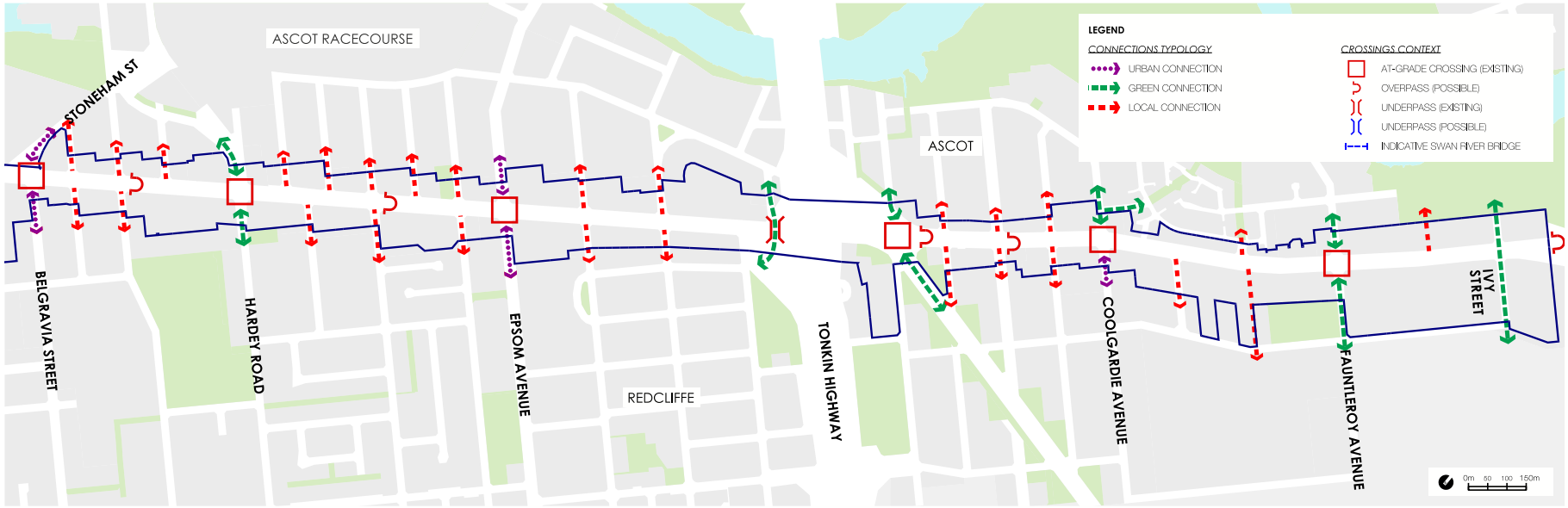
The Green Connections identified align with pedestrian crossing opportunities along the Corridor.

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



Designed to emphasise landscape and pedestrian amenity

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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.



Street design to encourage safe and pedestrian friendly use

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MOVEMENT

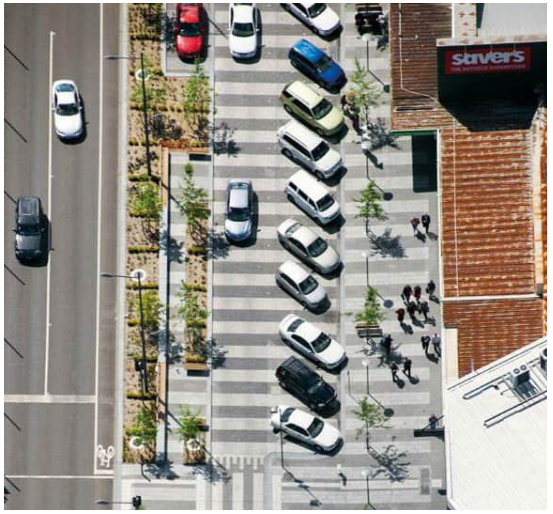
PRINCIPLES

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 cyclists.
- 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 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 for mixed use, mixed business and residential development (along Corridor) 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 Corridor to only provide access to mixed use, mixed business and residential development (along Great Eastern Highway) from secondary streets or laneways (Main Roads WA Strategic Access Plan requirement).





Dedicated movement and accessways for pedestrian, cycle and vehicular use

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TYPOLOGIES

INTRODUCTION

The fundamental movement aspects of the Corridor include consideration of vehicular access arrangements and parking locations to ensure safe pedestrian and cyclist 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 cyclist 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 into properties and parking within properties should ensure efficient vehicular movement occurs, and also ensuring there is safe and efficient pedestrian and cyclist movement, amenity of the landscape, as well as 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 is included that may encounter topographical and/or other physical constraints that prevent a continuous vehicle access connection from one side street to the other being achieved. In these instances rear vehicle access way/s accessed from the sides streets is still required noting the access way may not necessarily connect from one side street to the other. Under this arrangement the key recommendations will still be required to achieved.

Rear Access, Front Parking

Rear access, front parking, is allowed for a small number of sites for sites that also may encounter topographical and/or other physical constraints that prevent a continuous vehicle access connection from one side street to the other being achieved to the rear of the site. In these instances vehicle access is still required from the sides streets and to the rear of the sites however, the access way and parking would be to the front of the site. Under this arrangement the other key recommendations will still be required to achieved.

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.

Other

Indicative New Connections

Three indicative new connections are identified along the Corridor to help improve access in these locations as to ultimately aid future development outcomes. These connections may not necessarily be new public roads however, may provide for both vehicle and/or pedestrian access to the surrounding sites via appropriate mechanisms such as an access easement. These indicative new connections should address appropriate landscape and public domain requirements.

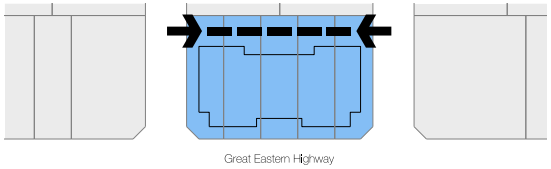


An example of shared access within private sites

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ACCESS AND PARKING

Rear Access, Rear Parking

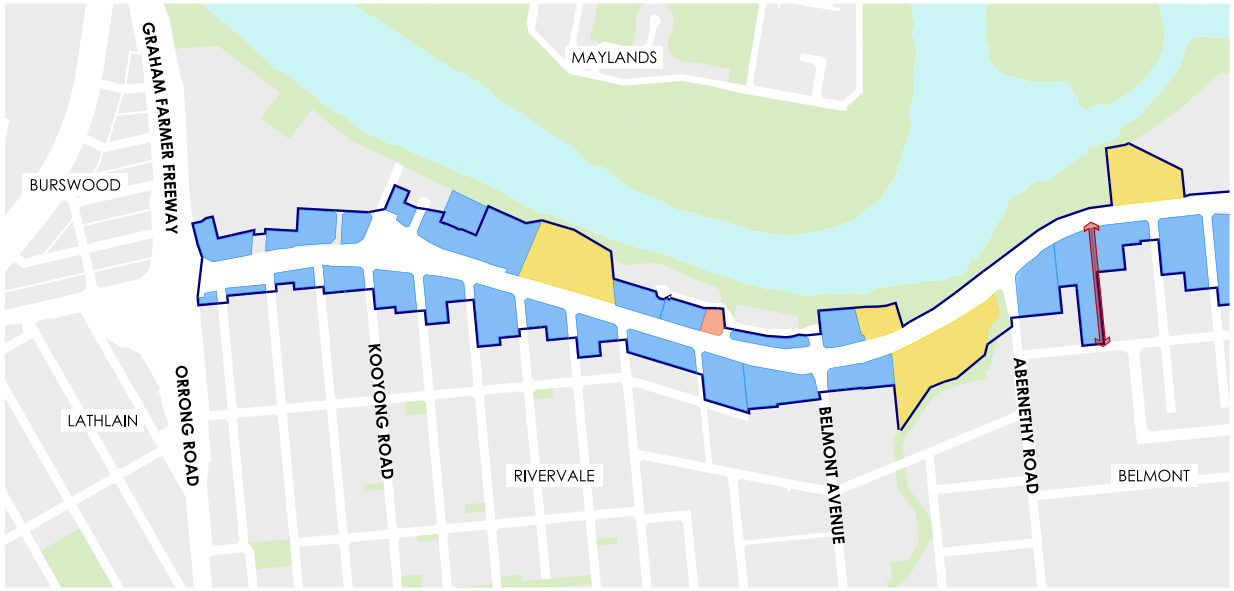


For the purpose of the Strategy, the key recommendations for rear access, rear parking are:

- Provide a rear access zone that is approximately 9-10m wide, along the rear boundary.
- Provide for safe pedestrian movement within the rear access zone, including possible consideration for a minimum footpath width of approximately 1.5m wide.
- 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.

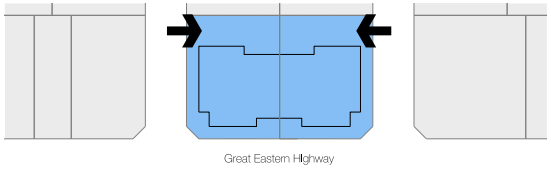


Rear Access and Parking which accomodates footprints, landscaping and lighting



Access and Parking Typologies

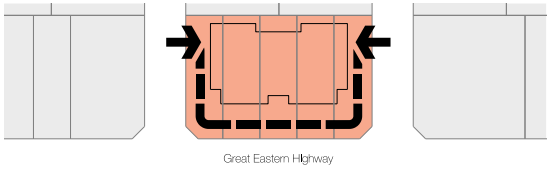
Variation - Rear Access, Rear Parking



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.

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 – minimum 6m) to service multiple properties, where relevant.

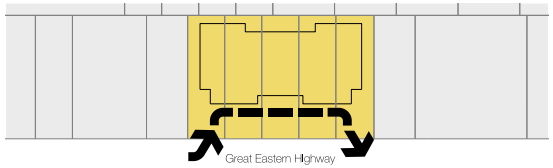
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Interesting one sided angled parking and one way access

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 – minimum 6m) to service multiple properties, where relevant.



An existing example of front access, front parking along the Corridor

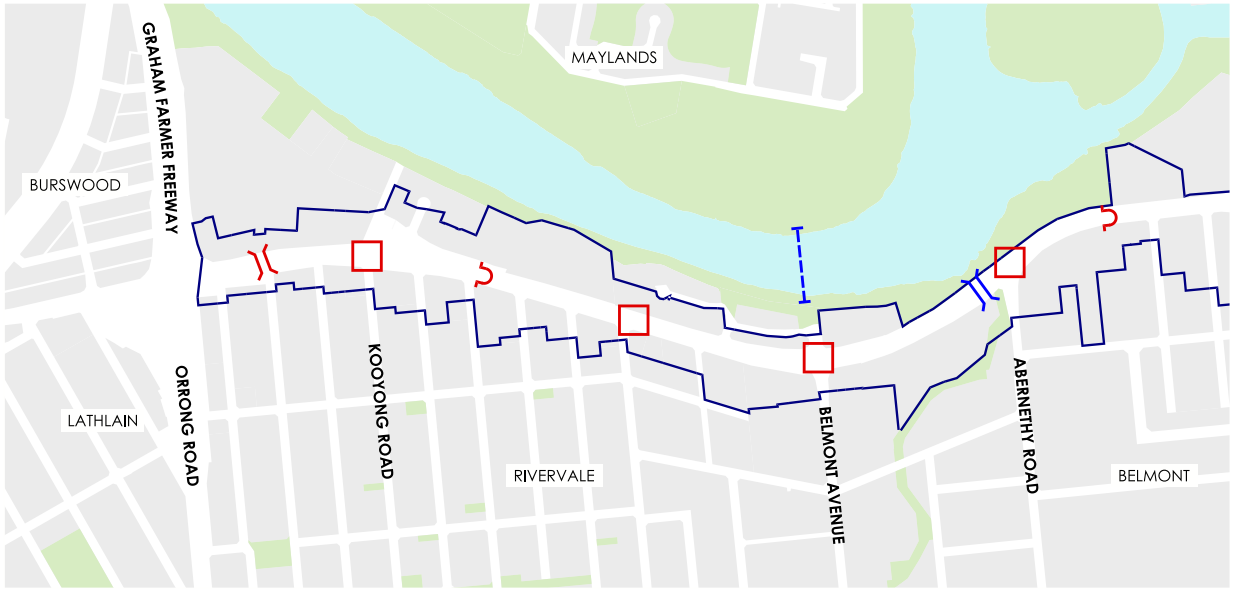
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CROSSINGS

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 should be provided at signalised intersections to inform pedestrians of the time left to cross the road, improving the safety of pedestrians.



Crossings



Safe and convenient at-grade pedestrian crossings

Overpass (Possible)

Overpasses are proposed along the Corridor to provide safe, convenient crossings opportunities for pedestrians and cyclists 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.

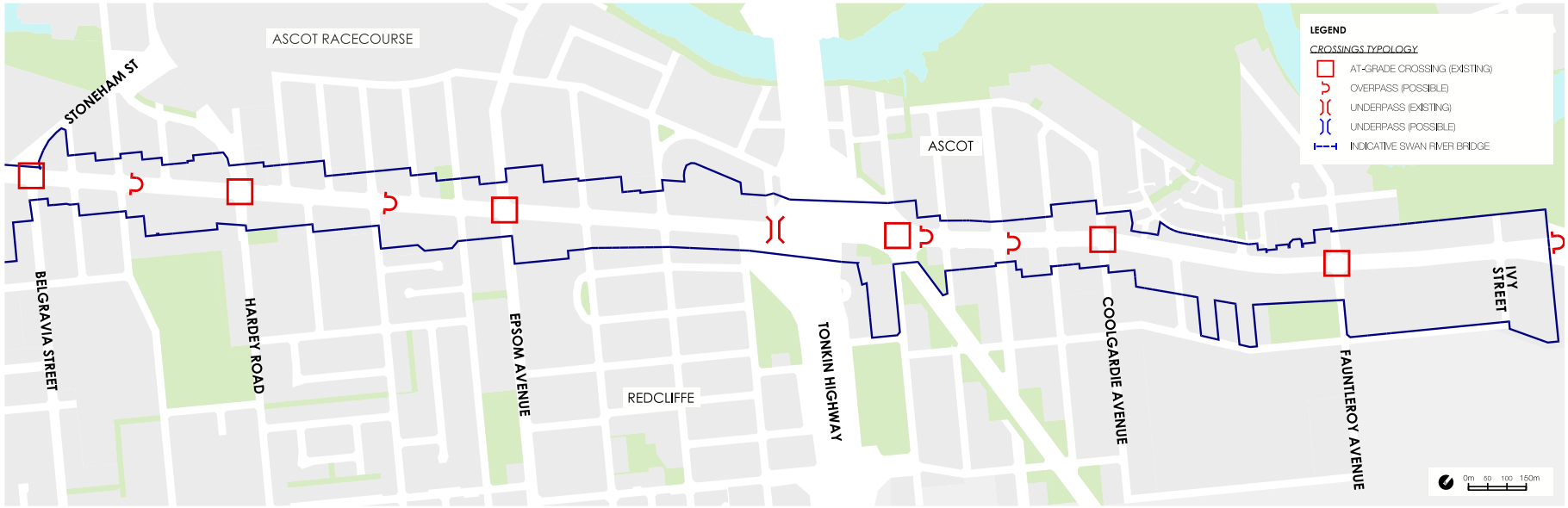
Overpasses should ensure safety and comfort of pedestrians and cyclists, and consideration should be given to the provision of suitable lighting, the provision of a sheltered walkway, and ensuring accessibility to, from and along overpasses.

The plan shows indicative locations for possible overpasses.



Integrated green overpasses to provide diverse crossings

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Architecture to consider including overpasses

Underpass (Existing and Possible)

Underpasses will provide safe, convenient opportunities for pedestrians and cyclists 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 cyclists, 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.



Safe, convenient and attractive underpass opportunities.

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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.
- Facilitate residential development that responds to the amenity of mixed-use nodes and public transport.
- Widen the range of accommodation choice and dwelling diversity.



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



Example of a mix of commercial and retail uses

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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 cyclists, and bear an element of risk such as odour and the storage of combustible materials, they are considered to be incompatible with fine grain 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.

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. Further detail on land is provided in this report in Section 8 – Corridor Precincts.

The Focus Area Typologies are:

- Activity Node.
- Activity Corridor.
- Mixed Employment.
- Minimum Employment Floorspace Required.
- Other.

<u>Employment Requirements</u>

The provision of a minimum employment floor space is required on sites which already provide employment floor space, to ensure there is economic sustainability of the Corridor, and a diverse range of commercial land uses are provided.



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

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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.

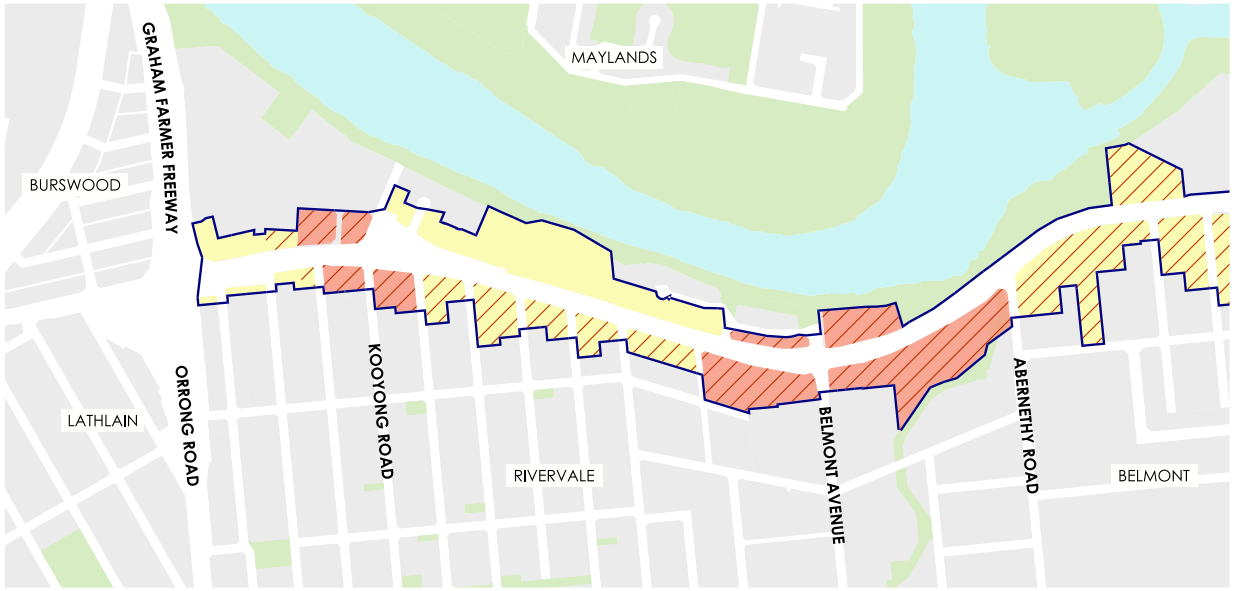
Mixed Use Activity Nodes should ensure there is a relationship between the ground floor uses and the building design with the public domain, to ensure that considerations such as space activation and passive recreation.

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 permanent residential, transient residential, commercial and offices.



Focus Areas Typologies



Ground level activation promoting economic development

Activity Corridor

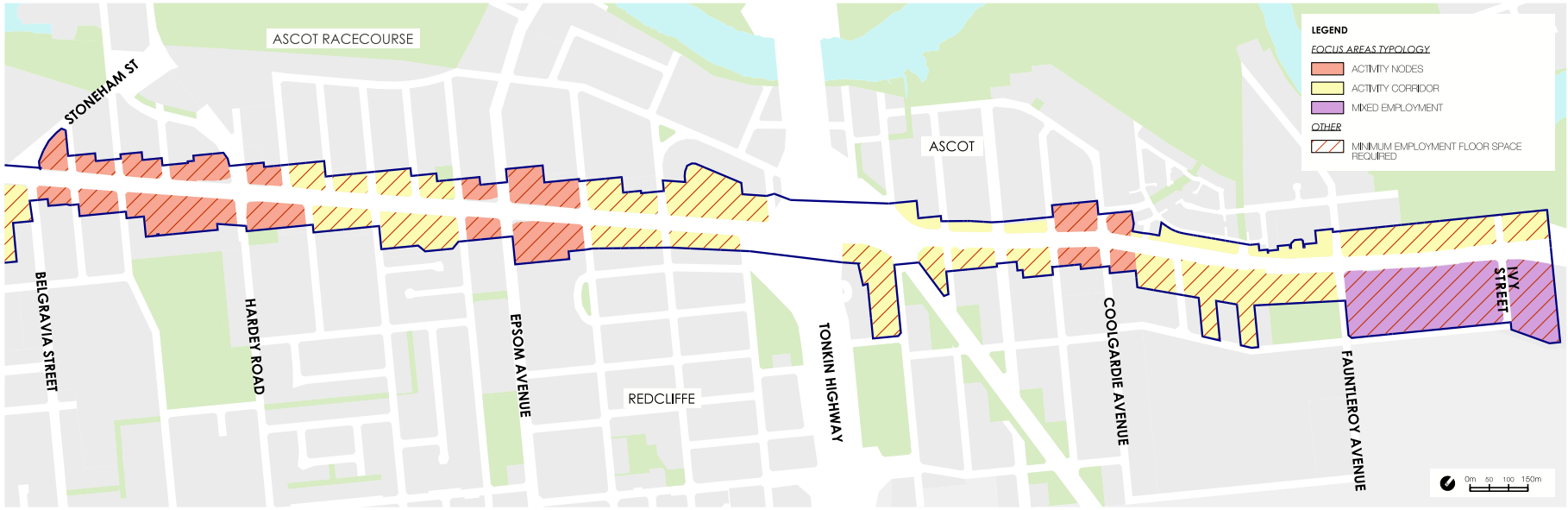
The Activity Corridor - Focus Areas form a transition between the Activity Nodes. It is proposed that active commercial uses populate the ground floor.

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, fine grain 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 permanent residential, transient residential, commercial and offices.

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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.



Diversity of building architecture

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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:
  - 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.





Examples of landmark buildings of different scales

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TYPOLOGIES

INTRODUCTION

The fundamental aspects of built form for the Corridor are scale, frontage and building setback from the Landscape Zone, 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.

The scale Typologies are:

- Low.
- Medium.
- High.
- Key Landmark Sites.
- 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:

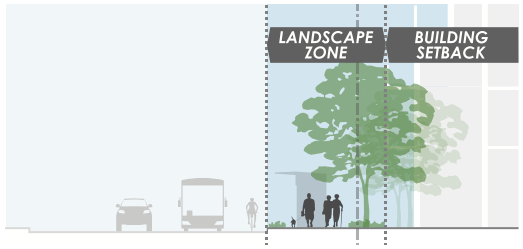
- Low.
- Medium.

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 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.



Building Setback relationship with Landscape Zone

Active Ground Floor

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.

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SCALE

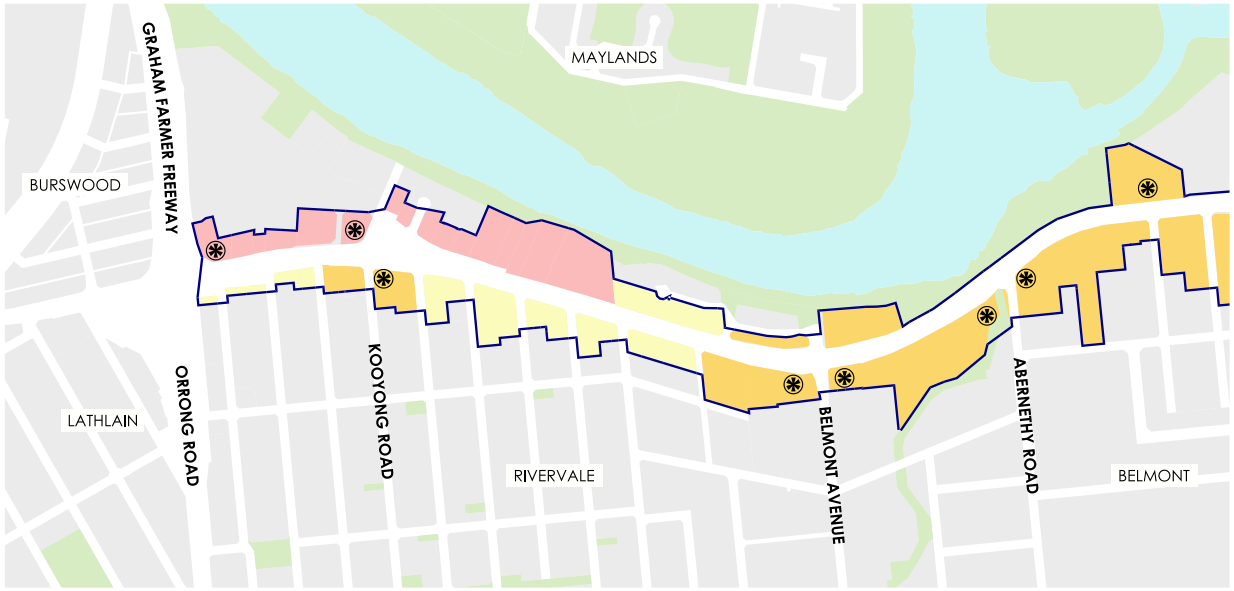
Low

The scale of buildings should complement the character of the streetscape and public realm. The buildings should be arranged to ensure the building bulk and scale does not dominate the streetscape to ensure a comfortable and safe pedestrian environment.

New development should be designed to minimise the negative impacts associated with bulk and scale on adjacent existing dwellings.

Low Scale buildings will be approximately four storeys minimum up to eight storeys.

A compatible plot ratio would be approximately 2:1.



Scale Typologies



Low rise integrated development and lansdcape amenity

Medium

Medium Scale buildings should respect and complement the adjacent land uses, providing a transition between the larger scale buildings within the Mixed Use Activity Nodes.

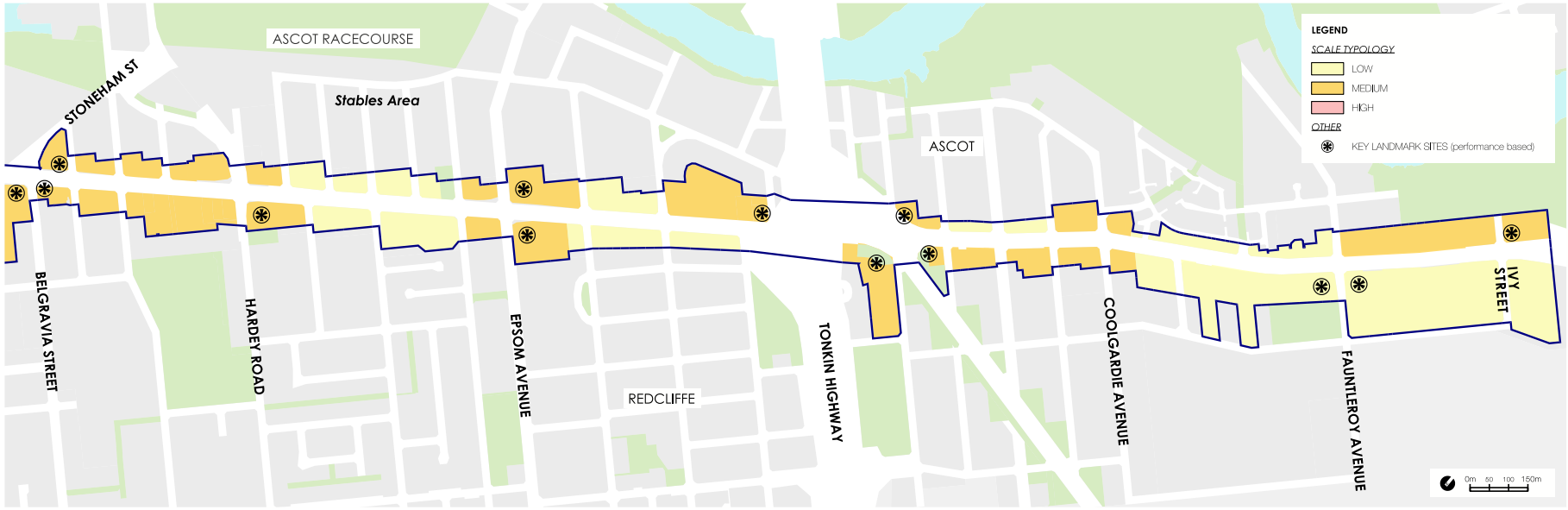
Larger sites will likely achieve taller buildings based on their site area and reduced overshadowing impacts.

Buildings will address the street front and parks to create an appealing urban environment, with the levels above 4 storeys required to be set back to minimise the visual impact from the public domain. Buildings should be arranged to minimise shadowing on public spaces such as footpaths, parks and public plazas. Medium Scale buildings will be up to approximately 12 storeys with a plot ratio of approximately 3:1.



High quality development overlooking urban spaces

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High

In the Mixed Use Activity Nodes buildings will generally be of a higher scale. To achieve taller buildings, a developer must demonstrate 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.

Lower levels will be encouraged to relate to and activate the street with the levels above 4 storeys required to be setback to minimise the visual impact on the landscape.

High scale buildings will be up to approximately 16 storeys, with a compatible plot ratio of approximately 4.



Articulation of larger buildings creates an appealing streetscape



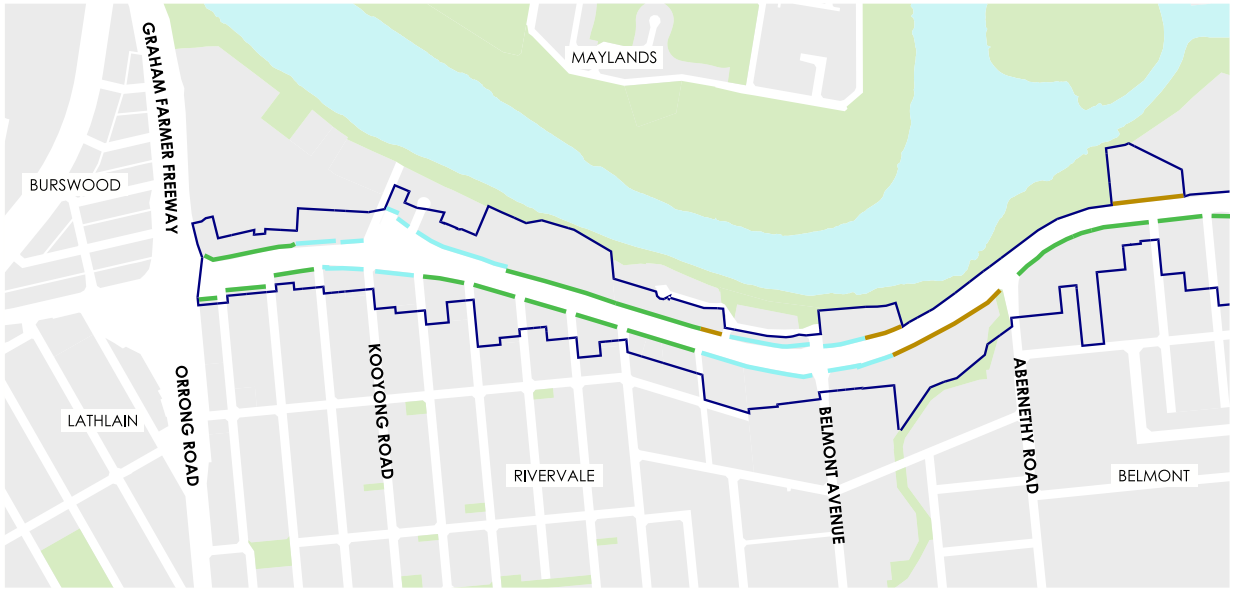
High quality architectural development encouraged

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BUILDING SETBACK

Minimal (Activity Node)

Within the Activity Nodes, buildings are to have a minimal setback to the Landscape Zone, as the active land uses at ground floor in the Activity Nodes rely on pedestrian traffic and interest, such as cafes, restaurants and shops. This also ensure the building can provide an awning over the footpath to provide shade and shelter to pedestrians.



Building Setback Typologies



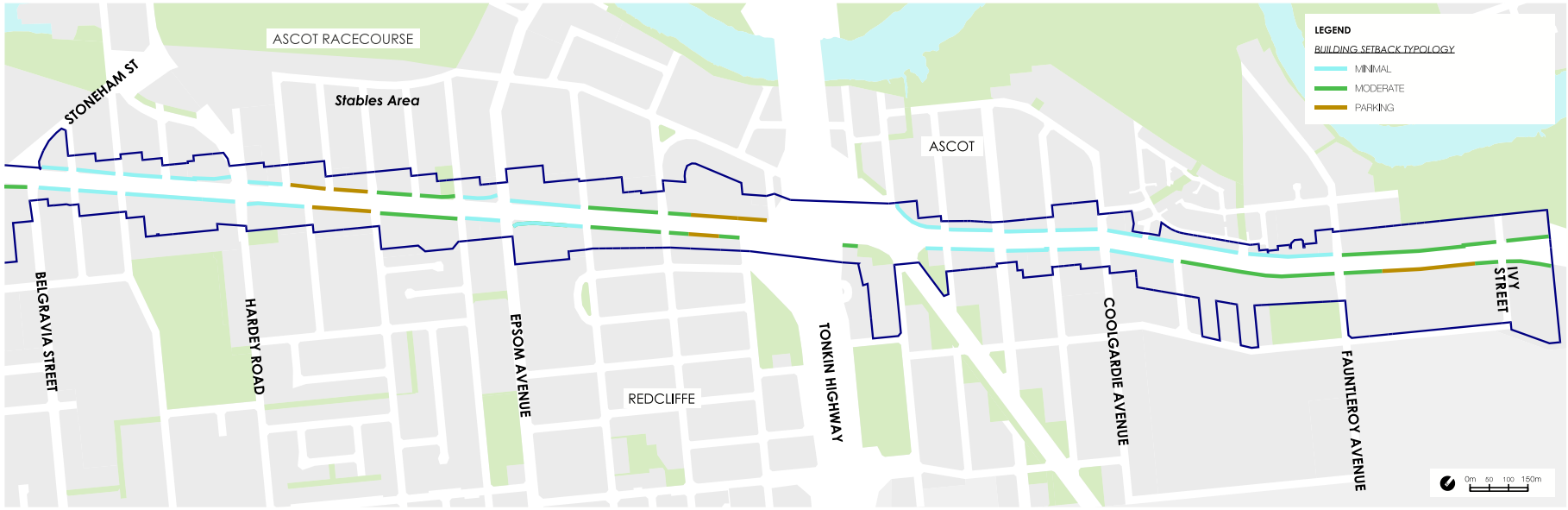


Examples of Minimal Building Setbacks that frame the street and activate the pedestrian environment

Moderate (Activity Corridor)

Within the Activity Corridor areas, a moderate setback should be provided to the Landscape Zone to provide a wider public realm for the growth of mature public trees and landscaping, which coupled with awnings provides by buildings will enhance the pedestrian experience.

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

Parking

Where the Rear Access, Front Parking or Front Access, Front Parking Access and 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.



Parking within front setback where necessary

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TRANSITION

Low

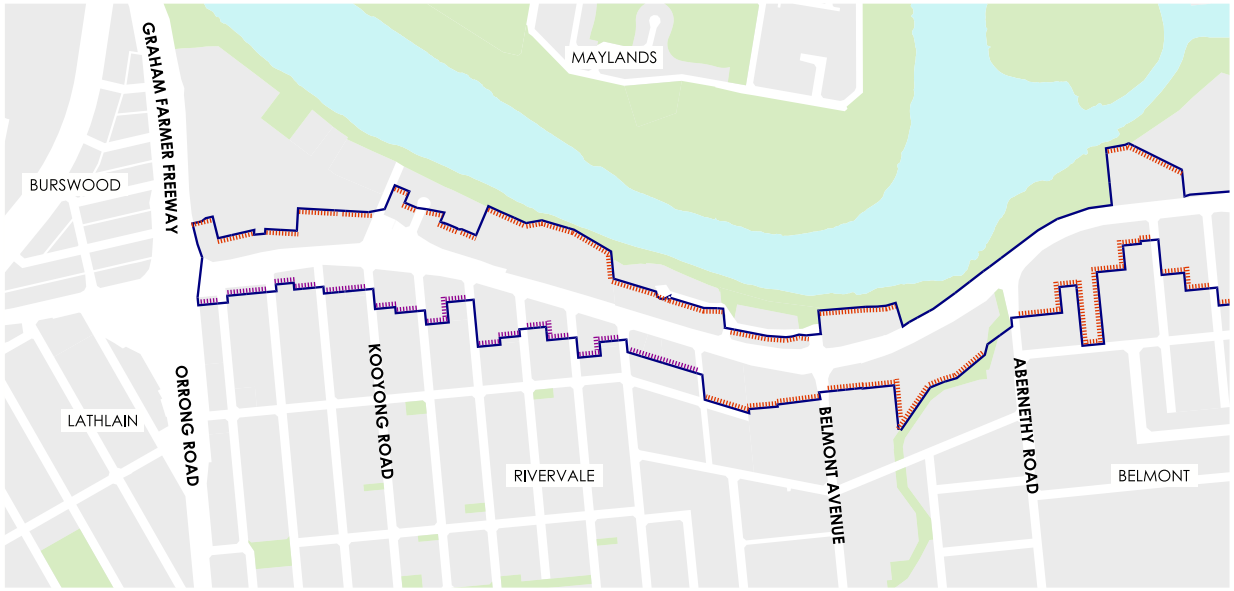
New buildings are to consider impact upon existing residents, particularly with respect to overshading and overlooking on residential properties.

Buildings should be setback from the rear and side boundaries to minimise impact on adjacent properties and provide the opportunity for additional landscaping and soften the impact of taller buildings on rear properties.

Accessways at the rear of buildings may also be provided to reduce the impact on adjacent residential development.

In regard to building height, each storey should also be setback from the boundaries to minimise overshadowing.

An example of a low-scale building in the rear transition area of a site, fronting a laneway that would suit the Rear Access and Rear Parking Typology is depicted below.



Transition Typologies

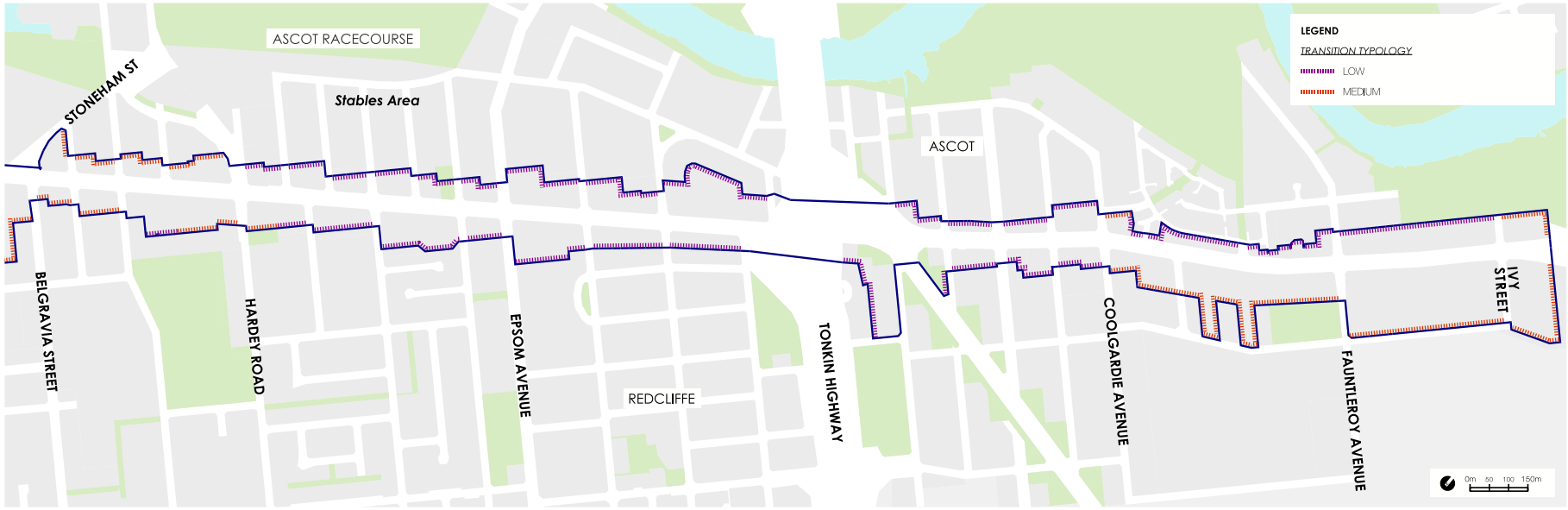


An example of a low scale building in the rear transition area



Development designed to minimise impacts on adjacent existing development

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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.

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



Promote landscape amenity to rear



An example of a medium scale building in the rear transition area

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ACTIVE GROUND FLOOR

Priority

The Priority Active Ground Floor Typologies have been identified either within Activity Nodes, on sites which have existing development that provide 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 width of the footpaths in the South - Orrong to Tonkin Landscape Zone Typology.

Development within the Priority Active Ground Floor areas must ensure the built form provides an activated edge on the ground floor.



Active Ground Floor Typologies



Built form encouraging community interaction

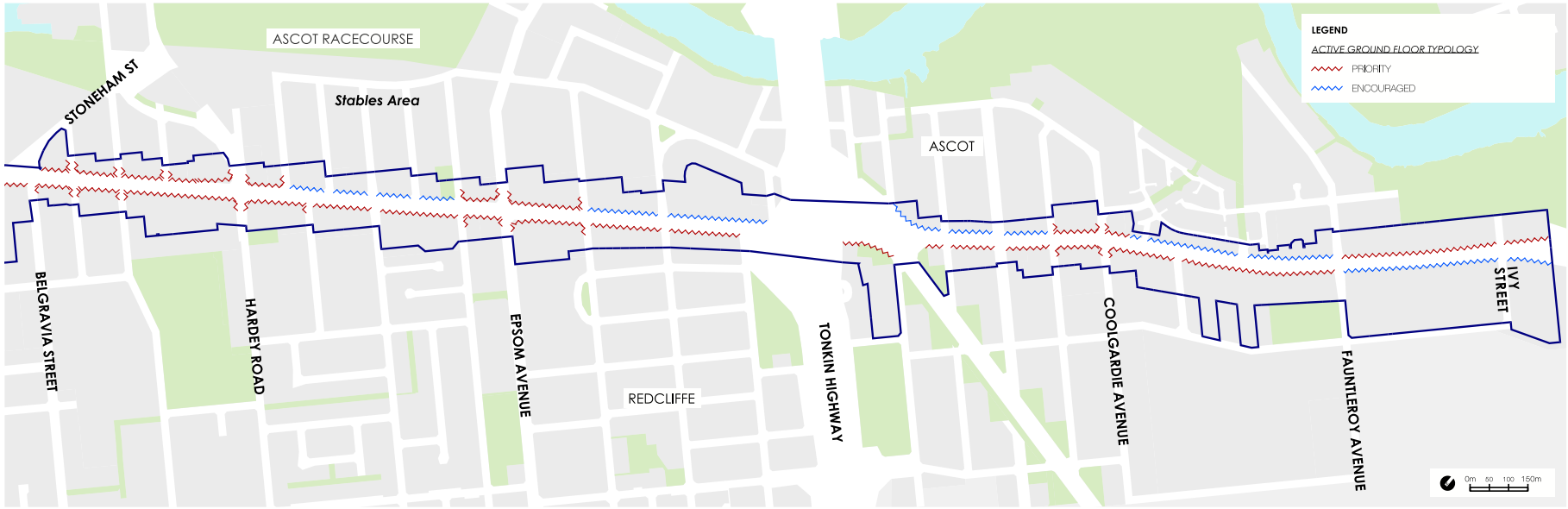


Large windows and clear entrance ways encourage ground floor activation



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

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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 to improve the activation at the ground level, contributing to an improved streetscape at the pedestrian level.



Built form which creates a pedestrian friendly environment



Built form contributing to improvements to the streetscape

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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 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.



Precinct 1 Graham Farmer Freeway to Belmont Avenue

The Graham Farmer Freeway to Belmont Avenue Precinct will be vibrant, thriving precinct, providing a gateway to and from the Peth CBD. The Kooyong Road Activity Node will form a bustling hub which will provide an extensive variety of retail and dining experiences for residents and visitors. The node 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 will also feature the Belmont Avenue Activity Node, providing an improved, 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. cafes and restaurants to support the local workforce.

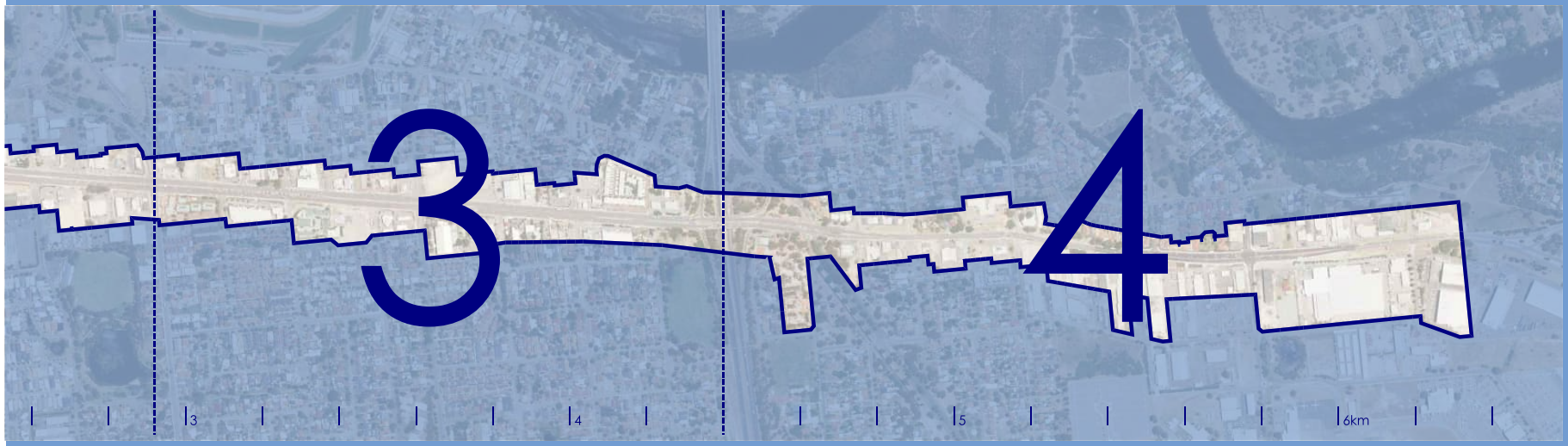
Precinct 2 Belmont Avenue to Hardey Road

The Belmont Avenue to Hardey Road Precinct will form a reinvigorated edge to the Belmont Business Park, featuring two Activity Nodes located between Belmont Avenue, Abernethy Road and Belgravia Street/Hardey Road. These nodes will develop as creative hubs, 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 be feature high density 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 both through the Precinct, to the Swan River and into the Belmont Business Park, surrounding Precincts and surrounding areas of open space.

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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 and Ascot Water, that derives the best value from these attributes whilst respecting the surrounding areas of rich culture and heritage.

The Precinct will benefit from two Activity Nodes located between Hardey Road/Kimberley Street and Leake and Moreing Streets which will provide a variety of uses to service the extensive surrounding residential development. Development will be sensitive to the Precincts character, proximity to the Perth Airport and heritage and existing surrounding lower density residential areas.

An improved pedestrian and cycle network will enhance the amenity of the precinct and improve the accessibility to Activity Nodes, open space and adjacent precincts.

Precinct 4 Tonkin Highway to Ivy Street

The Tonkin Highway to 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, which is also on the doorstop to the Perth Airport.

The precinct will provide a variety of land uses which will benefit from its strategic location to the airport, and surrounding existing industrial areas. In support of this the 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.

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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 as well as hotel and short stay accommodation to cater for visitors.

Development will be supported by active uses on the ground floor such as restaurants, cafes, small bars, convenience and comparison shopping 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 Kooyong Road Activity Node, the Belmont Avenue West Activity Node with Activity Corridors in between.



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LAND USE

This precinct will comprise of the Kooyong Road Activity Node, the Belmont Avenue Activity Node and two Activity Corridors.

ACTIVITY NODES

Kooyong Road Activity Node

The Kooyong Road Activity Node extends from Norwood Road to Fitzroy Road, and will build upon the existing Eastgate Plaza Shopping Centre on the southern edge of the Corridor and the Aloft tower on the northern side of the Corridor.

The Activity Node is serviced by the Priority Rapid Public Transport Route 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.

The Kooyong Road 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.

Belmont Avenue Activity Node

The western portion of the Belmont Avenue Activity Node is situated within Precinct 1 between Hampden Street and Belmont Avenue, and will provide an Activity Node at the gateway to the Belmont Business Park.

The Activity Node is serviced by the Priority Rapid Public Transport Route network along the Corridor, as well as a bus network providing a connection to and from the Belmont Business Park to the south via Belmont Avenue.

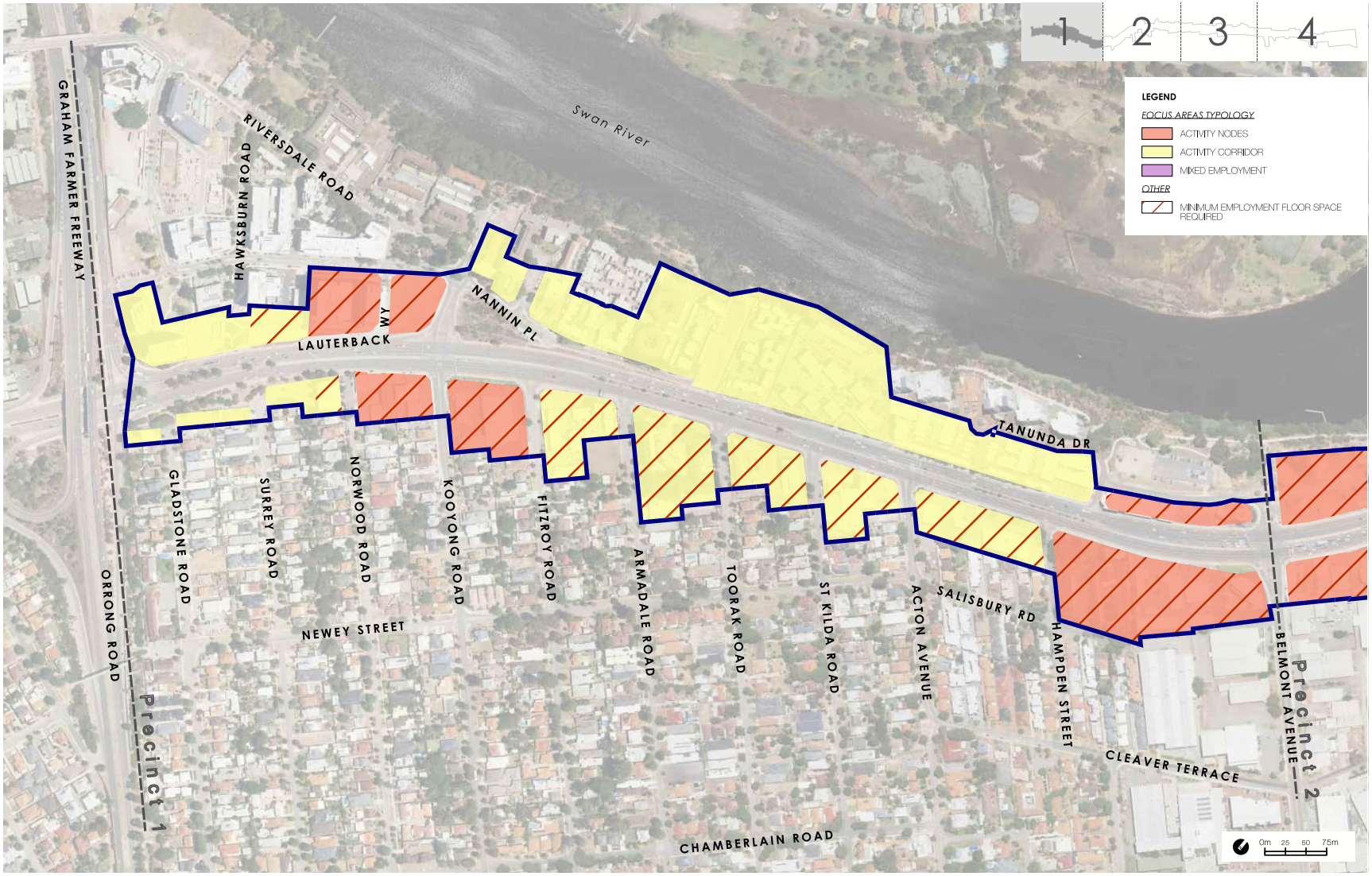
The Activity Node will provide a convenient hub for the office workforce in the surrounding area to meet and socialise in during and after business hours.

ACTIVITY CORRIDORS

The Activity Corridor located between the Graham Farmer Freeway and Norwood Road forms the western entrance into the City of Belmont, as well as the entrance from the Corridor into the Perth CBD. The Corridor will comprise of land uses to support the adjacent Kooyong Road, with active ground floor uses encouraged.

The Activity Corridor extending from the Kooyong Road Activity Node and the Belmont Avenue Activity Node will provide a strong link between the Activity Nodes to the west and to the east. 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.

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Precinct 1 Land Use Typologies

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BUILT FORM

The Built Form in Precinct 1 will be categorised by a range of buildings with Low, Medium and High Scale Typologies, positioned to reflect Activity Nodes and to reinforce the entrance from the Corridor into the Perth CBD, whilst also taking into consideration the surrounding development.

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 from the Landscape Zone 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 from the Landscape Zone 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

The scale of buildings will range within Precinct 1 from high scale buildings on the northern edge of the Corridor from the Graham Farmer Freeway to Acton Avenue, reducing to buildings of medium and low scale on the southern edge of the Corridor to integrate with the scale of the existing residential development to the south.

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.

Two landmark sites are located within the Kooyong Activity Node to reinforce the nature of the Activity Node, 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 have provide a medium transition, where adjacent to the Swan River or existing higher scale mixed use buildings.

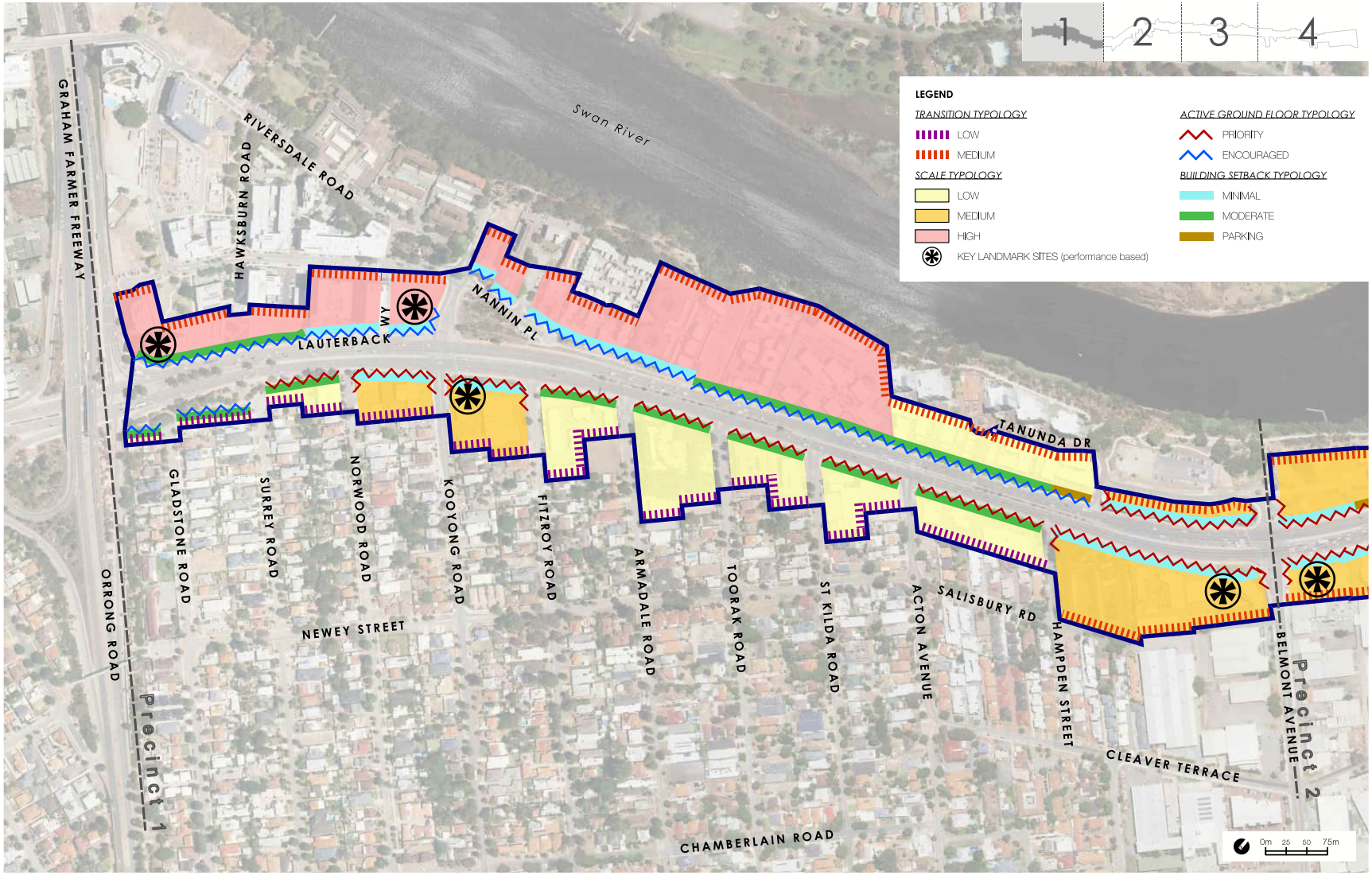
Along the southern edge, buildings with be of a lower scale to reflect the nature of the low scale residential development to the south.

ACTIVE GROUND FLOOR

Built form to achieve an active ground floor will be a priority within the Activity Nodes as well as along the southern edge of the Corridor, corresponding the Landscape Zone Typology proposed which accommodates significant pedestrian movement.

Outside the Activity Nodes, along the northern edge of the Corridor built form to achieve an active ground floor will be encouraged.

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Precinct 1 Built Form Typologies

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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 cyclists and pedestrians.

There is one sites 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 Rear Access and Rear 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 lanes. Precinct 1 is also serviced by the Priority Rapid Public Transport Route route and associated bus stops.

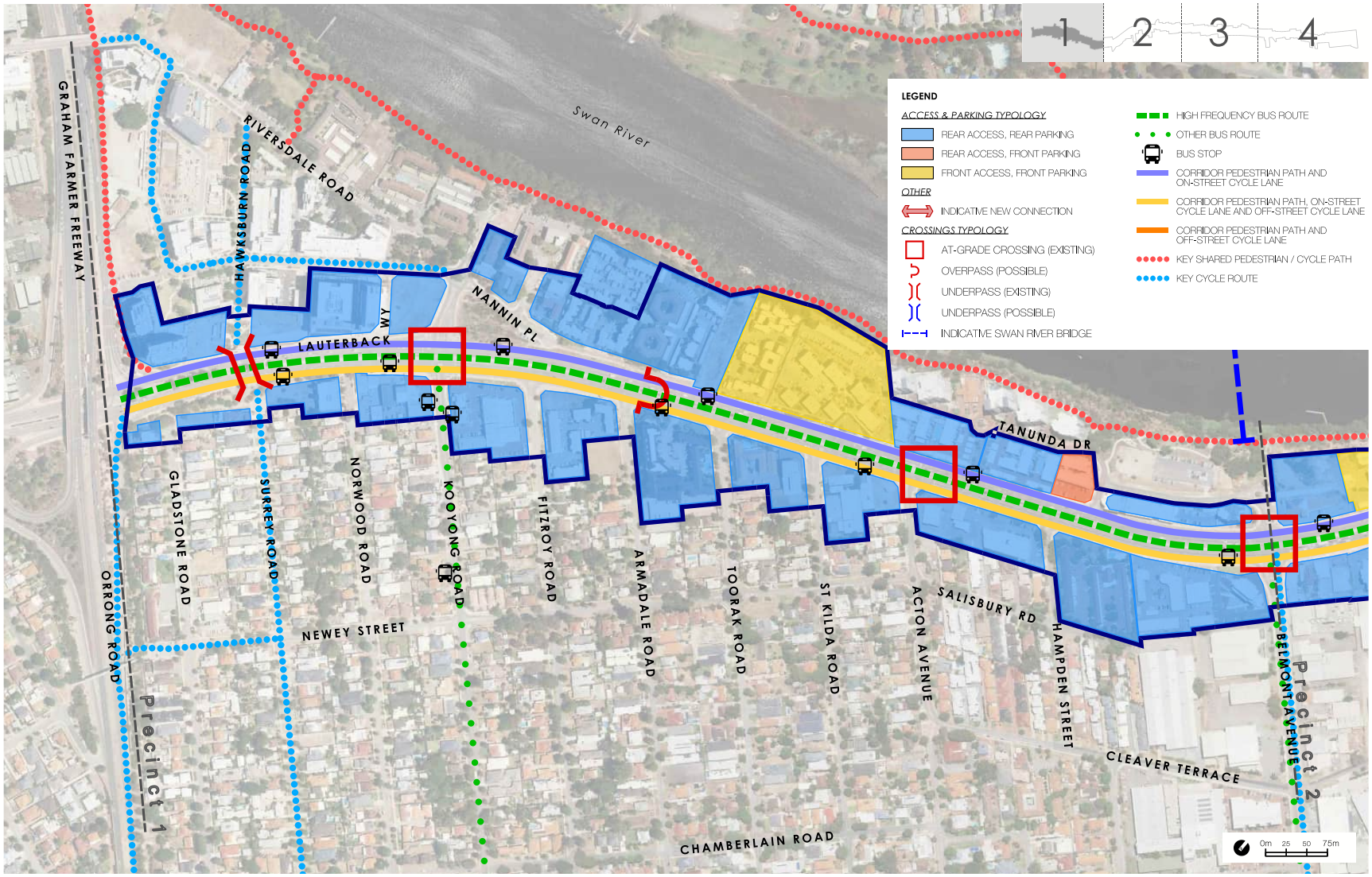
The movement network will be supplemented with the provision of an off-street cycle lane on the southern edge of the Corridor and continuous pedestrian paths on the northern and the southern edges of the Corridor, as demonstrated in the Landscape Zone Typologies.

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 shared pedestrian / cycle path provides continuous access along the Swan River, which would 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 Kooyong Road Activity Node south into the residential area and from the Belmont Avenue Activity Node into the Belmont Business Park and the Belmont town centre.

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Precinct 1 Movement Typologies

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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 cyclists through the area.

LANDSCAPE ZONE

The Landscape Zone Typologies included in Precinct 1 comprise of The South - Orrong to Tonkin Landscape Zone Typology along the southern side of the Corridor, providing sufficient space to accommodate a footpath, cycle path and landscaping. The provision of a landscape buffer will reduce the visual and acoustic impact of vehicular traffic from the Corridor, contributing to a high-quality pedestrian environment which in turn will increase pedestrian movement and activity along the Corridor.

The South – Orrong to Tonkin Landscape Zone Typology Landscape Zone also provides for an off-street cycle path, creating a safe and enjoyable route for cyclists along the Corridor, which will also contribute towards increased activity and vitality of the street fronts.

The North - Orrong to Ivy Landscape Zone Typology Landscape Zone Typology is proposed along the northern edge of the Corridor, accommodating a footpath and landscaping to ensure a comfortable pedestrian environment.

The existing on-street cycle path will remain within the road reserve, providing a connection for high-speed commuters.

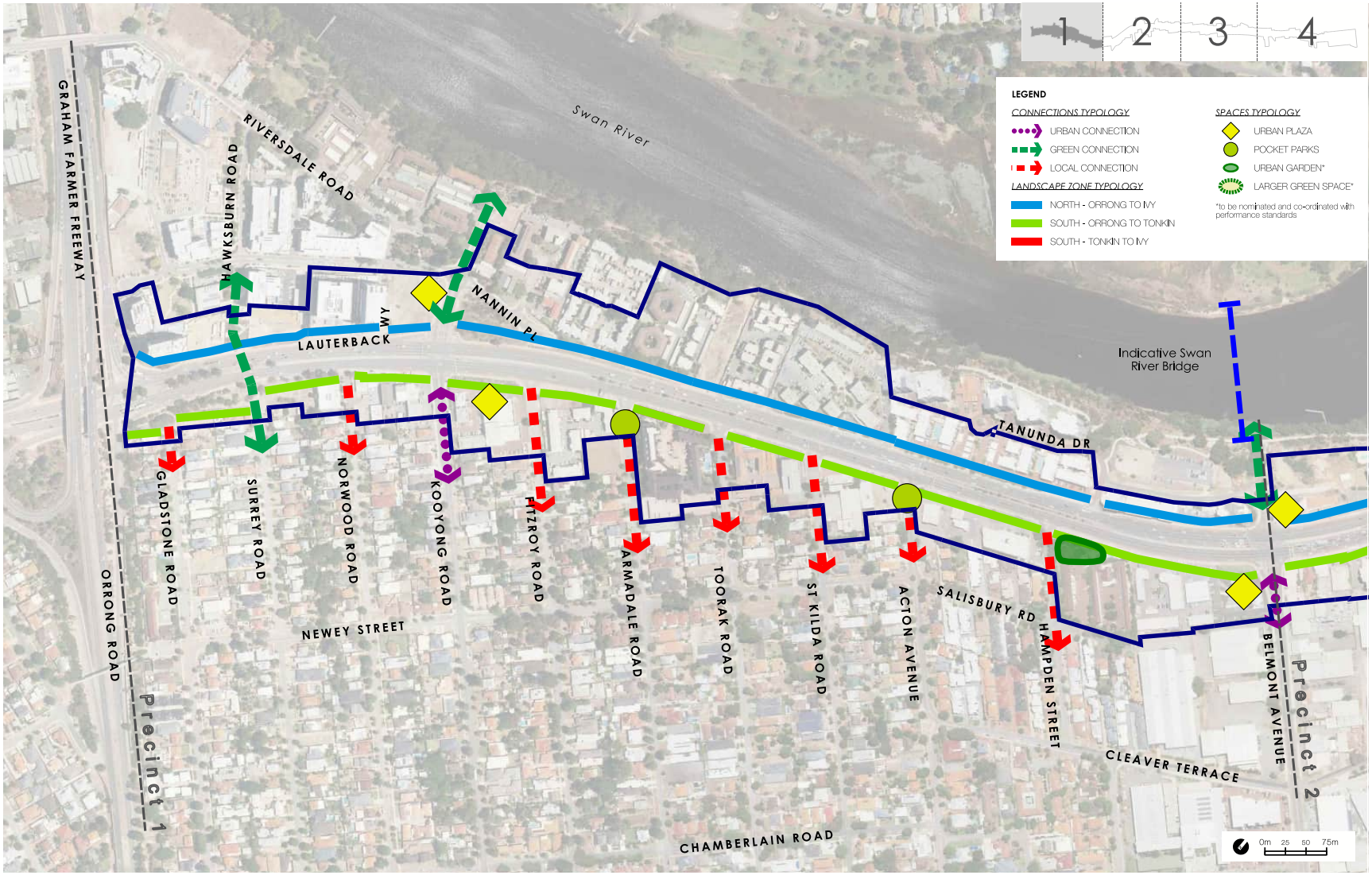
CONNECTIONS

An Urban Connection is located along Kooyong Street to provide the main link from the Kooyong Road Activity Node to the residential area to the south, and along Belmont Avenue to provide the main link from the Belmont Avenue Activity Node to the Belmont Business Park for vehicles, cyclists and pedestrians.

A Green Connection along Hawksburn Road and Surrey Road will provide a continuous pedestrian and cyclist 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 cyclist prioritised connections from the Activity Nodes in Precinct 1 to the Swan River.

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

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Precinct 1 Public RealmTypologies

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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, forming the major mixed employment area of the Corridor.

Belmont Avenue also 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 development 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 two Activity Nodes surrounding Belmont Avenue and Hardey Road, which will develop as creative hubs 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 high density residential development.

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



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Precinct 2 includes the eastern portion of the Belmont Avenue Activity Node and the western portion of the Hardey Road Activity Node as well as an area of Activity Corridor in between.

ACTIVITY NODES

Belmont Avenue East Activity Node

The eastern portion of the Belmont Avenue Activity Node is located within Precinct 2 between Belmont Avenue and Abernethy Road, and will provide an Activity Node at the gateway to the Belmont Business Park and the Belmont town centre.

The Activity Node is serviced by the Priority Rapid Public Transport Route network along the Corridor, as well as a bus network providing a connection to and from the Belmont Business Park and the Belmont town centre to the south via Belmont Avenue.

The Activity Node will provide a convenient hub to support Belmont Business Park, offering places for the office workforce to meet and socialise in during and after business hours.

Hardey Road West Activity Node

The western portion of the Hardey Road Activity Node is situated within Precinct 2.

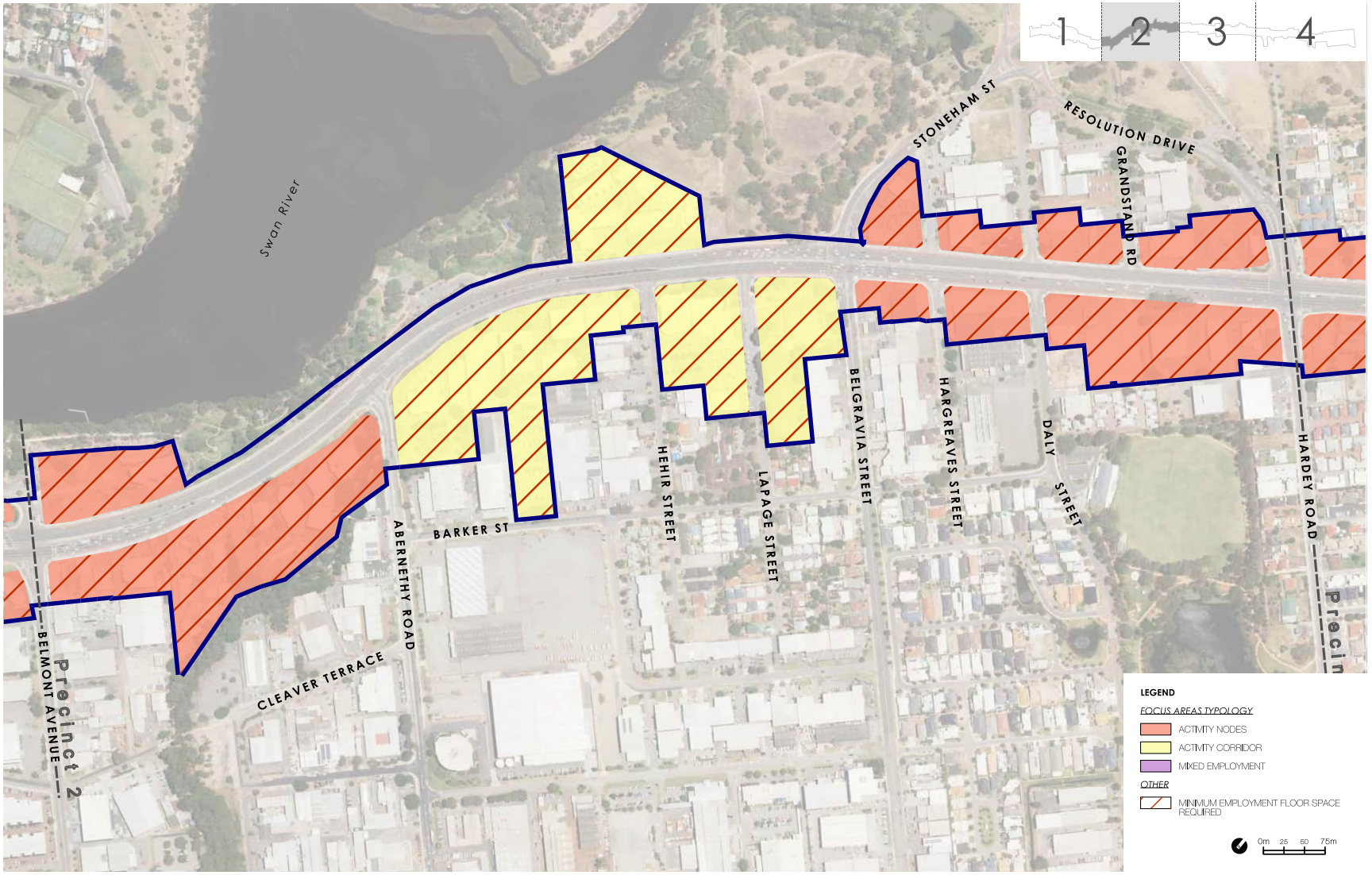
The Hardey Road Activity Node is serviced by the Priority Rapid Public Transport Route network which runs along the Corridor as well as bus networks providing a connection to the Activity Node from development to the south and north via Belgravia Street, Hardey Road and Resolution Drive.

The Activity Node will provide convenience 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.

Activity Corridors

The portion of the Activity Corridor is situated between Abernethy Road and Belgravia Street will provide range of land uses to complement the Activity Nodes to the east and west, as well as the Belmont Business Park to the south.

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BUILT FORM

The built form of Precinct 2 will comprise buildings generally of a medium scale, with the provision of potentially higher scale buildings within the various landmark sites identified.

BUILDING SETBACK

The building setback from the Landscape Zone will be minimal within the Activity Nodes, with a minimum nil setback permitted. Within the Activity Corridors the setback will be moderate, 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 2, there are several sites which have will have a generous building setback from the Landscape Zone, 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

Precinct 2 will develop at an intensity lower than the Precinct 1, generally characterised by buildings of medium scale. There is potential for increased scale of buildings on the landmark sites identified.

LANDMARKS

Landmark sites within Precinct 2 are identified on prominent corner sites of the Activity Nodes as well as along the northern edge of the 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. If the school is relocated, 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.

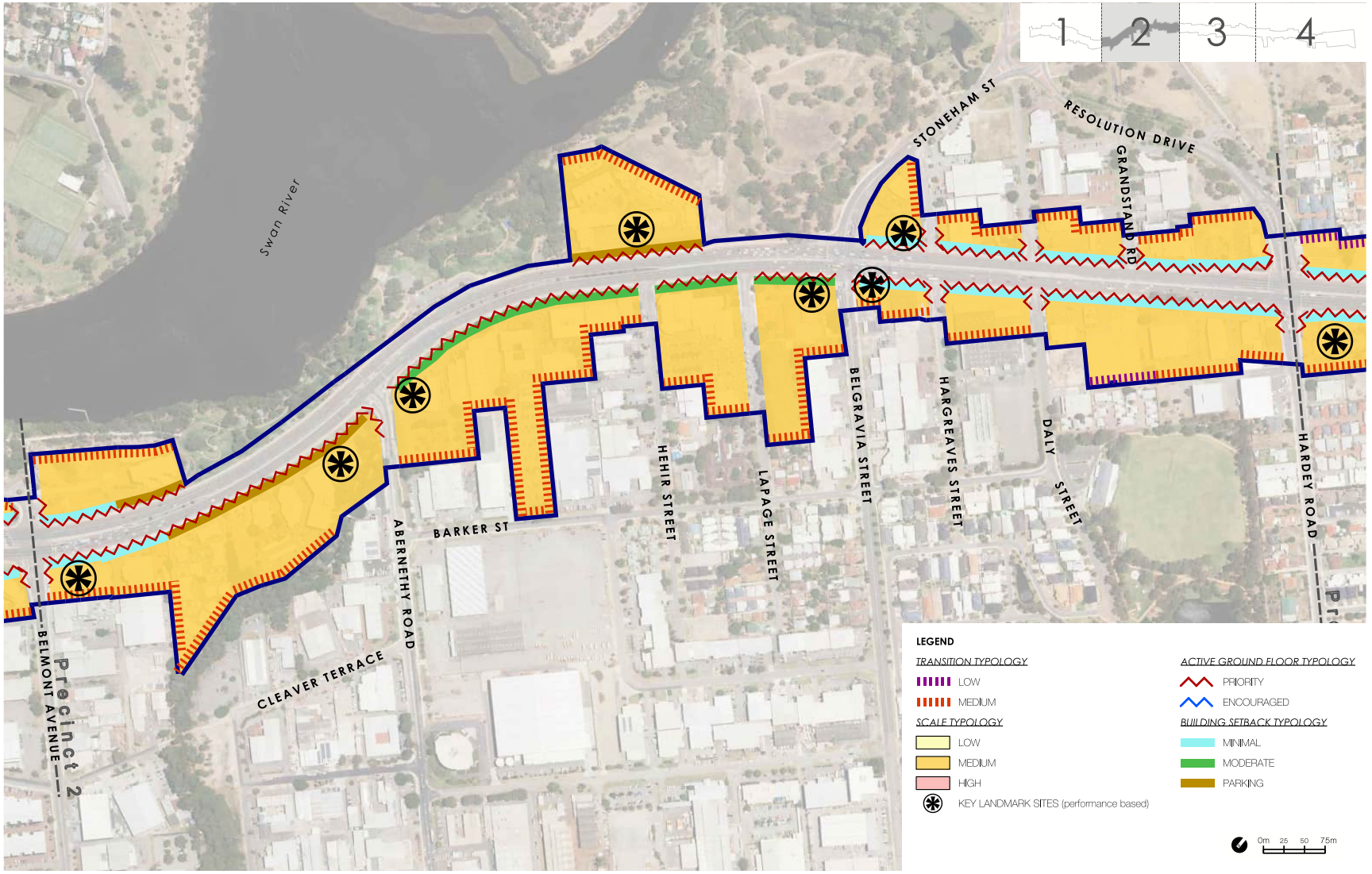
The transition will be low for development adjacent to the existing pocket of residential development on the southern side of the Corridor, in the eastern end of Precinct 2.

ACTIVE GROUND FLOOR

Built form to achieve an active ground floor will be a priority along the entirety of the edges of Precinct 2, enabling activation of the ground floor within Activity Nodes as well as along the edges of the Activity Corridor, where the Landscape Zone Typology proposed accommodates significant pedestrian movement.

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.

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Precinct 2 Built Form Typologies

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MOVEMENT

ACCESS AND PARKING

The access and parking within Precinct 2 comprises of predominantly Rear Access and Rear Parking.

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

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

A 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.

NETWORK

Precinct 2 will be supported by an extensive movement network along the Corridor, comprising existing at-grade pedestrian crossings and existing on-street cycle lanes. Precinct 2 is also serviced by the Priority Rapid Public Transport Route route 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 envisaged associated within the Belmont Avenue Activity Node, 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 Hardey Road Activity Node, and adjacent to the bus stops between Hehir Street and Abernethy Road.

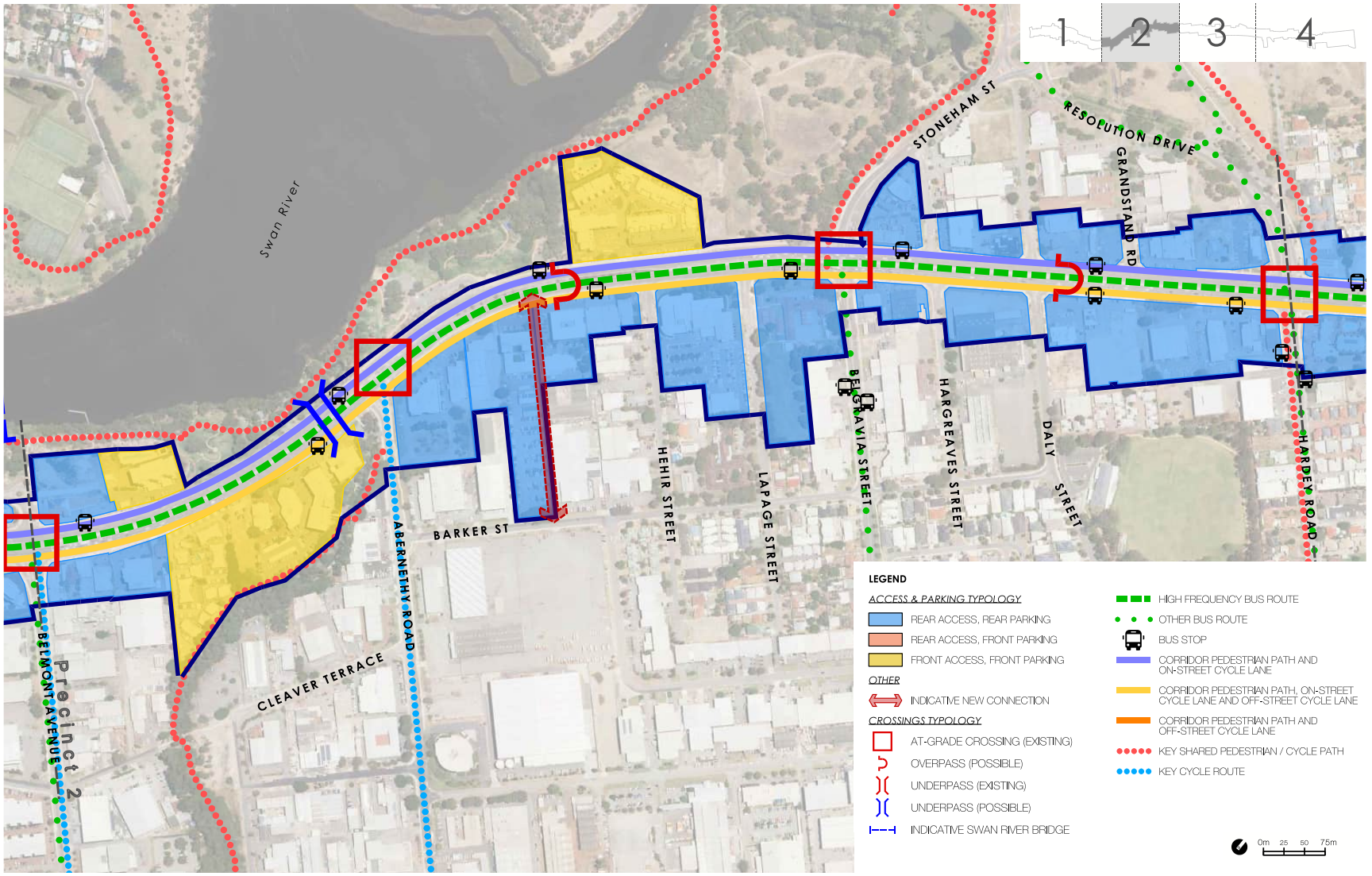
The movement network will be enhanced with the provision of an off-street cycle lane on the southern edge of the Corridor and continuous pedestrian paths on the northern and the southern edges of the Corridor, as demonstrated in the Landscape Zone Typologies.

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 shared pedestrian/ cycle path provides continuous access along the Swan River, along with connections along Severin Walk, across the Centenary Park Open Space and north throughout the Golden Gateway precinct the from the Hardey Road Activity Node.

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

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Precinct 2 Movement Typologies

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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 will 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 cyclists.

Urban Plazas will be provided within the Activity Nodes, creating places for people to gather and socialise in.

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.

LANDSCAPE ZONE

The Landscape Zone Typologies included in Precinct 2 comprise of The South - Orrong to Tonkin Landscape Zone Typology along the southern side of the Corridor, providing sufficient space to accommodate a footpath, cycle path and landscaping. The provision of a landscape buffer will reduce the visual and acoustic impact of vehicular traffic from the Corridor, contributing to a high-quality pedestrian environment which in turn will increase pedestrian movement and activity along the Corridor.

The South - Orrong to Tonkin Landscape Zone Typology Landscape Zone also provides for an off-street cycle path, creating a safe and enjoyable route for cyclists along the Corridor, which will also contribute towards increased activity and vitality of the street fronts.

The North - Orrong to Ivy Landscape Zone Typology Landscape Zone Typology is proposed along the northern edge of the Corridor, accommodating a footpath and landscaping to ensure a comfortable pedestrian connection.

The existing on-street cycle path will remain within the road reserve, providing a connection for high-speed commuters.

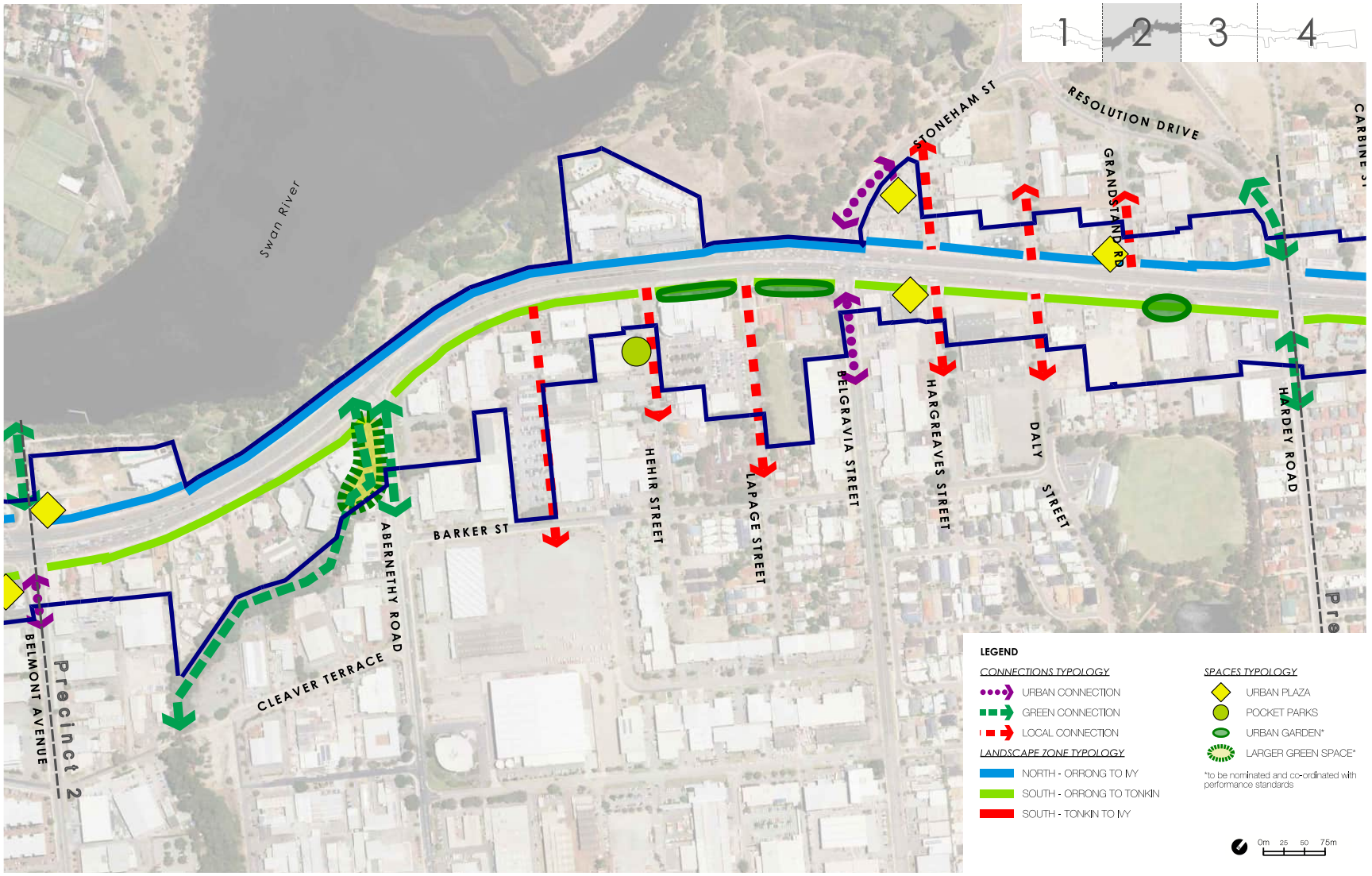
CONNECTIONS

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

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

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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. The precinct will benefit from two Activity Nodes which will provide the opportunity to enable employment growth which can take advantage of the prime locality, whilst also enabling additional residential development. The nodes will also provide local convenience for the existing residents in the locality.

The existing range of short-stay accommodation will be expanded upon and the precinct will provide a diverse mix of accommodation choice for visitors which is highly accessible from the airport, as well as to the CBD and surrounding entertainment precincts such as Optus Stadium, Burswood and the Swan River. 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 residenetial neighbourhoods. An improved pedestrian and cycle network will enhance the amenity of the precinct and improve the accessibility to Activity Nodes, open space and adjacent precincts.



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LAND USE

This precinct will comprise of the eastern portion of the Hardey Road Activity Node and the Epsom Avenue Activity Node with Activity Corridors located in between.

ACTIVITY NODES

Hardey Road Activity Node

The eastern portion of the Hardey Road Activity Node is situated within Precinct 3. The Activity Node will provide convenience for residents to the north within the Golden Gateway precinct as well as residents to the south. The Hardey Road Activity Node will service both daily commuters and the local community, with land uses including cafes, offices and retail uses.

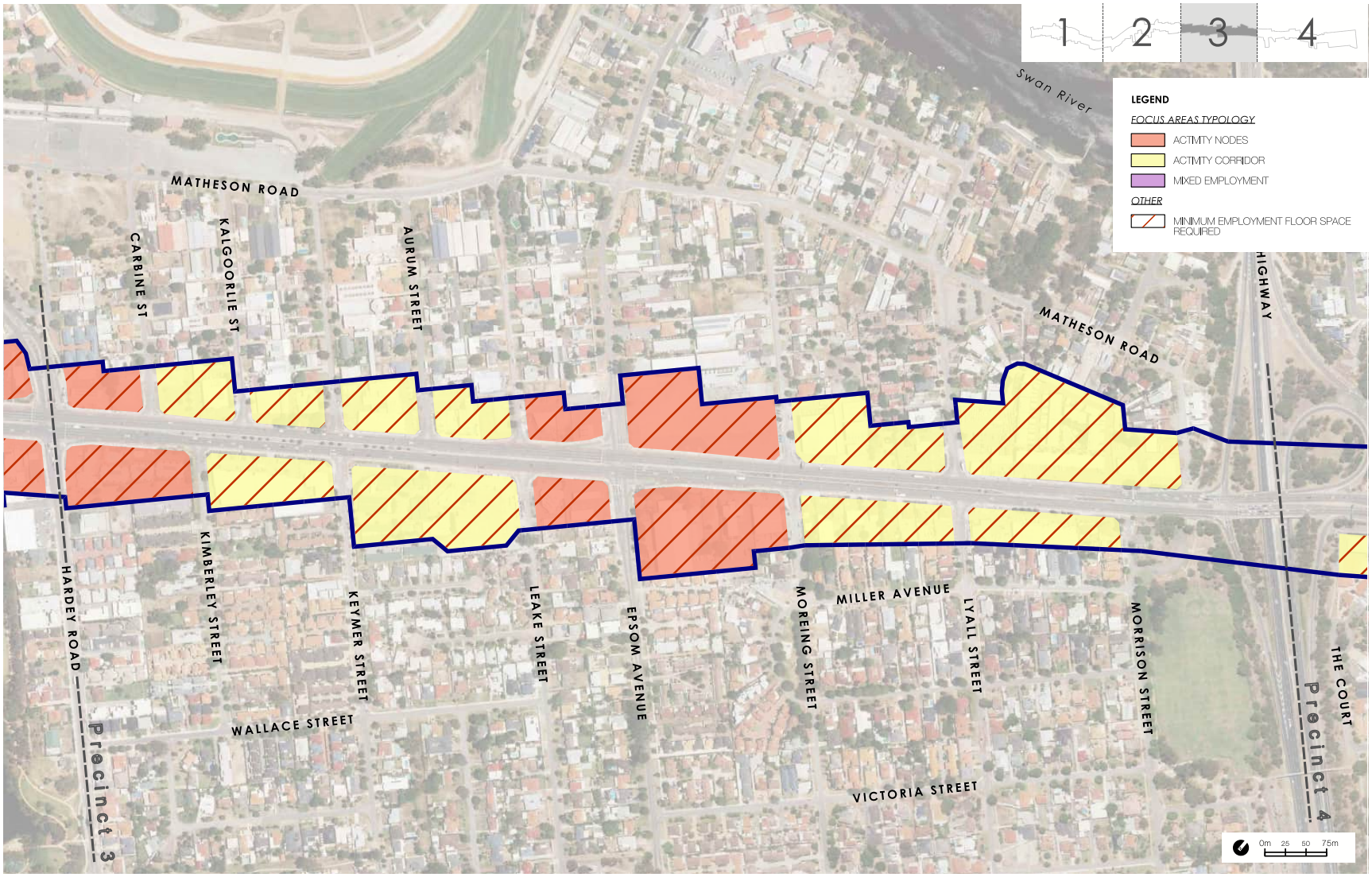
Epsom Avenue Activity Node

The Epsom Avenue Activity Node will extend from Leake Street to Moreing Street, providing an additional hub for the extensive residential development to the north and south of the Corridor within Precinct 3. The Epsom Avenue Activity Node is serviced on the northern and southern edges of the Corridor by the Priority Rapid Public Transport Route network, allowing locals and commuters to access the Activity Node to ensure economic viability of uses within it.

ACTIVITY CORRIDORS

The Activity Corridors between Kimberley Street and Leake Street, as well as between Moreing Street and the Tonkin Highway will constitute a variety of land uses catering to commuters and local residents in the area. Uses may include large format retail, residential and commercial uses.

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Precinct 3 Land Use Typologies

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BUILT FORM

The Built Form in Precinct 3 will be categorised by buildings of low to medium scale, which will transition down towards the surrounding residential development.

BUILDING SETBACK

The building setback from the Landscape Zone will be minimal within the Activity Nodes to ensure the ground floor uses within the Activity Nodes are closer to pedestrians, contributing to an activated streetfront.

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

A generous setback is located on a site on the northern edge of the Corridor between Lyall Street and Tonkin Highway to accommodate the Front Access and Front Parking required for this site due to the proximity to the Tonkin Highway.

SCALE

Precinct 3 includes buildings of low to medium scale, with increased scale located within the Activity Nodes, as well as on the northern edge of the Corridor, adjacent to the Tonkin Highway.

Buildings will be of a low scale elsewhere within Precinct 3, respecting the nature of the surrounding residential development as well as the Perth Airport flight path restrictions.

LANDMARKS

Various landmark sites are proposed within Precinct 3, providing the opportunity for increased scale subject to performance criteria. Landmark opportunities are located within the larger parcels within the Activity Nodes as well as on the northern corner of the Tonkin Highway and 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

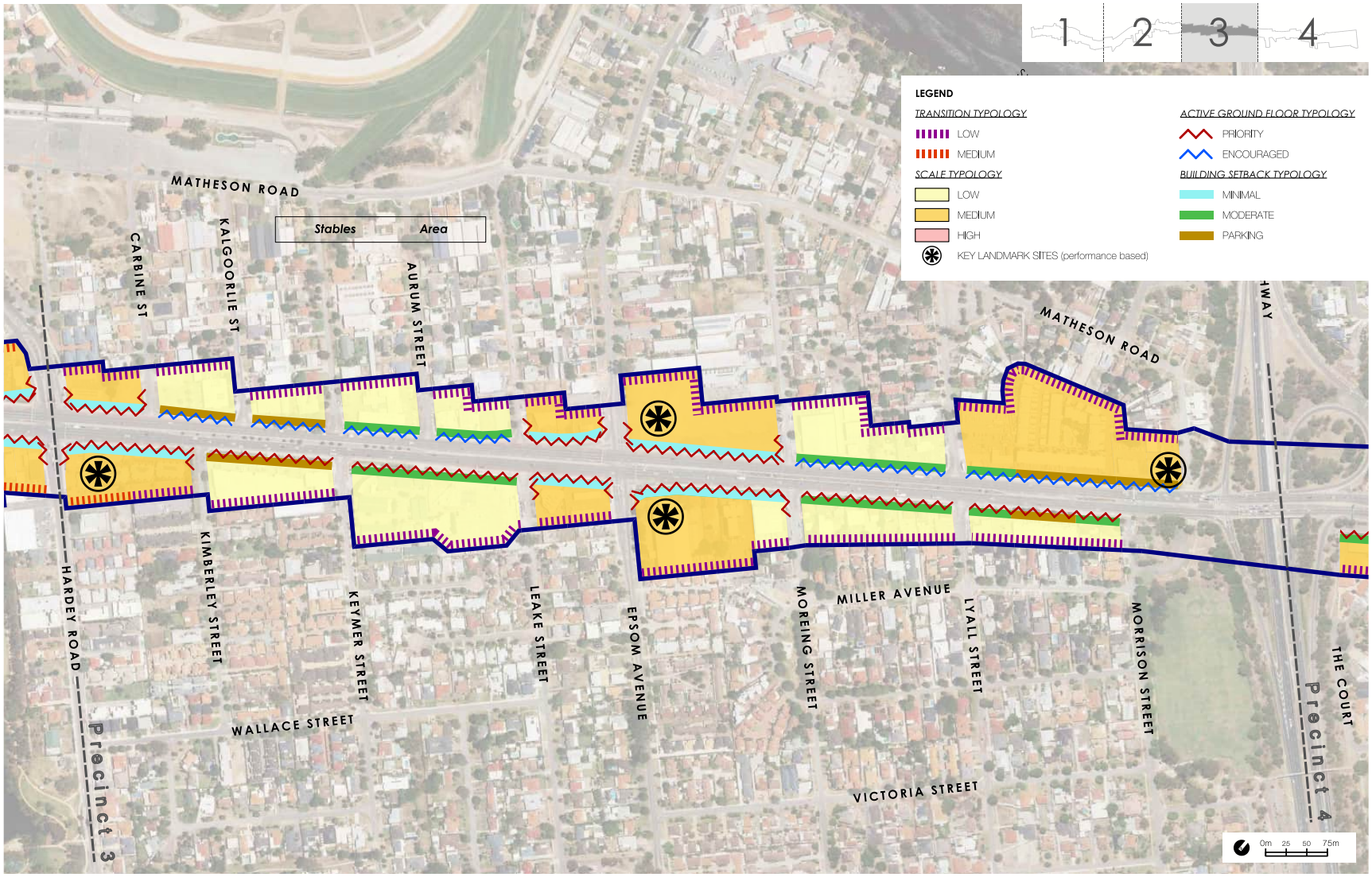
The buildings will generally transition to a low scale to respect the surrounding residential development to the north and south. Built form should provide a sensitive transition to the existing stables area north of the Corridor.

ACTIVE GROUND FLOOR

Built form to achieve an active ground floor will be a priority within the Activity Nodes as well as along the southern edge of the Corridor, corresponding with type of Landscape Zone which accommodates significant pedestrian movement.

Outside the Activity Nodes, along the northern edge of the Corridor built form to achieve an active ground floor will be encouraged.

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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 cyclists and pedestrians.

There are three 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.

Two 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 parking due to the proximity to the Tonkin Highway.

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 lanes. Precinct 3 is also serviced by the Priority Rapid Public Transport Route route and associated bus stops.

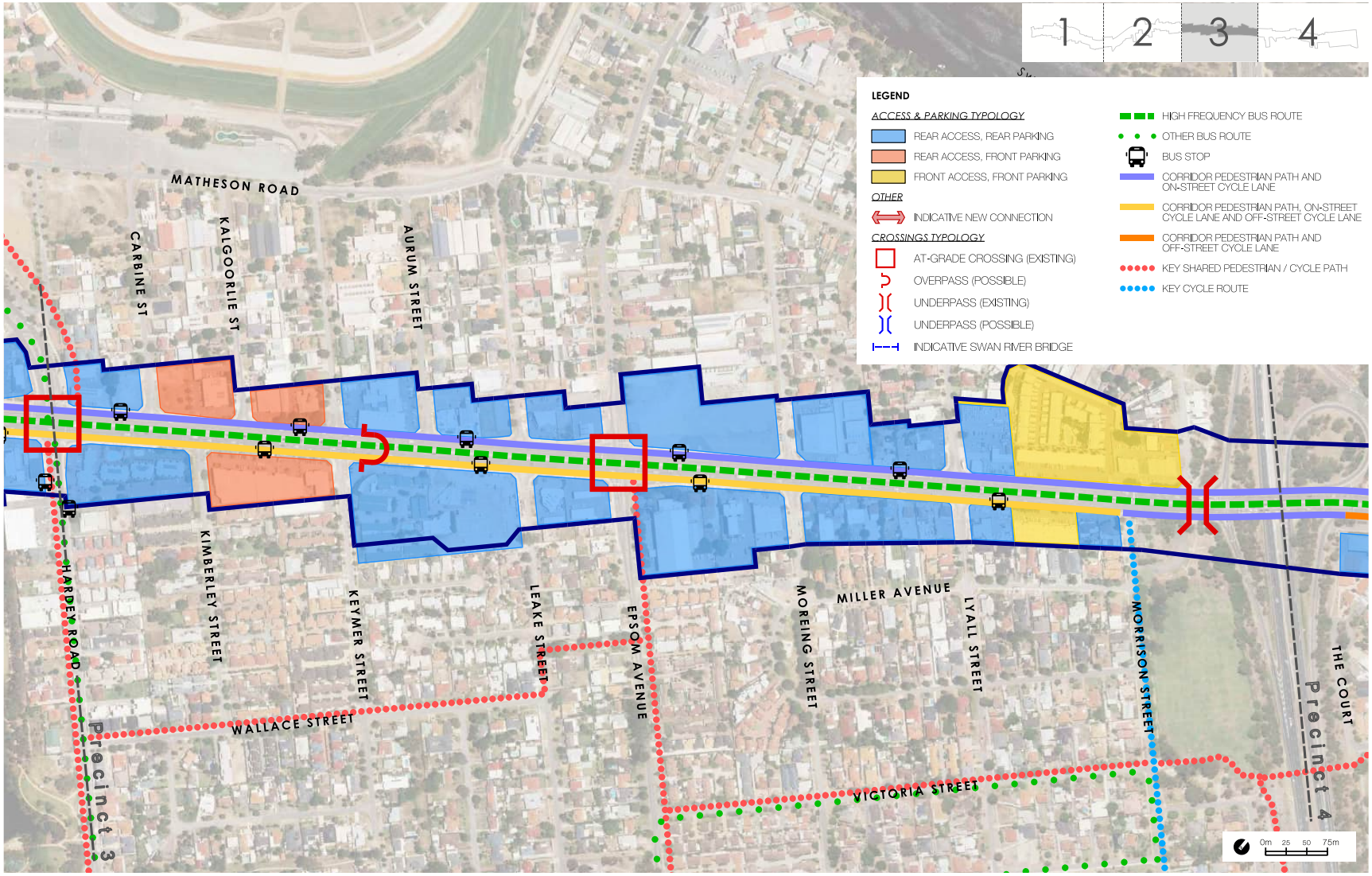
The movement network will be enhanced with the provision of a pedestrian bridge between the Hardey Road and Epsom Avenue at-grade pedestrian crossings, adjacent to existing bus stops, facilitating a safe crossing point for the significant volume of pedestrians within the surrounding residential areas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

The movement network will be supplemented with the provision of an off-street cycle lane on the southern edge of the Corridor and continuous pedestrian paths on the northern and 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 Morrison Street towards existing residential development.

A network of shared pedestrian/ cycle path exists south of the Corridor providing a connection from the Epsom Avenue Activity Node into the surrounding residential areas.

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Precinct 3 Movement Typologies

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PUBLIC REALM

SPACES

Precinct 3 will include an Urban Plaza within the Epsom Avenue Activity Node to create an inviting and attractive public space adjacent to the built form.

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

LANDSCAPE ZONE

The Landscape Zone Typologies included in Precinct 3 comprise of the South - Orrong to Tonkin Landscape Zone Typology along the southern side of the Corridor, providing sufficient space to accommodate a footpath, cycle path and landscaping. The provision of a landscape buffer will reduce the visual and acoustic impact of vehicular traffic from the Corridor, contributing to a high-quality pedestrian environment which in turn will increase pedestrian movement and activity along the Corridor.

The South - Orrong to Tonkin Landscape Zone Typology also provides for an off-street cycle path, creating a safe and enjoyable route for cyclists along the Corridor, which will also contribute towards increased activity and vitality of the street fronts.

The North - Orrong to Ivy Landscape Zone Typology is proposed along the northern edge of the Corridor, accommodating a footpath and landscaping to ensure a comfortable pedestrian environment.

The existing on-road cycle path will remain within the road reserve, providing a connection for high-speed commuters.

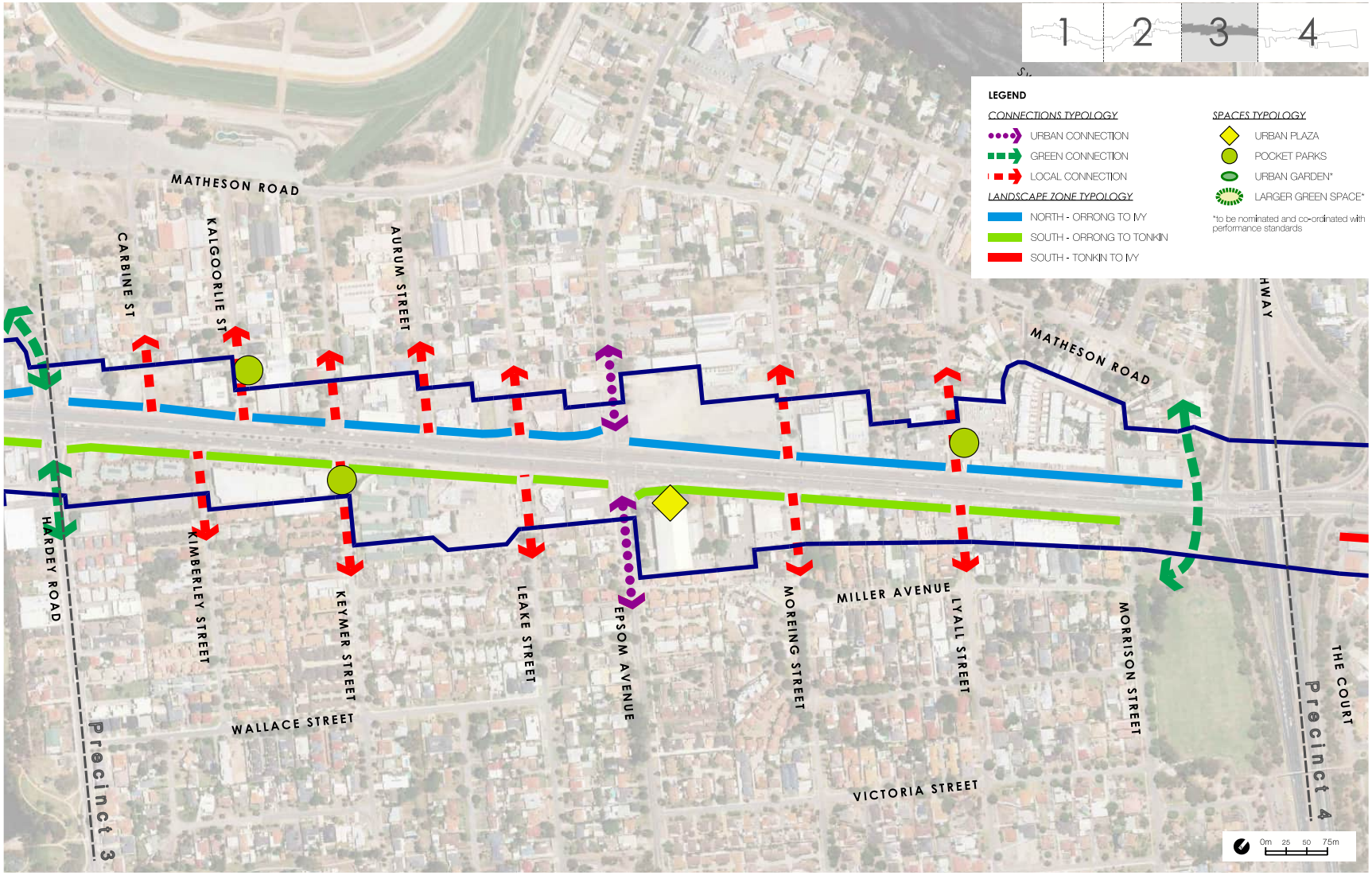
CONNECTIONS

An Urban Connection is located along Epsom Avenue to provide the main link from the Epsom Avenue Activity Node to the residential areas to the south and to the north for vehicles, cyclists and pedestrians.

A Green Connection along Morrison Street will provide a continuous pedestrian and cyclist 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 cyclist prioritised connection from the Corridor to the Swan River.

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

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PRECINCT 4: TONKIN HIGHWAY TO IVY STREET

The Tonkin Highway to 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 light industrial uses to exist, whilst also accommodating a range of appropriate commercial uses, carefully considering the transition to abutting residential development.

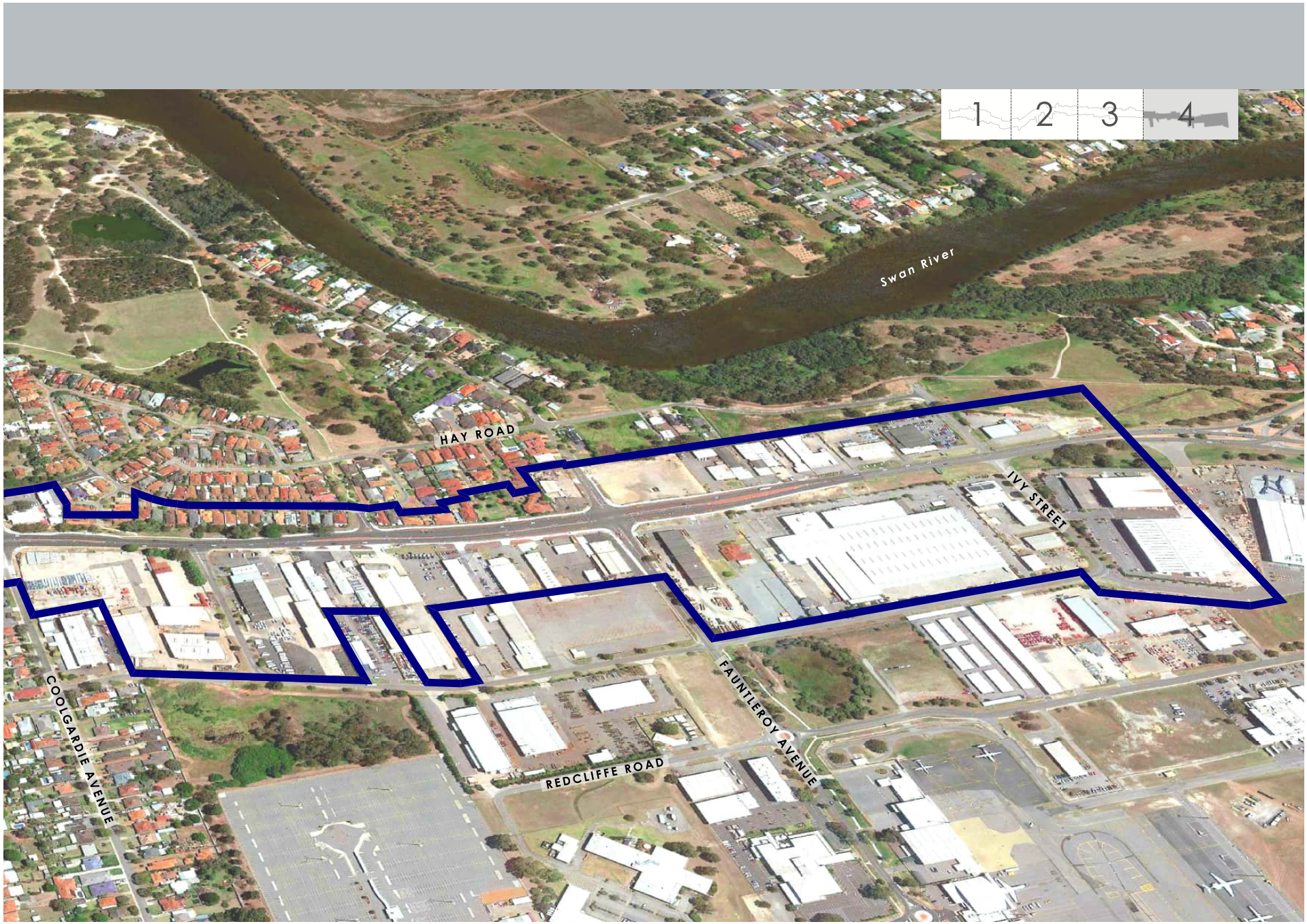
The precinct will also provide a range of residential accommodation, with a dwelling diversity which will cater for all ages, incomes, lifestyles and families, supported by a mix of spaces for relaxation and enjoyment for the entire community.

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 cyclist 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.



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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 Coolgardie Avenue Activity Node, a Mixed Employment focus area with Activity Corridors in between.

ACTIVITY NODES

Coolgardie Avenue Activity Node

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

The Coolgardie Avenue Activity Node is serviced by the Priority Rapid Public Transport Route route 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 portion of Activity Corridor between Tonkin Highway and Bulong Avenue, and the Activity Corridor located east of Coolgardie Avenue between Fauntleroy Avenue / Ivy Street 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.

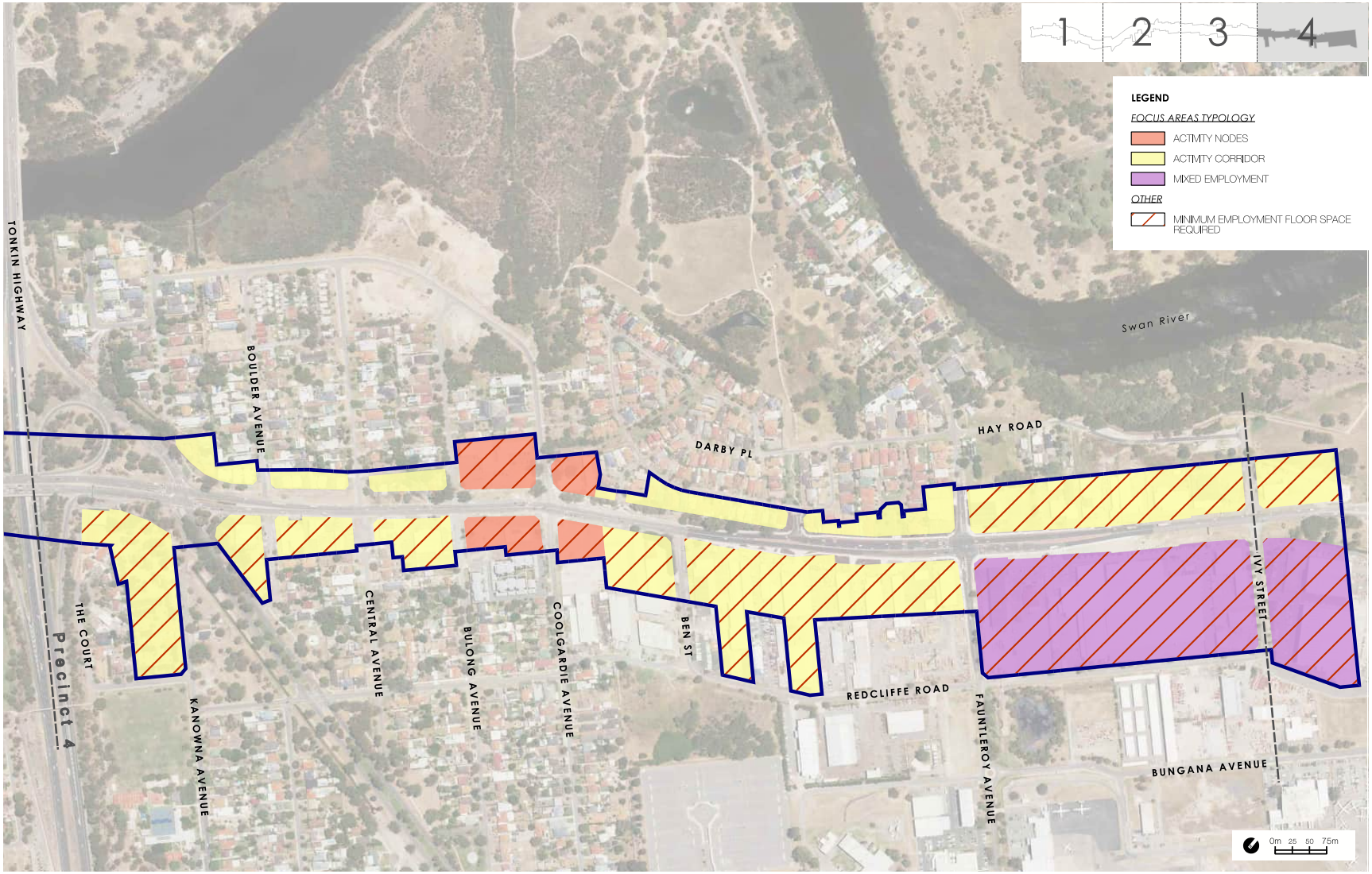
The Activity Corridors will be influenced by the development within Development Area 6 to the south.

MIXED EMPLOYMENT

Fauntleroy Avenue Mixed Employment Area

The Fauntleroy Avenue 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 mix use area.

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Precinct 4 Land Use Typologies

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BUILT FORM

The Built Form in Precinct 4 will be categorised by a range of low and medium scale buildings, taking into account the building height restrictions imposed due to the Perth Airport flight paths.

BUILDING SETBACK

The building setback from the Landscape Zone will be minimal on the western portion of Precinct 4 and within the Activity Node, increasing to a moderate building setback on the eastern end of the precinct to accommodate the Mixed Employment land uses.

SCALE

Buildings will be of a medium scale on the western edge of Precinct 4, as well as within the north-eastern area of the Activity Corridor. The scale will facilitate the commercial viability of the desired land uses within this area, as well as maximise views towards the Swan River.

The scale will reduce to be a mix of medium and low scale buildings on the southern edge of the Corridor to accommodate the Mixed Employment land uses.

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 of the link to 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 signalising 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 to the north, medium scale transition will be provided.

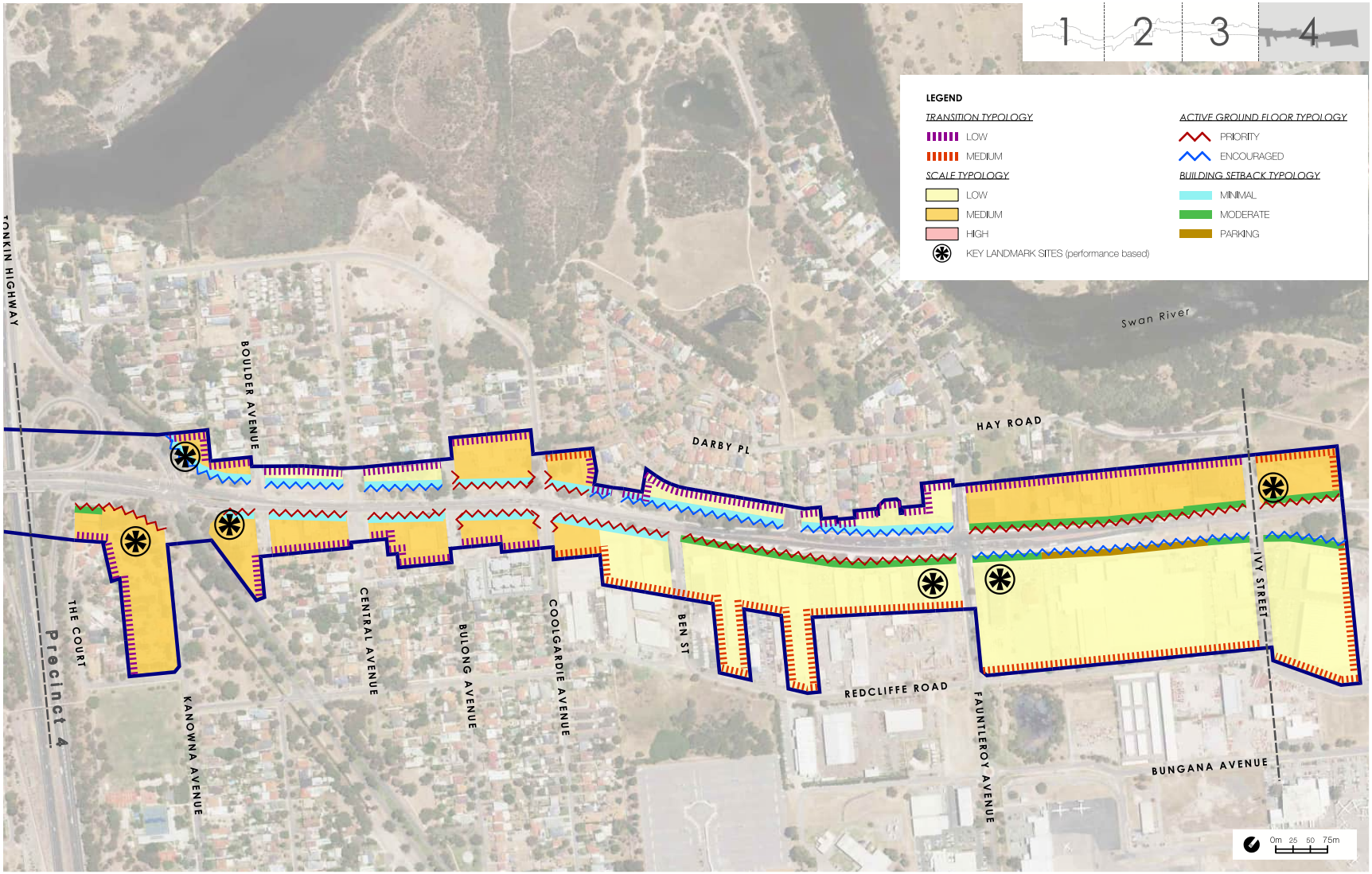
Where buildings are adjacent to the industrial area to the south, or the site is setback from existing residential development the buildings will have a medium scale transition to rear and side boundaries.

ACTIVE GROUND FLOOR

Built form to achieve an active ground floor will be a priority within the Activity Nodes as well as along majority of the southern edge of the Corridor, corresponding with the associated Landscape Zone Typology which accommodates significant pedestrian movement.

Outside the Activity Nodes, along the northern edge of the Corridor, as well as along the edge of the Mixed Employment area, built form to achieve an active ground floor will be encouraged.

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Precinct 4 Built Form Typologies

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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 cyclist 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, required to facilitate Rear Access and parking to multiple sites.

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 Priority Rapid Public Transport Route route and associated bus stops.

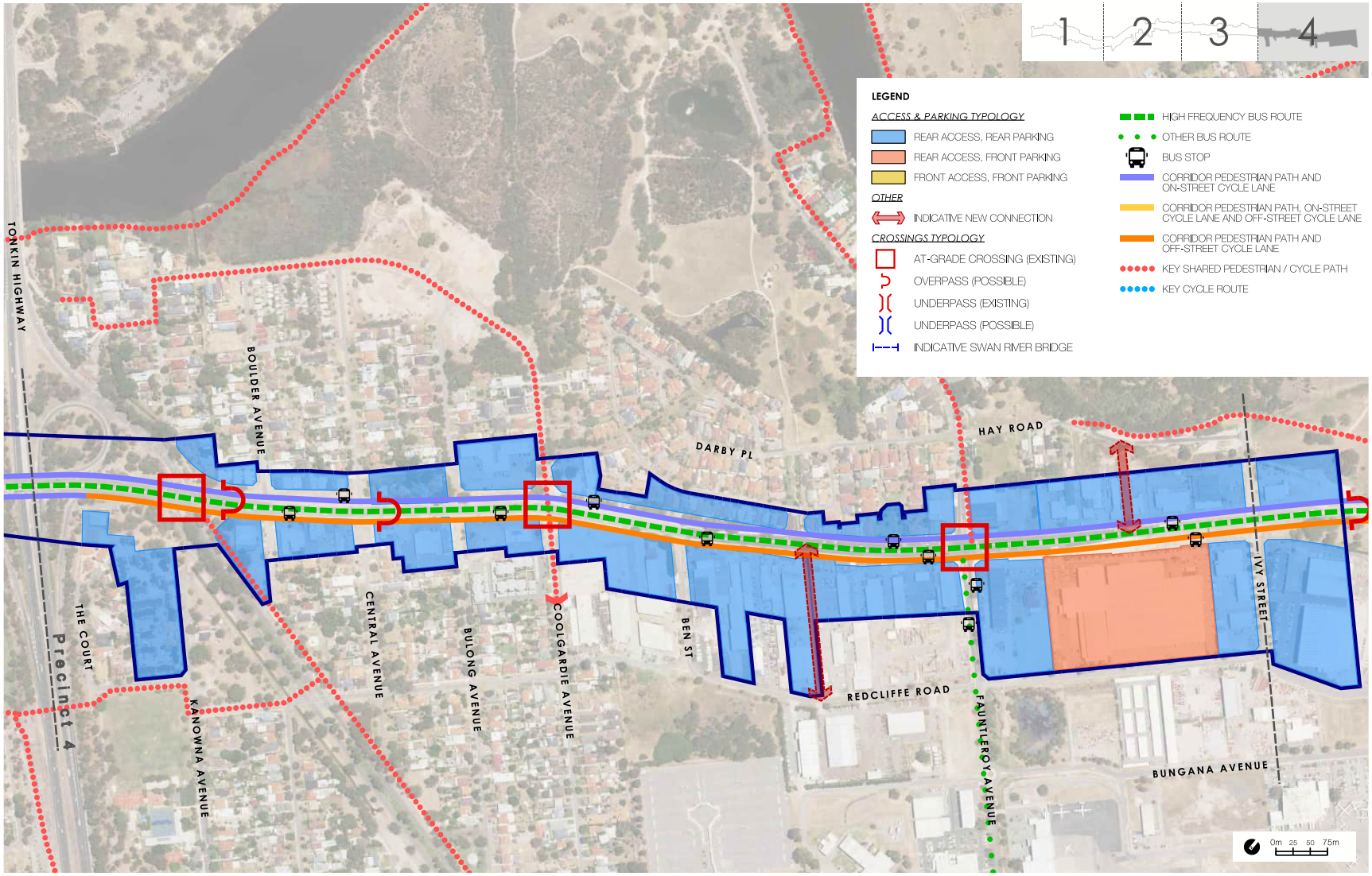
The movement network will be enhanced with the provision of pedestrian bridges between the Tonkin Highway and Coolgardie Avenue at-grade pedestrian crossings, in proximity to existing bus stops, to enable safe and convenient pedestrian crossing opportunities from the Corridor to the Redcliffe Train Station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

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

The movement network surrounding the Corridor includes a network of shared pedestrian/ cycle paths with provide connections from the Corridor towards the Redcliffe train Station to the south, and from the Corridor into the residential 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.

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Precinct 4 Movement Typologies

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PUBLIC REALM

SPACES

The spaces in Precinct 4 include two Urban Plazas adjacent to Coolgardie Avenue and one Urban Plaza adjacent to Fauntleroy Avenue which will complement the Coolgardie Avenue 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 to supplement the existing open space by providing a green space for local residents within the residential 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.

LANDSCAPE ZONE

The South - Tonkin to Ivy Landscape Zone Typology is situated along the southern edge of the Corridor, providing sufficient space to accommodate a footpath, cycle path and landscaping. The provision of a landscape buffer will reduce the visual and acoustic impact of vehicular traffic from the Corridor, contributing to a high-quality pedestrian environment which in turn will increase pedestrian movement and activity along the Corridor.

The South - Tonkin to Ivy Landscape Zone Typology also provides for an off-street cycle path, creating a safe and enjoyable route for cyclists along the Corridor, which will also contribute towards increased activity and vitality of the street fronts.

As the southern edge of Precinct 4 does not have an existing on-street cycle path within the road reserve, the South - Tonkin to Ivy Landscape Zone Typology will utilise the additional space to include an additional landscaped buffer between the off-street cycle path and the road carriageway, improving the environment for cyclists.

The North - Orrong to Ivy Landscape Zone Typology is proposed along the northern edge of the Corridor, accommodating a footpath and landscaping to ensure a comfortable pedestrian environment.

The North - Orrong to Ivy Landscape Zone Typology will include an on-street cycle path within the road reserve along the northern edge, providing a connection for high-speed commuters.

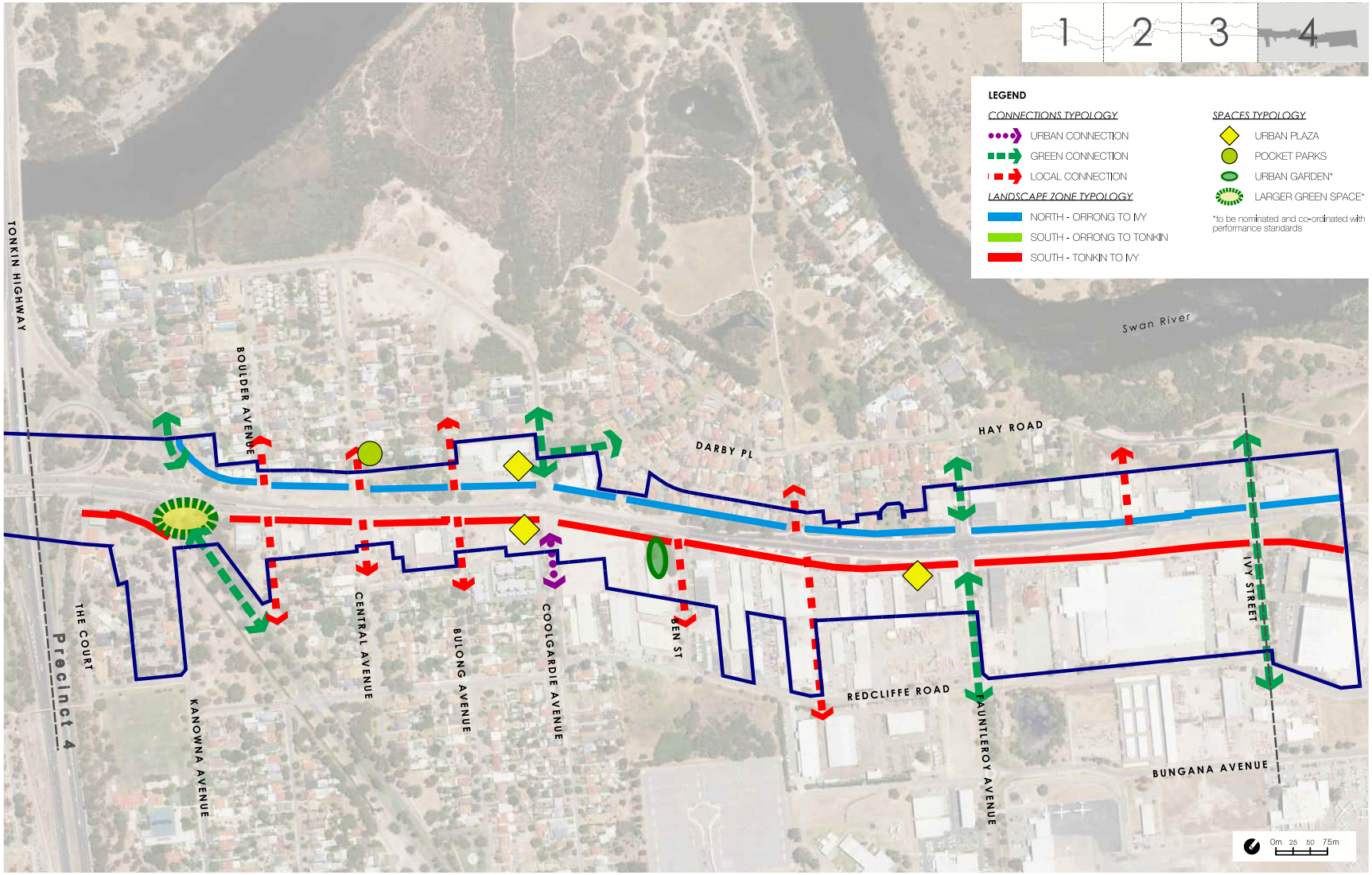
CONNECTIONS

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, cyclists and pedestrians.

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

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

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Precinct 4 Public Realm Typologies

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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.

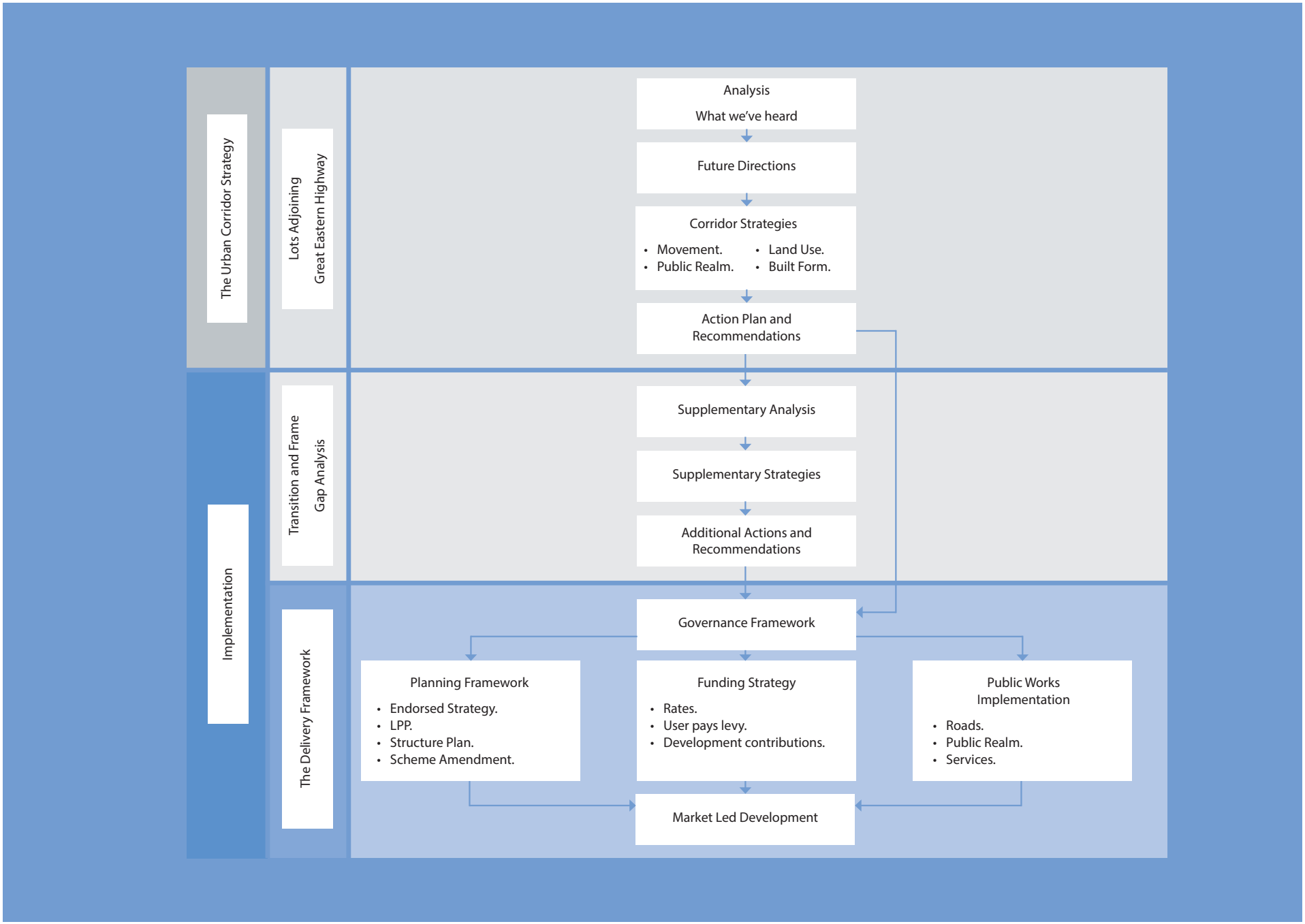
The Strategy aligns with the timeframes of Perth and Peel @ 3.5m to 2031, with population, housing and job projections. During this time, Corridor will change dramatically. The population in the City will have increased by around 7,000 people and the demographics of this area will be different from what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

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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 Town Planning Scheme No. 15 (TPS 15). These include:

- Industrial – applies to land on the eastern end of the Corridor between Coolgardie Avenue and 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 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 Bullong Avenue.
- Additional uses (A9) – applies to portion of land located between Bulong Avenue and Coolgardie Avenue, with the additional use 'Shop' up to a maximum floor area of 300m^2 permitted.
- Additional uses (A11) – applies to portion land located on the corner of Hardey Road and 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 Street and Fitzroy Street, 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 Tibradden Circle, in which the Invercloy Estate Special Development Precinct Policy guides development.

There is also land reserved under the TPS 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 4.2 of TPS 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.

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- 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 a 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 TPS 15; particularly in areas zoned Mixed Use, with several non-conforming uses which have been approved under old planning legislation. Examples included service stations, motor vehicle hire, motor vehicle sales, shops, marine sales shop and display rooms and industry located within in the Mixed Use zone. There is also a shop located within the Residential zone, and residences located in the Parks and Recreation reserve.

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.

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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 Planningf 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 'Invercoy' (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 incorporating within certain Activity Nodes to be expanded and created on either side of Corridor, particularly near key transit stops/ future high-frequency transit, which will ultimately be within close walking distance to most of the Corridor's workers and residents.
- Retain the light industrial area at the eastern end of the Corridor, providing the opportunity for appropriate commercial uses to be sensitively mixed with the light 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.

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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 around public transport stations and at existing 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 land uses zones included in the LPS 15 to determine if the existing zones are appropriate and if any additional zones are deemed necessary 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.

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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, however can be as little as 1.5m. On the southern side of the Corridor, verges are generally 6.0m but can be as little as 2.0-3.5m.

Streets

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 exists 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 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:

- LPS No. 15 POS Local Planning Strategy prepared to recognise the value of its parklands as an important community asset.
- LPS No. 15 Environment prepared to incorporate consideration of the environment into its strategic plan and developed 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.

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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 high-frequency transit 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.

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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 2-4, 4-6, 6-8 storeys, up to 14-16 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 14-16 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, cyclists 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 5.3.1 includes variations to the R-Codes applicable to R10 and R20 zoned land.
- Clause 5.3.4 permits the requirements of the R-Codes within Special Development Precincts (the Springs and Invercloy Estate) to be varied by Local Planning Policies.
- Section 5 of TPS 15 includes built form requirements for development within each zone in relation to lot area, lot coverage, setbacks, building facades, fencing.
- Clause 5.19 identifies that development of multi-storey buildings along the Corridor must have regard to:
  - The purpose 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.

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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: Local Development Plans, Precinct Plans and Design and Development Guidelines.

- BF1 - Ensure new development is oriented to the pedestrian 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.
- 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 streets.
- 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 to the public realm at street level to contribute to a vibrant, safe and attractive pedestrian environment.

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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, cyclists 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 lines 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, Perth Airport, Midland, Walliston and Kalamunda, Maida Vale, Forrestfield and Belmont Forum.

Weekday AM peak period frequencies are towards Perth CBD and PM peak period frequencies are towards Perth Airport, with 1 bus every 3 minutes at the western end of the Corridor, 1 bus every 5 minutes along the centre of the Corridor and 1 bus every 6 minutes at the western end of the Corridor.

Many bus stops do not have adequate shelter or facilities such as seats, lighting and bins. It is anticipated that the bus routes along the Corridor will be re-routed and renumbered with the introduction of the Forrestfield Airport Link rail, with indication from the PTA that if sufficient public transport demand was generated by redevelopment along the Corridor, they would consider operating a bus network that better served the higher density neighbourhoods.

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.

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Traffic

The Corridor currently accommodates average weekly traffic of around 43,000 vpd at the eastern end of the Corridor, 65,000 vpd through the central area of the Corridor and 70,000 vpd at the western end of the Corridor.

Freight

Great Eastern Highway is classified as a tier 2 major freight route in the State Government's Transport @ 3.5 million plan. This is based on the significant and forecast volumes of freight traffic relative to other transport routes, and 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 cyclists 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 provision (Clause 5.19.2) to limit 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

Transport @ 3.5m identifies the Corridor:

- As a High Priority Public Transit Corridor.
- As a 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.

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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

- Prioritising walking, cycling and public transport as the primary transport modes 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 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 too the Corridor Urban Corridor. Many of the recommended improvements will be delivered through the public realm initiatives.

The following strategies are recommended:

Vehicle Movement

Capacity

- M1 - Identify potential for new connections through the urban structure to better distribute local traffic, alleviate congestion, provide greater. pedestrian amenity and safety. The form of intersection 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.
- M2 - Optimise the integration of the surrounding urban fabric with Great Eastern Highway and the Swan River foreshore.

Managing access through adjacent Residential Neighbourhoods

- M3 - 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

- M4 - Require traffic and parking assessments for new developments to assess and address impacts on the network in adjacent residential neighbourhoods.
- M5 - Investigate the opportunities to manage the impacts of through traffic, including traffic volumes and speed in the adjacent neighbourhoods.

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Pedestrian

Improved Pedestrian Network

- M6 - Identify priorities for the development of physical road, bicycle and pedestrian linkages and infrastructure.
- M7 - Provide infrastructure for pedestrians that enables safe and convenient movement.
- M8 - Upgrade the pedestrian network to improve accessibility and pedestrian amenity.

Improved pedestrian crossing points

- M9 - Create safe crossing points at intersections that do not have traffic signals and in mid-block locations between the signalised intersections.
- M10 - Work with MRWA to improve signalised pedestrian crossing times.
- M11 - 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.
- M12 - Review and upgrade all side-street/laneway crossings to achieve a greater consistency of design and optimise accessibility.

Streetscape/Footpath Amenity

- M13 - 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

- M14 - Improve the cycling network and facilities within the Corridor and connections to the surrounding cycle network.
- M15 - 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 Corridor (eastbound and westbound). Supplemented with off-street bike lane or off-street shared path along the southern side 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 the new 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.
- M16 - Provide infrastructure for cyclists that enable 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.

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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 landscape. 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 cyclists 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.

Public Transport

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

- M19 - Advocate for increased bus services to connect adjoining residential neighbourhoods with the existing services provided for within the Corridor.
- M20 - Commence the creation of a green Corridor that can accommodate the future introduction of high-frequency transit and more extensive public transport infrastructure.

Improved Accessibility to Public Transport Stops

- M21 - Enable direct and safe access to public transport stops.
- M22 - 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 bust 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

- M23 - Support management of car parking through parking policies and design guidelines.
- M24 - Design off-street car-parking to have little or no impact on the visual amenity of the public realm.
- M25 - Managing on-street parking in adjacent access streets.

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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.

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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 are identified adjacent to the immediate Corridor development lots in order to ensure transition is appropriately design and made provision for.

SUPPLEMENTARY STRATEGIES

Following on from the additional analysis required to support the Urban Corridor Strategy in the Transition area, representative and constant strategies for Land Use, Built Form, Public Realm and Movement will need to be formulated to ensure the planning framework manages urban growth potential.

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 lots adjacent to these locations require additional study to ensure there is provision for adequate transition between the 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.

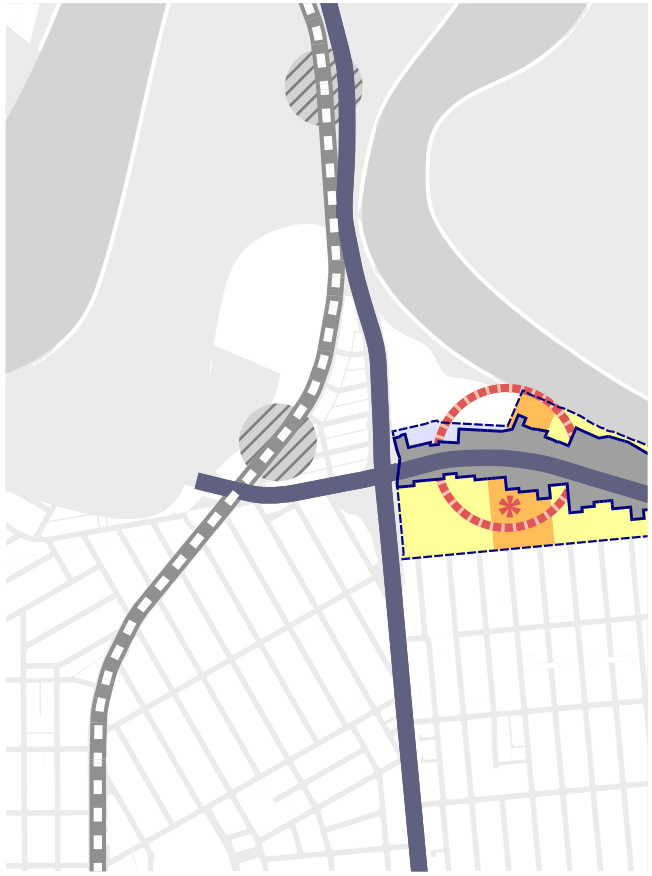
Employment transition

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 on the northern edge of the Corridor within Precinct 4 to coincide with the development surrounding the Redcliffe Train Station and 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.



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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	Lead Agency or Organisation
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
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	City of Belmont, Department Planning Lands and Heritage

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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 an Activity Corridor Structure Plan which may be split up over 2 or 4 precincts, though will guide development over the entire Corridor, whereas Option 2 proposes Activity Centre 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 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 an Activity Corridor Structure Plan/s (in the absence of the Department's Precinct Guidelines and updates to SPP 4.2).

The Activity Corridor Structure Plan/s are to be generally consistent with an Activity Centres Structure Plan as it will contain a level of built form detail. The Activity Corridor Structure Plan may be split up into multiple Structure Plans based on Precincts with potential to group multiple precincts together, though will cover the entire Corridor.

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 the full extent of Activity Nodes and Activity Corridor frontage lots that may extend beyond existing frontage lots.
- Define Transition Area – beyond Activity Corridor and Nodes which are envisaged to contain a level of activity and land use mix of less intensity and density.
- Define Frame Area – lots at the edge of the Corridor study area are identified specifically to define the limit of the Activity Corridor. These lots are unlikely to contain any significant density or intensity from the existing neighbourhood adjacent, apart from some specific public realm and street enhancement associated with proximity to the Corridor.

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, an Activity Centres Planning Strategy, a Structure Plan or a Local Planning Policy could potentially identify the Transition / Frame areas without needing to formally change the Strategy document.

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INTERIM STATUTORY CONTROLS (STAGE 1)

Depending on the timing of the City's Scheme Review, the City may consider utilizing 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.

ACTIVITY CORRIDOR STRUCTURE PLAN

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

The Activity Corridor Structure Plan may be split up into multiple Structure Plans based on Precincts with the potential to group multiple precincts together.

Priority should be given to redevelopment within Precinct 4 to coincide with development of the Redcliffe Train Station, as well as 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, 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 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.

LOCAL DEVELOPMENT PLANS

Preparation of Local Development Plans will provide detailed guidance regarding onsite building development requirements for privately owned land within the subject area. The Local Development Plans are applicable to the Activity Nodes, where the built form provisions of the Structure Plans may need to consider options / alternatives and further detail/ refinement.

Local Development Plans should address items including:

- Building scale.
- Building transition to adjacent lots.
- Building setbacks.
- Building height.
- Ground floor building treatment.
- Vehicle access and parking.
- Open space.
- 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 Activity Corridor Structure Plan/s.

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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 guide development along the Corridor.
- Review Table 1 – Zoning Table of the Scheme to ensure land use permissibility listed 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 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 objectives 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.
- 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 land use of 'Service Station' is a 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.
  - Therefore, a 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.
  - 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.

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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 an Activity Centre Structure Plan/s for the Activity Nodes identified in this Strategy (in the absence of the Activity Nodes identified in this Strategy being identified as Activity Nodes in SPP 4.2). It is noted given the size and context of the Activity Nodes, extensive justification would be required to achieve endorsement of Activity Centre Structure Plans for the Activity Nodes in isolation.

The Activity Centre Structure Plans are to contain an appropriate level of built form detail as per the requirements in SPP 4.2.

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 the full extent of Activity Nodes and Activity Corridor frontage lots that may extend beyond existing frontage lots.
- Define Transition Area – beyond Activity Corridor and Nodes which are envisaged to contain a level of activity and land use mix of less intensity and density.
- Define Frame Area – lots at the edge of the Corridor study area are identified specifically to define the limit of the Activity Corridor. These lots are unlikely to contain any significant density or intensity from the existing neighbourhood adjacent, apart from some specific public realm and street enhancement associated with proximity to the Corridor.
- 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, an Activity Centres Planning Strategy, a Structure Plan or a Local Planning Policy 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 utilizing 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.

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ACTIVITY CENTRE STRUCTURE PLAN

Once the Transition Area and Frame area of the Corridor has been defined, an alternative to the Activity Corridor Structure Plan in Option 1 is for Activity Centre Structure Plans to 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 Activity Corridor 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.

LOCAL DEVELOPMENT PLANS

Preparation of Local Development Plans will provide detailed guidance regarding onsite building development requirements for privately owned land within the subject area. The Local Development Plans are applicable to the Activity Nodes, where the built form provisions of the Structure Plans may need to consider options / alternatives and further detail/ refinement.

Local Development Plans should address items including:

- Building scale.
- Building transition to adjacent lots.
- Building setbacks.
- Building height.
- Ground floor building treatment.
- Vehicle access and parking.
- Open space.
- 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 Activity Corridor Structure Plan/s.

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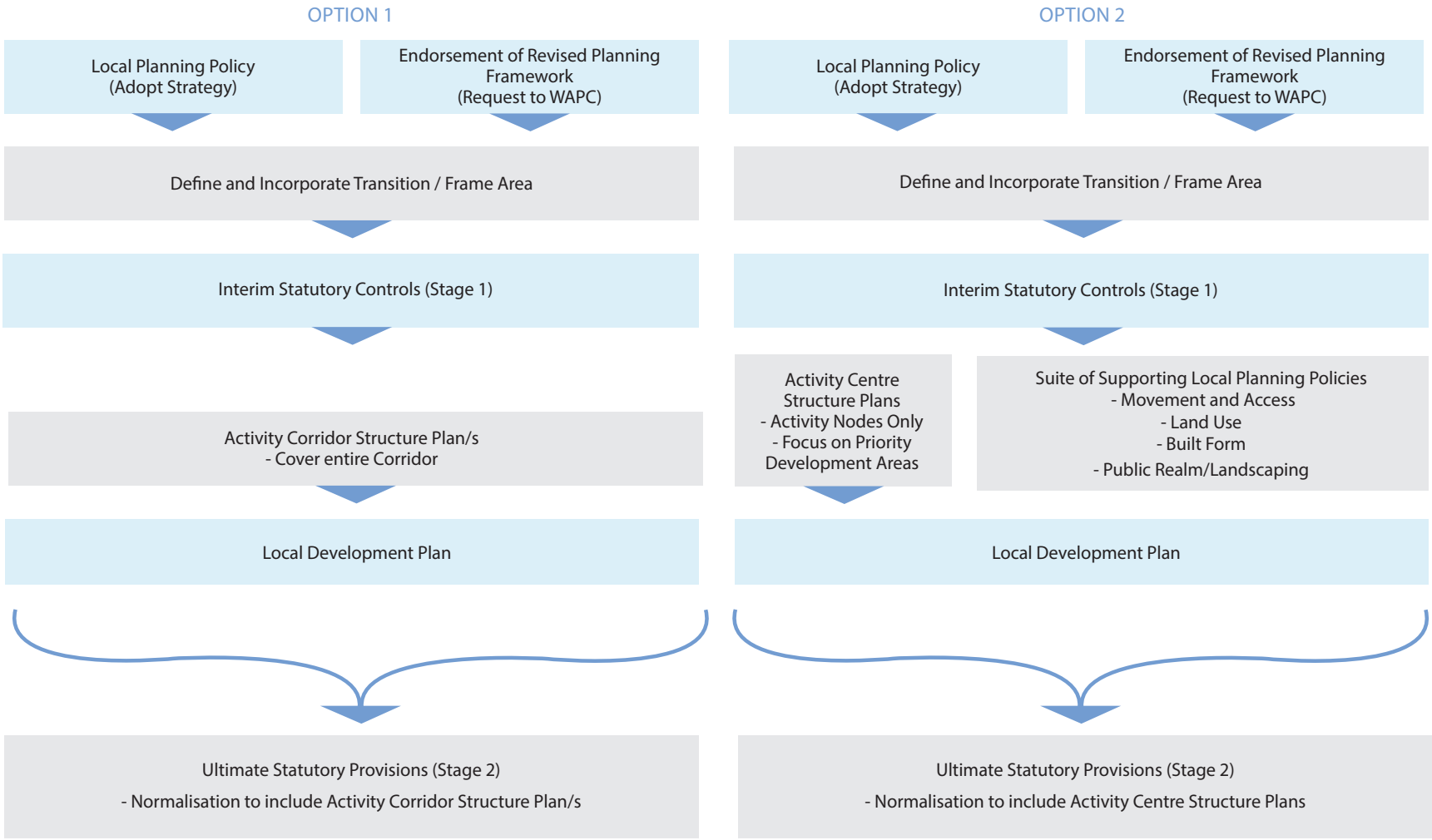
ITEMS TO CONSIDER IN STATUTORY PROVISIONS

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 guide development along the Corridor.
- Review Table 1 – Zoning Table of LPS 15 to ensure land use permissibility listed 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.
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  - 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.

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STATUTORY PLANNING RECOMMENDATIONS



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FUNDING STRATEGIES

A Developer Contributions Plan may be prepared to provide a mechanism for the City to collect contributions for elements which may include road upgrades, untilities, infrastructure upgrades, public spaces, pedestrian paths and cycle paths, prior to finalisation and adoption of a Developer Contributions Plan and Scheme.

This would be used to ensure that landowners who choose to develop prior to the implementation of a Developer Contributions Plan still make a contribution for common infrastructure, open space and/or road improvements. Where used elsewhere in the Perth metropolitan area, a per lot (or per m^2 rate is used to calculate the contribution owing for a particularly 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.

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 ways, 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.

A further requirement for the revitalisation of the Corridor is the need to rationalise and upgrade the basic utility network including power, water, sewerage and telecommunications in an efficient manner with opportunities to combine shed utility Corridors prioritised.

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 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 time frame 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 send 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.

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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	• Transition Area Study • Local Planning Scheme Amendment • Precinct Plans/ Local Development Plans • Design guidelines • Developer Contributions/ Infrastructure Funding Strategy	I, S	• CoB engage consultants to undertake Transition Area Study • Interim LPP • Scheme Review / Scheme Amendment • Structure Planning • Local Development Plans • Develope Contribution Plan CDCP and Schedule	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, Cycleways, Shared Paths						
Major Road Upgrades	Upgrade Corridor east of Tonkin Highway	I, S	• MRWA Forward works	MRWA	M: All	Linked to requirements in Landscape Zone regarding cycle paths, as identified in Urban Corridor Strategy.
Improved Connections	• Urban Connections (Kooyong Road, Belmont Avenue, Belgravia Street, Epsom Avenue, Coolgardie Avenue) • Green Connections (various) • Local Connections (various)	I, S	• 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	Complete 2025/2026

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Action Plan						
New minor connections	• Between Abernethy Road and Hehir Street • Between Ivy Street and Fauntleroy Avenue • Between Fauntleroy Avenue and Ben Street	S, M, L	• CoB forward works • Potential LPS Amendment	CoB/ Developers (Residential/ mixed use)	PR: 5 M: All	As redevelopment occurs
Cycle ways/ Shared paths	• Corridor pedestrian /cycle crossings	S, M, L	• MRWA forward works • CoB forward works • Potential for negotiated outcome at public/private property interface	CoB/ MRA/ Department of Transport	PR: 1, 2 BF: 1, 3, 12 M: 6-18, 21, 22	linked to Corridor improvements east of Tonkin Highway
Lot accessways	• As identified on Movement and Accessways plan	I, S, M, L	• CoB prepare detailed guidance on arrangements and requirements • Land assembly • Preparation of legal agreements for shared accessways	CoB/ Developers / DPLH	M: 3	To take place as redevelopment occurs Potentially impacted by Transition Area Study
Public Transport						
Bus routes / Street Furniture	• Review of bus routes associated with transition area • Review of street furniture at existing bus stops in the Corridor		• PTA Business Case	PTA/DPLH/CoB	PR: 3, 12 BF: 2 M: 19, 20	Linked to Transition Area Study

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Utilities and Infrastructure						
Sewer	• Utility and Servicing Infrastructure Strategy to assess existing and future requirements for redevelopment of the Corridor • Local Water Management Strategy to determine Urban Water Management Plan requirements	I	• CoB engage consultant services • State Agency Forward Works	Department of Water /WaterCorp		Discuss yields with State Agencies/ Service providers Dependent on Transition Area Study
Water				Department of Water /WaterCorp		
Power				Western Power		
Gas				Alinta/ATCO Gas		
National Broadband Network				Federal Government		
Drainage				Department of Water /WaterCorp		
Landscaping						
Spaces	• Urban Plaza • Pocket Parks • Urban Gardens • Larger Green Spaces	I, S, M, L	• CoB to prepare design for spaces located in public spaces • CoB to prepare guidance on spaces located on private spaces • CoB 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

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APPENDIX A
BACKGROUND REPORT

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Taylor Burrell Barnett

Great Eastern Highway Urban Corridor Strategy

BACKGROUND REPORT

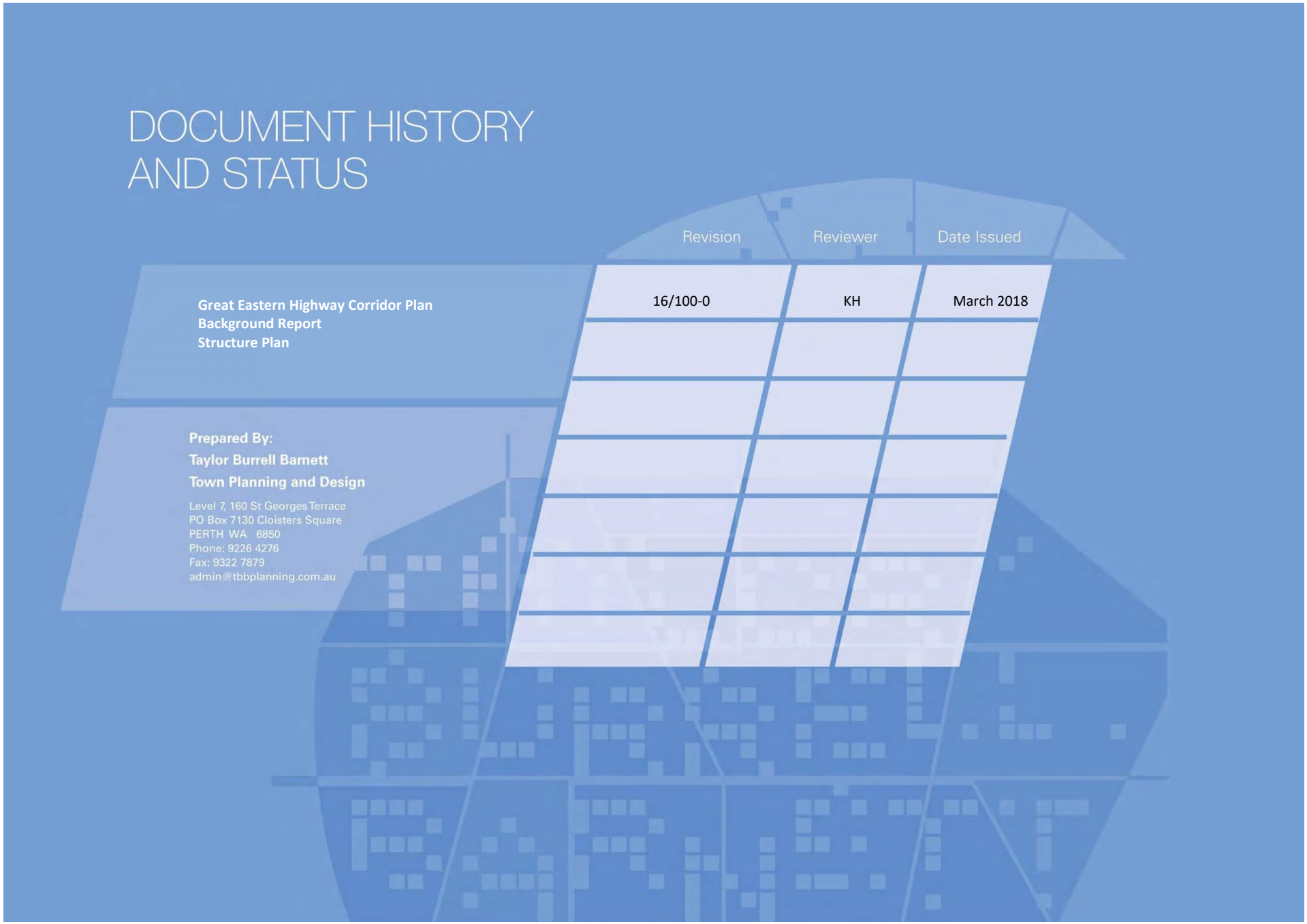


Prepared for **City of Belmont**

Prepared by **Taylor Burrell Barnett**

March 2018

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EXECUTIVE SUMMARY

The Great Eastern Highway Urban Corridor Strategy is being prepared to assist in facilitating growth of the Great Eastern Highway Corridor (Corridor) as one of Perth's key Urban Corridors. The Strategy will provide a framework for gradual transformation into a Corridor that will offer a diversity of new homes and new economic opportunities within a growing, changing City.

This Background Report (report) provides the necessary background information to inform the Urban Corridor Strategy.

The report includes an analysis of the study area, including Activity Corridor examples, locational and historical context, planning framework and the socioeconomic summary.

The report considers the physical characteristics of the study area and includes an assessment of the opportunities and constraints of the Corridor in terms of land use, built form, public realm and movement, as well as an assessment of the redevelopment potential of the study area.

An overview of infrastructure funding opportunities is also included which will inform the Implementation Framework in the Great Eastern Highway Urban Corridor Strategy.



An existing landscaped portion of the Great Eastern Highway Corridor.

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1. INTRODUCTION

This report has been prepared to inform the preparation of a comprehensive strategic plan for the redevelopment of the Great Eastern Highway Corridor spanning from the Graham Farmer Freeway in Rivervale and Ivy Street in Ascot.

The proposed plan will guide the preparation of Great Eastern Highway Urban Corridor Strategy, and ultimately the redevelopment of public and private landholdings within the study area as shown in **Figure 1**.

This report provides analysis and information to inform the planning of this area, inclusive of:

- **Activity Corridor Characteristics**, to realise what the Urban Corridor Strategy should be aiming to achieve for the Corridor;
- The **Planning Framework**, including regional and local planning previously undertaken that will inform the future redevelopment of the subject area;
- **Socio-Economic Analysis** of the study area, identifying key trends and forecasts for the population and the likely implications on the Urban Corridor Strategy;
- **Physical Site Description** of the study area;
- An **Opportunities and Constraints Analysis** of the study area, identifying key issues and opportunities that will inform redevelopment potential; and
- The **Infrastructure Funding Options** to be considered in the implementation of the Urban Corridor Strategy.

The ideas included in this report are intended to provide background and context to the **Great Eastern Highway Urban Corridor Strategy.**

1.1 ACTIVITY CORRIDOR CHARACTERISTICS

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

- High density residential facilities (i.e. townhouses, terraces and 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 fine-grain and street-based built form or series of nodes;
- 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;
- On-street parking provided, enabling convenient access to businesses and limiting vehicle traffic speeds to promote safe non-vehicle movement (i.e. walking and cycling);
- 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;

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- 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 to the activity Corridor.

The planning for the future of the Great Eastern Highway provides the opportunity to see these traits and characteristics incorporated as redevelopment occurs.

1.1.1 ACTIVITY CORRIDOR EXAMPLES

The following examples illustrate a number of existing or potential Activity Corridors, which have been drawn upon to highlight the importance of incorporating nodes of activity to create a vibrant urban environment, supported by high quality public realm and a robust public transport network and strong pedestrian and cyclist facilities.

A prime example is Portland Mall, a legacy project and icon for progressive urban planning and design, which has been transformed into a Great Street. Today it extends the entire length of downtown Portland, mixes multiple modes of transportation, stimulates adjacent development and re-establishes itself as Portland's civic spine. A new benchmark in design, placemaking and infrastructure for the 21st century, the design is a formal, powerful order of widened sidewalks, transit lanes, trees, lights and sidewalk. Stainless steel is used in new amenities for its refined surface and highly-durable finish. A comprehensive system of graphic and written information unifies the transit system environment for all users. A highly engineered design for flexible-set brick pavers allows for continuity of the pedestrian system at intersections. Shelter architecture was deliberately designed for openness and transparency. Roof and windscreen elements are minimal. Low-energy, LED lighting is incorporated into column cladding and ridge beam for enhanced night use.

Portland Mall	
Location	Portland, Oregon USA
Length	Approximately 9km
Proximity to CBD	Downtown Portland
Anchor Centres / Nodes	University District, Retail Core, Civic/Office Cultural, Hotel/Financial, Old Town/Chinatown
Key Land Uses	Commercial, residential, offices, retail, ground floor activation, residential campus environment
Residential Density	Pockets of high density in core areas
Public Realm Features	High quality of public realm, including widened sidewalks, transit lanes, street trees, lighting and street furniture to encourage use
Key Transportation Features	Multiple modes of transportation, including bus and light rail, new bus shelters, transit lanes, continuity of flexible set brick pavers allows for continuity of the pedestrian system at intersections



Provision of high quality public realm featuring landscaping, shade and street furniture

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Sydney Road	
Location	Brunswick, Victoria Australia
Length	Approximately 2.5km
Proximity to CBD	1km
Anchor Centres / Nodes	Neighbourhood activity centre, core light industrial precincts, residential precinct, civic and cultural precinct
Key Land Uses	Retail, residential, industrial, commercial, active uses on the ground floor.
Residential Density	Precincts of higher density areas 5-8 storeys, other areas 1-3 storeys
Public Realm Features	Public realm improvements include pedestrian priority streets connecting to Corridor, green streets connecting to Corridor, improved pedestrian links, enhanced tram stops, enhanced access to train platforms connecting to crossing streets
Key Transportation Features	Railway line, multiple train stations, tram line.



Active street fronts incorporating public transport and cycle infrastructure.

St Kilda Road	
Location	Melbourne, Australia
Length	Portion of road approximately 3km long
Proximity to CBD	3km
Anchor Centres / Nodes	6 sub-precincts, each with a different function including high density residential, mixed use, public domain, and lower scale residential transitioning into surrounding areas.
Key Land Uses	Residential, mixed use, office
Residential Density	High density
Public Realm Features	Adjacent to major open spaces, formal tree lined landscaped boulevard and avenues which create a 'park like' setting, a variety of street widths which create a range of distinctly difference streetscape experiences.
Key Transportation Features	Tramline, extensive bike paths and pedestrian paths



High quality landscaping to provide shade to cyclists and pedestrians

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1.2 PRECINCT ANALYSIS

1.2.1 LOCATION AND EXTENT

The Corridor is centred on the existing Great Eastern Highway road reserve. The portion of the Great Eastern Highway included in the study area is a 6.4 km long, running from the Graham Farmer Freeway in Rivervale to Ivy Street in Ascot and includes the lots fronting or siding onto the Great Eastern Highway as depicted in **Figure 1 – Study Area**.

The centre of the Corridor is located approximately 6km north-east of the Perth CBD and 3.5 km south-west of the Perth Airport. The Belmont Mixed Business Area fronts the southern side of the Great Eastern Highway. The Burswood Activity Centre is located west of the Corridor, on the western side of the Graham Farmer Freeway.



Figure 1 Study Area

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1.2.2 LOCAL CONTEXT

The Great Eastern Highway provides a vital connection from the Perth Airport to the Perth Central Business District (CBD) (**Figure 2**). The area also benefits from its proximity to the Belmont Mixed Business Area and connection to the wider road network. Several sites surrounding the Great Eastern Highway are underway significant redevelopment, including Development Area 6 (DA6) to the east, the Springs located in Rivervale on the western end of the Corridor, Golden Gateway located in the middle of the Corridor immediately north of Great Eastern Highway, as well as a number of Development Control areas as identified in the City of Belmont Local Planning Scheme No. 15 located along the Corridor.

The study area is in proximity to several key international attractions including the Crown Casino, Optus Stadium, Ascot Racecourse, the Swan River as well as the Perth CBD and the Perth Airport.

The importance of the Great Eastern Highway as the main east-west Corridor dominates the landscape of the area. Whilst providing good accessibility, the nature of this major traffic route also acts as a barrier for vehicle, pedestrian and cycle linkages to the surrounding areas. Whilst it is important that development along the Great Eastern Highway is optimised to realise the benefit of exposure to significant volumes of traffic, pedestrian and cycle linkages must also be considered and improved.

1.2.3 HISTORICAL CONTEXT

The areas surrounding the Great Eastern Highway were amongst some of the first land grants offered in the newly formed Swan River Colony. In 1830 Captain F. Byrne was allocated Swan Location 34 which he named Belmont Farm after his estate in England. Mark Currie was appointed to survey and allocate parcels of land along the Swan River, managing to reserve Swan Location 28 for himself. The Curries' called their property Red Cliff after the steep red clay banks of the Swan River, clay which was later to be used to make bricks.

The area of Belmont was originally established on 2 December 1898 as a road board with a chairman and councillors under the District Roads Act 1871. It was renamed "Belmont Park Road District" on 4 October 1907. With the passage of the Local Government Act 1960, all road districts became Shires, with a president and councillors, effective July 1961. On 17 February 1979, the Shire of Belmont became a City, with a Mayor and Councillors.



Great Eastern Highway at Belmont 1953 (City of Belmont, 2015)

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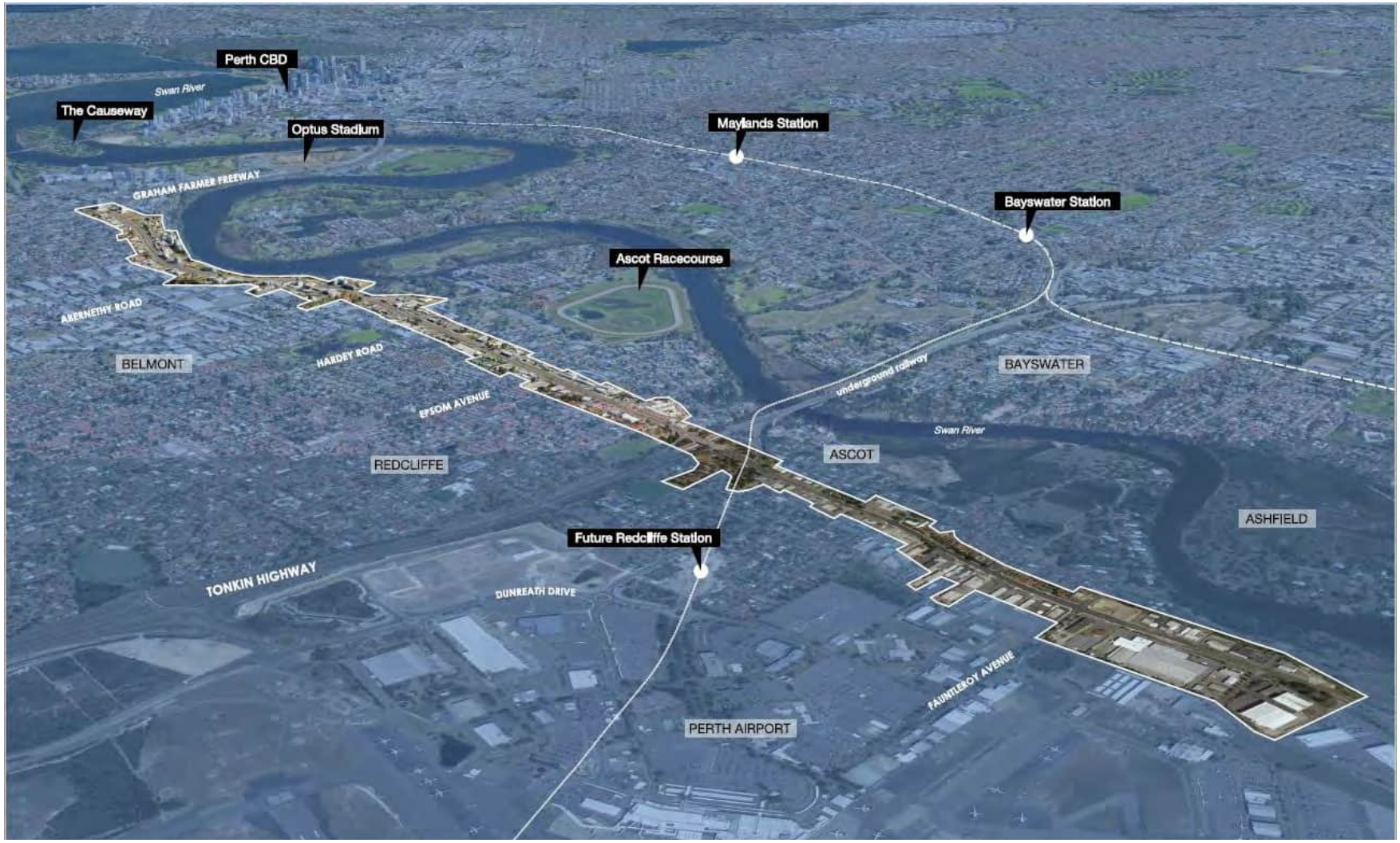


Figure 2 Study Area Context

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2. PLANNING CONTEXT

2.1 STRATEGIC PLANNING CONTEXT

2.1.1 PERTH AND PEEL @ 3.5 MILLION, (WAPC, MAY 2015)

The Western Australian Planning Commission's (WAPC) Perth and Peel @ 3.5 Million (draft) Framework is intended as a high level spatial framework and strategic plan for the Perth and Peel Region, establishing a vision for future growth and guiding the planning and delivery of housing, infrastructure and services necessary to accommodate a rapidly expanding population. The Strategy is intended to realise the vision encapsulated in *Directions 2031 and beyond* and the *State Planning Strategy 2050.*

The Great Eastern Highway falls within the Central Sub-region of Perth and Peel @ 3.5 Million Framework. In the context of the Great Eastern Highway, Perth and Peel @ 3.5 Million provides the following guidance:

- The Great Eastern Highway is identified as a Corridor, providing a connection between Burswood Activity Centre and Perth Airport Activity Centre. Corridors are identified as providing significant opportunities to accommodate increased medium-rise higher density residential development.
- Corridors provide connections between activity centres and maximise the use of high-frequency public transport.
- Corridors should be protected from incompatible urban encroachment and avoid buffers to promote a system where land use developments and transport infrastructure are mutually compatible.
- Corridors should be the focus for investigating increased densities and a greater mix of suitable land uses.
- A high quality public transport service is important, where one or more modes of travel are used in combination to:
    - Provide high levels of service frequency at all times of the week and generally high frequency in peak periods;
    - Provide access to a reasonable variety of destinations including through multi-modal links; and
    - Operate with a high level of priority over private vehicles wherever possible.
- Future development should be focused in and around station precincts and these precincts should be promoted as attractive places to live and work by optimising proximity to public transport.

The Framework also identifies a target of an additional 215,000 dwellings to be accommodated within the metro central region, with an allocation of 10,500 dwellings to be accommodated within the City of Belmont.

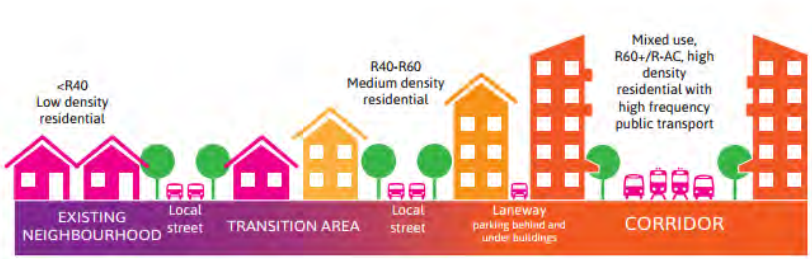


Figure 3 Cross Section Illustrating Proposed Interface from Corridors to Neighbourhood Area (Perth and Peel @ 3.5 Million)

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2.1.2 TRANSPORT @ 3.5 MILLION (DEPARTMENT OF TRANSPORT, JULY 2016)

The Transport @ 3.5 Million Strategy (Transport Strategy) was released by the Department of Transport in July 2016 to guide transportation planning and infrastructure investment to coincide with land use and development planning under Perth and Peel @ 3.5 Million. The Transport Strategy is intended to be a vision for generational change of Perth's transport network and aims to achieve maximum efficiency in the way in which people move about the metropolitan area.

Of significant relevant to the Great Eastern Highway, the Transport Strategy identifies:

- The Great Eastern Highway as a High Priority Public Transit Corridor;
- The Great Eastern Highway is classified as a freight road, with the portion east of Tonkin Highway identified as requiring an upgrade to 6 lanes by a population of Perth and Peel @ 2.7 million people;
- A Maylands bus bridge which will connect the Maylands peninsula to Rivervale, opening up opportunities to residents in the growing areas of Rivervale and Belmont will be constructed before Perth and Peel's population reaches 3.5 million;
- The Forrestfield Airport tunnel will cross the Great Eastern Highway at the Tonkin Highway interchange, with a new Belmont Station proposed to the south-east of this interchange; and
- A Light Rail link has been identified to travel from UWA-QEII through the Perth CBD and then connecting to Curtin-Bentley and eventually connecting the Canning Bridge. There is no Light Rail identified along Great Eastern Highway.

2.1.3 PERTH AIRPORT MASTER PLAN (PERTH AIRPORT, 2014)

The Perth Airport Master Plan was prepared in as a blueprint for future development, covering a planning period of 20 years.

The Master Plan details the plans to expand Terminal 1 and a new runway, which is anticipated to be operational by the end of the decade.

The Master Plan divides the Perth Airport into five precincts, two of these which will be solely aviation related, and three which will have a max of aviation and non-aviation uses and commercial development.

Of relevance to the Great Eastern Highway Corridor, the Perth Airport Master Plan notes:

- The Perth Airport welcomes the Forrestfield-Airport-Link, which will service Perth Airport passengers and employees;
- The State Government is working to improve public transport options and accessibility to the airport. Terminals 3 and 4 are currently serviced by public bus services that connect Perth Airport to the city, however there are currently no public transport services to Terminals 1 and 2. The PTA has proposed that a public bus service is planned to commence when Virgin Australia relocates its domestic services in Airport Central; and
- All terminals are serviced by taxis, and Perth Airport's Connect shuttle bus service currently operate between the terminals, and to and from the Perth Airport and the city.

2.1.4 STATE PLANNING POLICIES

State Planning Policy 4.2 - Activity Centres Policy (WAPC, August, 2010)

Activity Centres for Perth and Peel – State Planning Policy 4.2 (SPP 4.2) defines a hierarchy of centres based on the future importance of each centre from a network perspective and the magnitude of development expected for a centre. SPP 4.2 applies to activity centres classified as 'District' and above, and although the Great Eastern Highway is not classified as an activity centre, it provides access to the Perth Airport which is classified as a Specialised Centre, Burswood which is classified as a District Centre and the Belmont Town Centre which is classified as a Secondary Centre. Therefore, many of the activity centre principles are applicable to activity Corridor development.

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Development along the Corridor should complement development within each of the centres, which is to be characterised by the following:

- Bus network hub (with buses traversing the Corridor);
- Typical retail types of discount department stores, supermarkets, convenience goods, small-scale comparison shopping, personal services, some speciality stores, district-level office development and local professional services;
- Minimum residential density target per gross hectare of 20, and desirable target of 30; and
- Mix of land uses as a proportion to the centre's total floor space.

The development framework for the Corridor should be cognisant of the development proposed within the adjacent centres.

State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport (WAPC, July 2015)

The State Planning Policy 5.1 (SPP 5.1) applies to land in proximity to Perth Airport which is, or may be in the future, affected by aircraft noise. The purpose of the policy is to provide guidance to Local Governments in the vicinity of the Perth Airport and the WAPC when considering developments on land adjacent to the airport.

The subject site is predominantly outside of the 20 Australian Noise Exposure Forecast (ANEF), with the exception of the eastern end of the Corridor, east of Fauntleroy Avenue.

There is no restriction on zoning or development within areas below the 20 ANEF.

For the portion of the subject site within the 20 ANEF, development will occur in accordance with the requirements within SPP 5.1.

State Planning Policy 5.4 - Road and Rail Transport Noise and Freight Considerations in Land Use Planning (WAPC, September 2009)

State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP 5.4) identifies necessary considerations and measures to mitigate the impacts of the operation of major road and rail infrastructure on noise sensitive development. This is particularly applicable for the Great Eastern Highway, which carries between 43,000 and 70,000 vehicles per day throughout the study area.

The consideration of greater intensification of development, particularly of noise sensitive uses such as residential, immediately adjacent Stirling Highway, will require a range of considerations to mitigate the impact of noise on this development. Some of the measures outlined in the policy include:

- Using distance to separate noise-sensitive land uses from noise sources;
- Construction of noise attenuation barriers such as earth mounds and noise walls;
- Building design, such as locating outdoor living areas and indoor habitable rooms away from noise sources;
- Building construction techniques, such as upgraded glazing, ceiling insulation, sealing of air gaps and mechanical ventilation; and
- Planning and design of the road or rail project such as construction in cut, traffic management or the use of low-noise road surfaces.

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2.1.5 CITY OF BELMONT LOCAL PLANNING STRATEGY (CITY OF BELMONT, OCTOBER 2011)

The City of Belmont Local Planning Strategy identifies the Great Eastern Highway as the only major regional road that provides direct access to many individual commercial properties. The strategy recognises that the Corridor's dual role as a traffic mover and access street has resulted in many sections of the Corridor having traffic and amenity problems. In these sections of the Corridor, it is difficult to access properties by car and very hazardous to pedestrians.

The objectives for Great Eastern Highway identified in the Strategy are:

- Limit access points off GEH to minimise traffic conflict
- Encourage the provision of appropriate public transport;
- Facilitate the upgrade of GEH at the earliest opportunity;
- Facilitate promotion of GEH as an activity Corridor Strategy; and
- Work with appropriate State Government agencies to achieve objectives.
- The Corridor Strategy seeks to achieve these objectives.

2.1.6 CITY OF BELMONT LOCAL HOUSING STRATEGY (CITY OF BELMONT, NOVEMBER 2008)

The City of Belmont Local Housing Strategy is intended to provide a direction for the future planning for residential development, densities and housing types within the City, which informed the basis for residential zonings and provisions for the City's current Local Planning Scheme No. 15 (LPS 15). The Strategy aims to promote long term sustainability of the City by encouraging an increase in the City's population through the provision of residential land and housing. The Strategy recognises the importance of providing a range of housing types, which will attract and meet the needs of a diverse range of age groups.

2.2 STATUTORY PLANNING CONTEXT

2.2.1 METROPOLITAN REGION SCHEME

The Metropolitan Region Scheme (MRS) provides the statutory framework for land use in the Metropolitan Region. The Great Eastern Highway road reserve is identified as a 'Primary Regional Road'. There are access roads connecting to the Great Eastern Highway reserved as 'Other Regional Roads'. Land to the immediate north and south of Great Eastern Highway comprises land reserved for 'Parks and Recreation' and land zoned 'Urban', which is land 'in which a range of activities are undertaken, including residential, commercial, recreational and light industry'. Further south of the Corridor is land zoned 'Industrial', which is where the Belmont Business Park is located. The Perth Airport land is a Commonwealth Government Reserve for 'Public Purposes' **Figure 4 – Existing MRS**.

2.2.2 CITY OF BELMONT LOCAL PLANNING SCHEME 15

The 'Primary Regional Road', 'Other Regional Road', 'Public Purposes' and 'Parks and Recreation' reservations under the MRS are reflected in the City of Belmont LPS 15. The land to the north of the Great Eastern Highway comprises land reserved 'Parks and Recreation' and zoned 'Mixed Use', 'Residential and Stables',' Residential R20', 'Residential R100'. The land to the south of the Great Eastern Highway comprises land reserved 'Parks and Recreation: Water Supply Sewerage and Drainage', 'Public purposes – Primary School', and zoned 'Mixed Use', 'Mixed Business', 'Commercial', 'Service Station', 'Industrial', and 'Residential R20 and R20/R40' **Figure 5 – LPS 15.**

Clause 5.19 of LPS 15 identifies matters which the City is require to have regard to in considering applications for multi-storey buildings along Great Eastern Highway, which are:

a) The purpose of the proposed building;
b) The bulk and height of adjoining and nearby buildings;
c) Potential impact of overlooking and/or overshadowing;
d) Potential impact of the proposal on the existing and proposed streetscape; and
e) The effect of the proposed building on the amenity of adjoining and nearby properties.

In addition, Clause 5.19.2 requires the City to have regard to the requirement for a limited number of crossovers to the Highway and shall require any applicant to gain approval of a vehicular access plan by the responsible authority.

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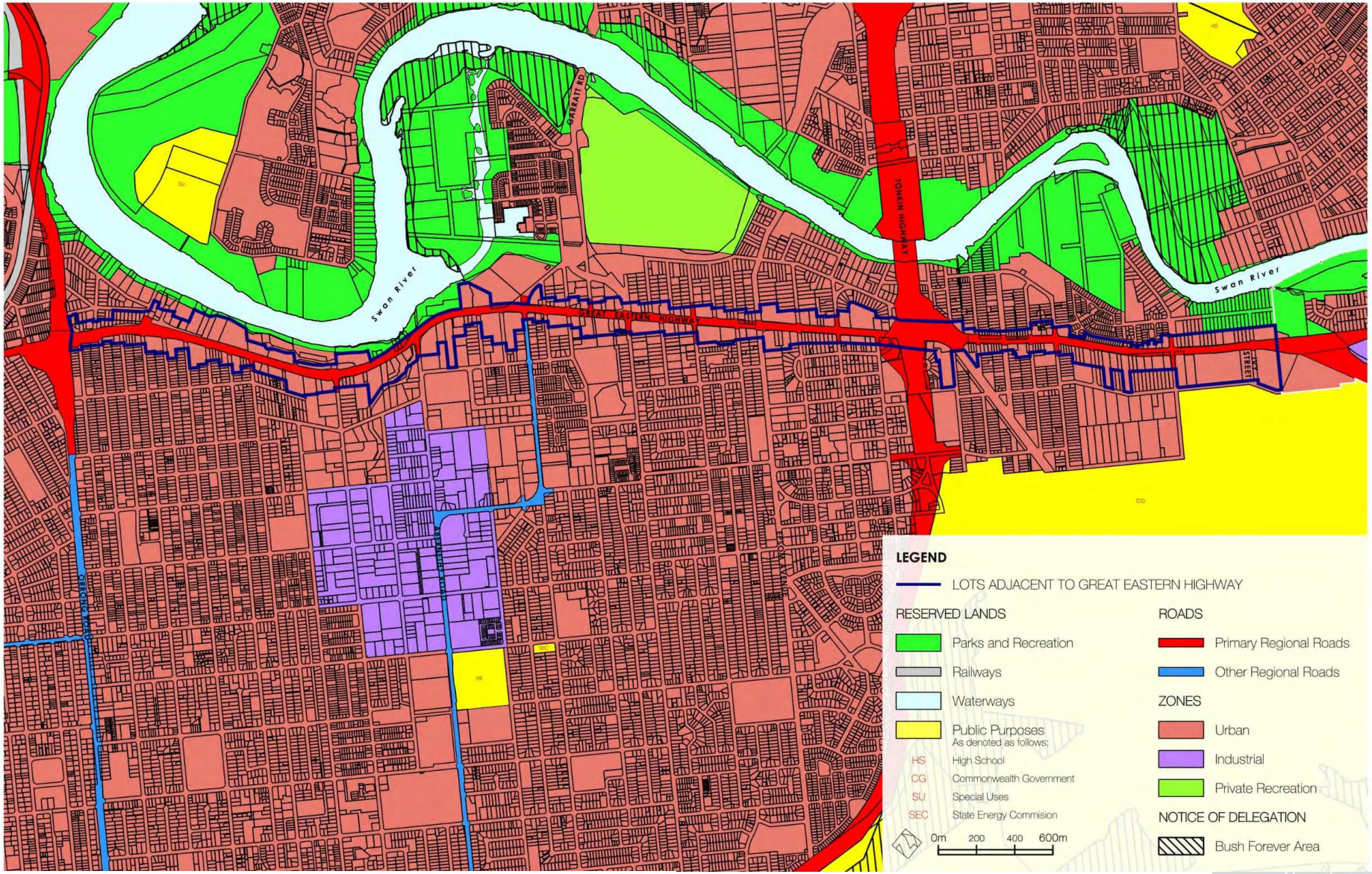


Figure 4 Metropolitan Region Scheme

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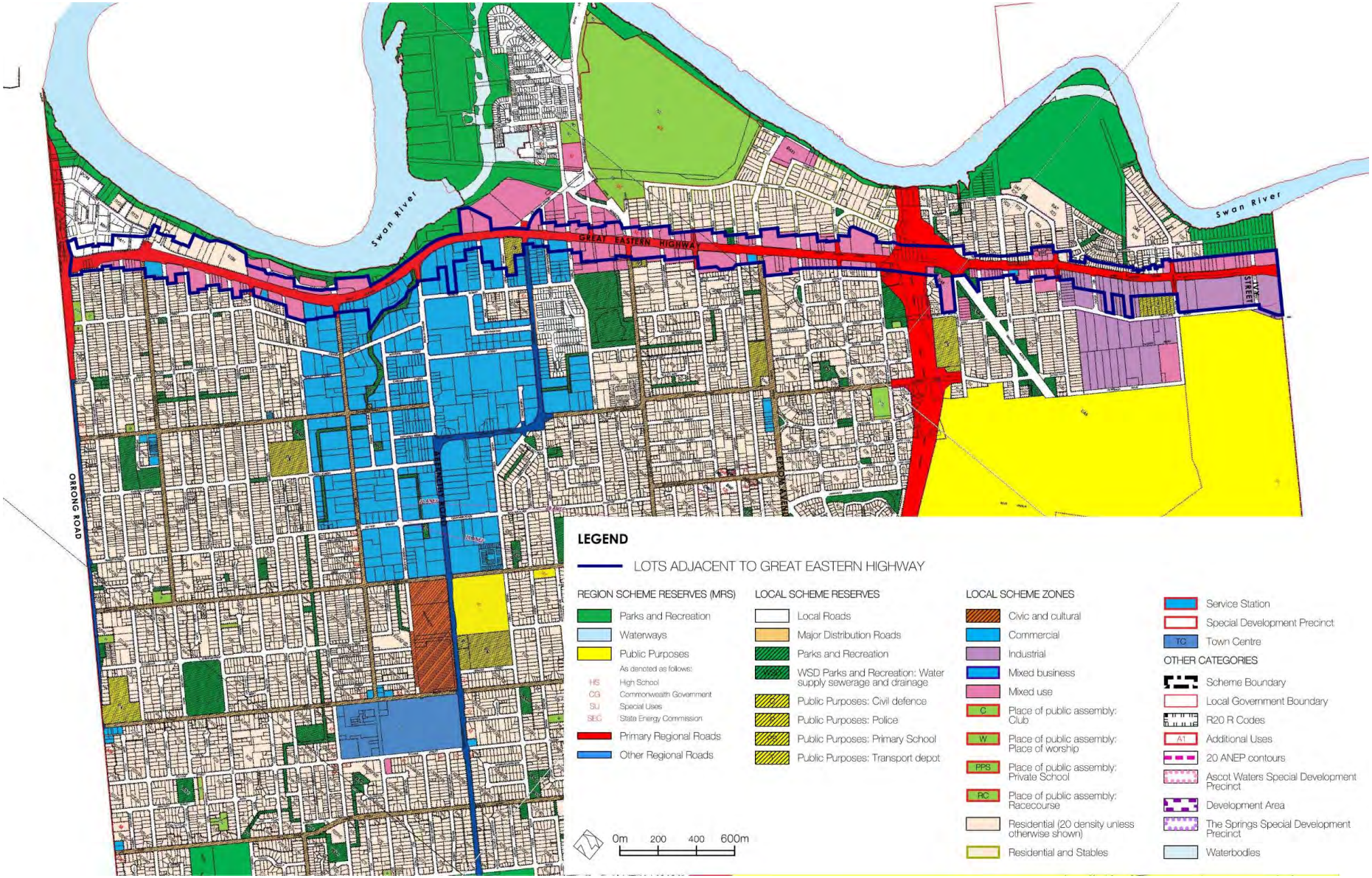


Figure 5 City of Belmont LPS 15

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2.2.3 LOCAL PLANNING POLICIES

The following Local Planning Policies (LPPs) are relevant to the subject site:

Local Planning Policy No. 10 Residential Landuses in the 'Mixed Business' Zone (LPP 10)

The basis for LPP 10 is to ensure that residential uses are compatible with existing and future businesses within the 'Mixed Business' zone and stipulates where residential land uses may be considered in the Mixed Business Zone, and the development standards. LPP 10 identifies areas where 'Residential' land uses may be considered appropriate within the 'Mixed Business' zone, and the standard of development which must be adhered to in such instances. There are two portions of land in the study area located between Abernethy Road and Belmont Avenue and between Hehir Street and Abernethy Road which are identified in LPP 10 as being within the 'Mixed Business' zone, though 'Residential' development may be considered appropriate.

Draft Local Planning Policy No. 16 Service Stations (Draft LPP 16)

Draft LPP 16 was prepared to guide future development of Service Stations within the City of Belmont, in responses to a growing number of service station proposals received by the City. The Policy will assist the City in assessing proposals and decision making for service stations development within the City of Belmont Local Government Area.

Local Planning Policy No. 7 The Springs Design Guidelines (LPP 7)

LPP 7 applies to 'The Springs' in Rivervale, approximately 13.6 ha of land bounded by the Graham Farmer Freeway, the Great Eastern Highway, Brighton Road and the Swan River foreshore. The Design Guidelines guide and control development within the Springs locality, which abuts the Great Eastern Highway.

Local Planning Policy No. 13 Vehicle Access for Residential Development (LPP 13)

The purpose of LPP 13 is to ensure that vehicle crossovers for residential development within the City of Belmont do not adversely impact on the neighbourhood safety and amenity while providing appropriate access to residential properties.

This policy applies to all 'Residential' zoned land, or land zoned under LPS 15 on which the Council may approve residential development.

Local Planning Policy No. 14 Development Area 6 Vision (LPP 14)

The objective of LPP 14 is to articulate the City of Belmont and Perth Airport Pty Ltd.'s vision for Development Area 6. Development Area 6 is the area bound by Great Eastern Highway, Tonkin Highway, Fauntleroy Avenue and the Coolgardie Avenue, Redcliffe Road and Perth Airport Precincts 1A and 1B. The Policy will assist in providing direction for the future planning and progressions of detailed structure planning for the precinct.

2.3 PREVIOUS STUDIES

Belmont on the Move (City of Belmont, July 2016)

The City of Belmont prepared an Integrated Movement Network Strategy - Belmont on the Move to set out a framework for how the City will plan ahead over the next 10 years to ensure people can move safely, conveniently and comfortably around the City of Belmont. This document identifies the requirement of a Corridor Study, commencing with Great Eastern Highway to examine the potential outcomes and access arrangements for development with the Corridors identified in Perth and Peel @ 3.5 million.

Branding Strategy (City of Belmont, 2014)

The City of Belmont commissioned a Branding Strategy to be undertaken on the Mixed Business Area on Great Eastern Highway in 2014. The Strategy recommends that this area be renamed 'Belmont Business Park', with the associated identity statement – Gateway to Opportunity. The strategy also suggests a vision statement for the area which is 'Belmont Business Park will be the preferred location for a mix of innovative and successful businesses seeking premises that allow them easy access to the Perth CBD, the Airport and their customers'. The Urban Corridor Concept reflects the vision for the Belmont Business Park.

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2.4 COMMUNITY CONSULTATION

Two Vision and Design workshops were held with members of the community in November 2017 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 facing the City.

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

A complete copy of the Outcome Summary Report is included in **Appendix 1**.

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



Vision and Design Workshop at the City of Belmont Administration Centre

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3. SOCIO-ECONOMIC ANALYSIS

To understand the existing community profile along the Great Eastern Highway Corridor, a review and comparison of the Australian Bureau of Statistics (ABS) and .id forecast has been undertaken. This analysis has generally been undertaken at a Local Government Area level and where available, a State Suburb level within the City of Belmont based on the 2011 and 2016-time series and community profiles. Comparisons have then been drawn to the Greater Perth statistical area for context.

The State Suburbs (suburbs) are an ABS approximation of localities gazetted by the Geographical Place Name authority. At this point in time using suburbs to compare data was considered appropriate due to the availability of the census data, as well as the location of suburbs along the study boundary which best represents the study area Boundary. Additionally, ABS data exists for the same suburbs from the 2016 as well as the 2011 Census, allowing comparisons to be undertaken with ease.

Statistical Area Level 2 (SA2) areas have not been analysed due to lack of existing information which has been released from the ABS, as well as the relatively large SA2 areas within Belmont, making it harder to extract specific information relative to the study area boundary.

The topics included in the socio-economic analysis include:

- Population Estimates and Forecasts
- Age Profile
- Ethnicity
- Languages Spoken at Home
- Qualifications
- Household Types
- Household Size
- Need for Assistance
- Housing Stock
    - Distribution of Housing Stock by Suburb
    - Dwelling Size
    - Distribution of Dwelling Size by Suburb
    - Tenure
    - Housing Payments
- Economy and Employment
    - Place of Employment
    - Employment Status
    - Mode of Travel to Work
    - Employment Industry
    - Occupation
    - Household Income

The analysis is summarised and the implications on the Urban Corridor Strategy is outlined at the end of **Section 3.**

The suburbs which have been analysed are Belmont, Ascot, Redcliffe and Rivervale (**Figure 6**).

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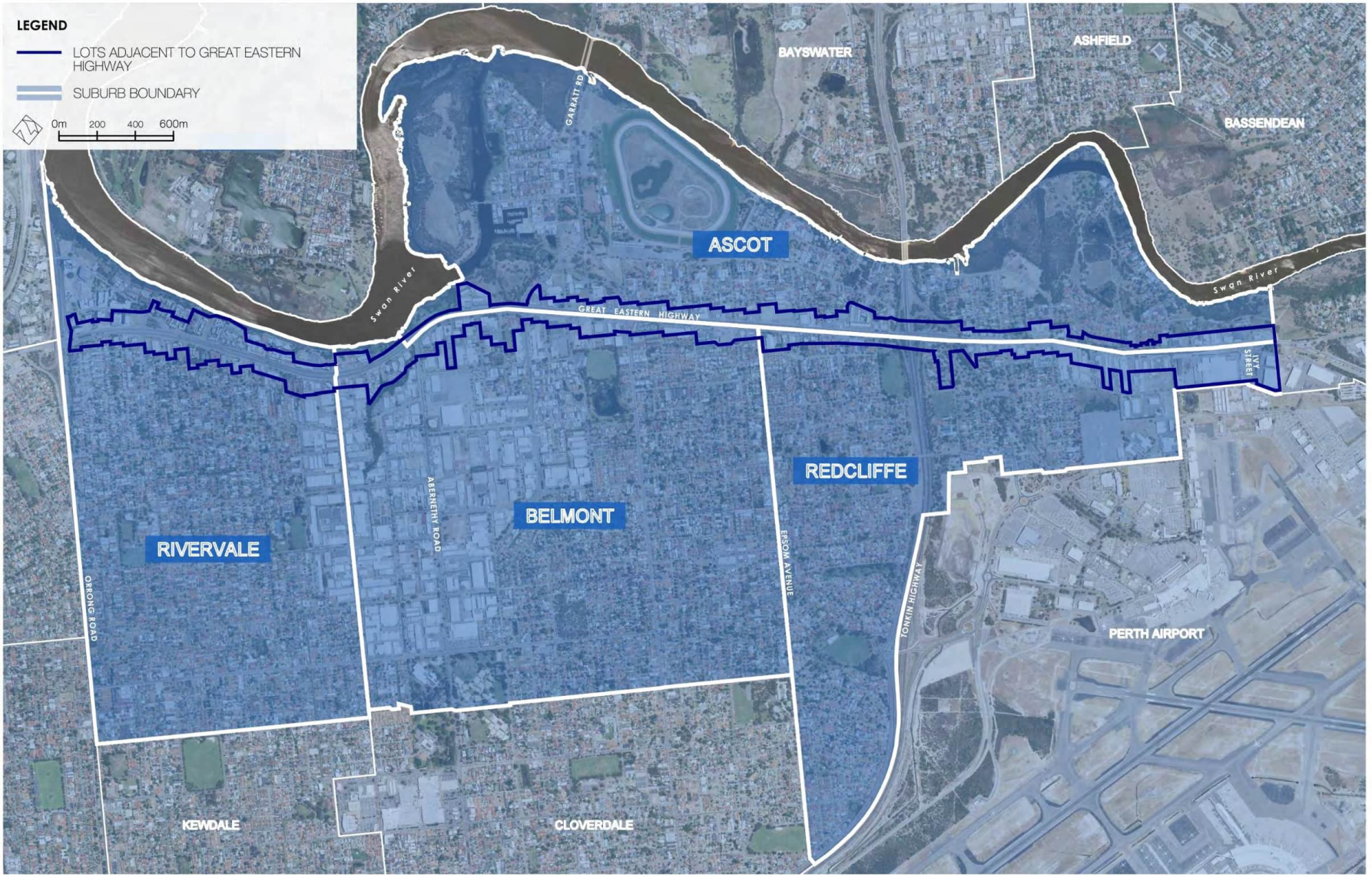


Figure 6 Suburbs within the Study Area

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3.1 POPULATION ESTIMATES AND FORECASTS

It is estimated that 41,743 people live in the City of Belmont (ABS ERP 2016). The populations of each of the suburbs identified are:

- Belmont: 6,785 people
- Ascot: 2,572 people
- Rivervale: 10,366 people
- Redcliffe: 4,969 people

Estimations from .id forecast show an increase of 10,183 persons from 2006 to 2016 in the City of Belmont. Rates of growth were relatively steady (albeit a slight dip in 2010) reaching a peak in 2012, then noticeably slowing in 2013 to 2016 (**Figure 7**).
Population growth has generally slowed over last census period with an increase of 4,385 (11.73%) residents between 2011 and 2016, averaging an annual population change of 2.3% per year over that period (**Figure 7** and **Figure 8**).

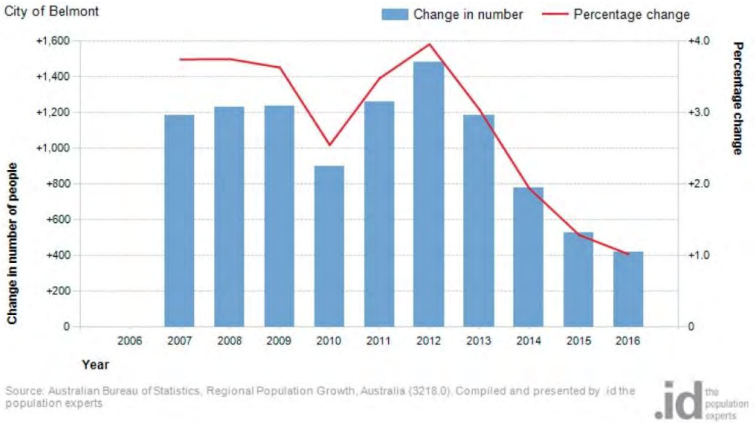


Figure 7 Annual Change in Estimated Resident Population (ERP) (Source: id Forecast)

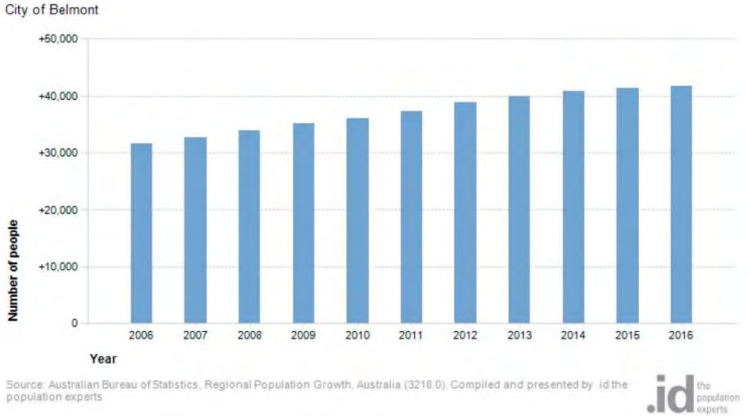


Figure 8 Estimated Resident Population 2006-2016 (ERP) (Source: .id Forecast)

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The State Governments Official Population Report No.10 (Western Australia Tomorrow, 2015) forecasts a population of between 44,280 and 52,040 within the City of Belmont by the year 2026, dependant on five different possible growth scenarios. It is generally accepted practice to use Band C for future forecast purposes, giving an anticipated population of 48,060 by 2026 (**Table 1**).

Table 1 City of Belmont Population Forecasts (Source: WA Tomorrow 2015)

Year	Band				
	A	B	C	D	E
2011	37360	37360	**37360**	37360	37360
2016	39630	40690	**41650**	42410	43850
2021	41920	43550	**44880**	46010	48080
2026	44280	46380	**48060**	49530	52040

In all instances, predicted annual growth rates for the City of Belmont are lower than the forecast for Greater Perth and lower than the rate of growth achieved on average annually between 2011-2016. It is reasonable to assume that an increased rate of growth would be dependent upon/responsive to proactive strategies (**Table 2**).

The population by suburbs in the Corridor compared to the City of Belmont is illustrated below in **Table 2:**

Table 2 Population by Suburbs (Source: ABS 2006, 2011, 2016)

Location	Population (2016)	2011 to 2016 % change	Population (2011)	2006 to 2011 % change	Population (2006)
City of Belmont LGA	**41,743**	**11.73%**	**37,358**	**23.2%**	**30,331**
Belmont (Suburb)	6,785	8.3 %	6,263	23.3%	5,079
Ascot (Suburb)	2,572	13.4%	2,268	14.1%	1,987
Rivervale (Suburb)	10,366	23.4%	8,402	18.8%	7,070
Redcliffe (Suburb)	4,969	4.4%	4,759	11.2%	4,280

Rivervale and Ascot had the greatest population increases over recent years, with Rivervale's population growth rate larger than the previous census period. This is likely to reflect the recent development of the Springs in Rivervale, which have results in several new apartment buildings, and will deliver over 1,000 new dwellings once complete.

Ascot's population growth since 2011 has also been relatively higher than the City of Belmont's. The development of Golden Gateway in coming years is also expected to result in an increase in the population of Ascot.
The suburb of Belmont had a large growth rate (23.3%) from 2006 to 2011, in line with the growth of the City of Belmont LGA (23.2%), though slowed down from 2011 to 2016 (8.3%), at a slightly slower rate than the City of Belmont LGA growth rate (11.73%) over the same period.

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3.2 AGE PROFILE

The age structure of an area's population is generally indicative of an area's residential role and function and provides key insights into the level of demand for housing, services and facilities.

The City of Belmont has a noticeably lower proportion of 5-19 year olds, a slightly higher proportion of 0-4 year olds and a significantly higher proportion of 20-39 year olds compared with Greater Perth, as evident in **Figure 9** below. The largest age group in the City of Belmont was 25-29 year olds (11.1%). This suggests there are a greater number of young households without children and younger households with babies and pre-schoolers in the area.

There is a relatively high proportion of people aged 75 and older in comparison to Greater Perth, indicating a general aging of the population.

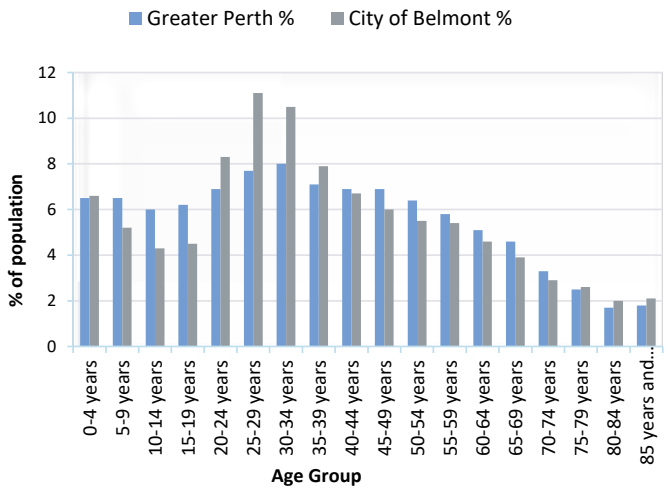


Figure 9 Five year age groups 2016 (Source: ABS Community Profiles 2016)



Land uses along the Corridor should cater to the needs for the high proportion of 20-39 year olds in the City of Belmont

At the suburb level, Rivervale had a higher proportion of 20-24 year olds (10.1%), 25-29 year olds (14.7%) and 30-34 year olds (12.7%) compared to the surrounding suburbs, the City of Belmont and Greater Perth (**Table 3**). This may be a reflection of the availability of affordable housing within Rivervale, accommodating a younger population group.

Redcliffe had the highest proportion of 0-4-year olds (7%) compared to the surrounding suburbs, the City of Belmont and Greater Perth, which may indicate the growing requirements of young families for associated facilities in this suburb.

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Ascot had the largest proportion of residents aged between 50 – 79 years, indicating the presence of a more mature population entering into retirement.

Table 3 Population by five year age groups and suburbs 2016

	Greater Perth %	City of Belmont %	Belmont %	Ascot %	Rivervale %	Redcliffe %
0-4 years	6.5	6.6	6.4	5.6	6.3	7.0
5-9 years	6.5	5.2	4.5	4.0	4.3	6.0
10-14 years	6	4.3	3.9	4.3	3.0	4.9
15-19 years	6.2	4.5	4.2	5.2	3.7	4.6
20-24 years	6.9	8.3	9.2	6.5	10.1	6.9
25-29 years	7.7	11.1	11.7	7.5	14.7	8.2
30-34 years	8	10.5	10.8	6.8	12.7	9.3
35-39 years	7.1	7.9	8.4	6.5	8.3	8.2
40-44 years	6.9	6.7	6.5	6.9	6.3	7.2
45-49 years	6.9	6	5.6	7.9	5.1	6.9
50-54 years	6.4	5.5	5.4	7.5	5.4	5.5
55-59 years	5.8	5.4	4.9	8.5	5.2	5.3
60-64 years	5.1	4.6	5.0	7.1	4.3	4.4
65-69 years	4.6	3.9	4.1	6.8	3.2	3.7
70-74 years	3.3	2.9	2.9	4.2	2.4	3.0
75-79 years	2.5	2.6	2.2	2.7	2.2	2.7
80-84 years	1.7	2	2.0	1.2	1.4	2.6
85 years and over	1.8	2.1	2.4	0.7	1.3	3.6

Analysis of the service age groups of the City of Belmont in 2016 compared to Greater Perth shows that there was a lower proportion of people in the younger age groups (0 to 17 years) as well as a lower proportion of people in the older age groups (60+ years) (**Figure 10**).

The biggest difference between the City of Belmont and Greater Perth were:

- A smaller percentage of 'Secondary schoolers' (4.9% compared to 7.2%)
- A smaller percentage of 'Primary schoolers' (7.0% compared to 9.0%)
- A smaller percentage of 'Older workers & pre-retirees' (10.9% compared to 12.2%)
- A larger percentage of 'Babies and pre-schoolers' (6.6% compared to 6.5%)
- A larger percentage of 'Young workforce' (21.6% compared to 15.8%)
- A larger percentage of 'Elderly' (2.1% compared to 1.8%).
- Residents are of all different age groups within the four suburbs along the Corridor, although the suburbs have different proportions of particular age groups.

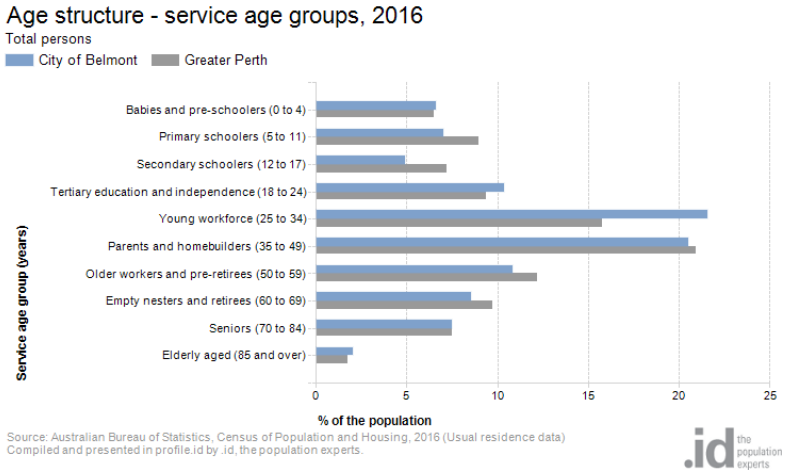


Figure 10 Age Structure - Service Age Groups, 2016 (Source:.id forecast)

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Analysis of the Service Age Groups in the suburbs along the Corridor compared to the City of Belmont showed the biggest differences were:

Belmont (refer **Figure 11**)

- Belmont has a larger percentage of 'Tertiary education & independence' (11.3% compared to 10.4%)
- Belmont has a larger percentage of 'Young workforce' (22.4% compared to 21.6%)

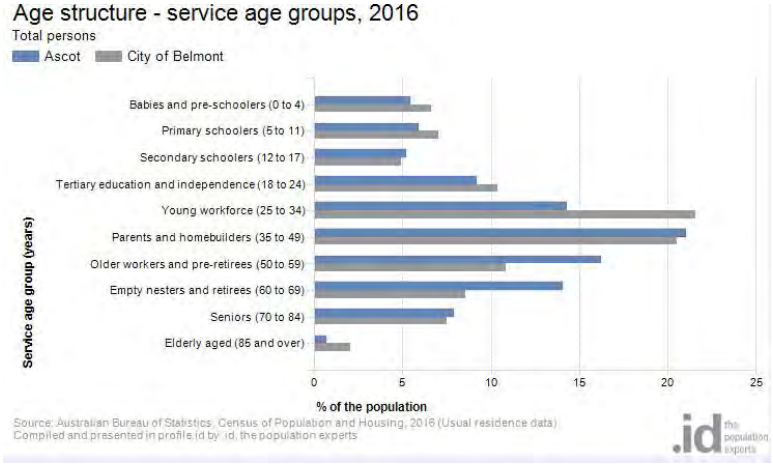


Figure 11 Age Structure - Service Age Groups 2016 Belmont (source: id forecast)

Ascot (refer **Figure 12**)

- Ascot has a larger percentage of 'Empty nesters and retirees' (14.1% compared to 8.5%)
- Ascot has a larger percentage of 'Older workers and pre-retirees' (16.2% compared to 10.9%)
- Ascot has a smaller percentage of 'Young Workforce' (14.3% compared to 21.6%)

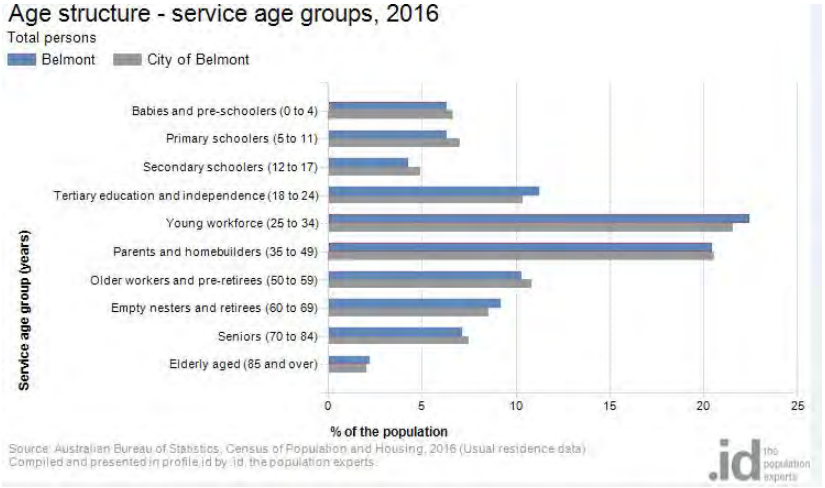


Figure 12 Age Structure - Service Age Groups 2016 Ascot (source: id forecast)

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Redcliffe (refer **Figure 13**)

- Redcliffe has a larger percentage of 'Parents and homebuilders' (22.5% compared to 20.5%)
- Redcliffe has a smaller percentage of 'Young workforce' (17.5% compared to 21.6%)
- Redcliffe has a smaller percentage of 'Tertiary education & independence' (8.7% compared to 10.4%)

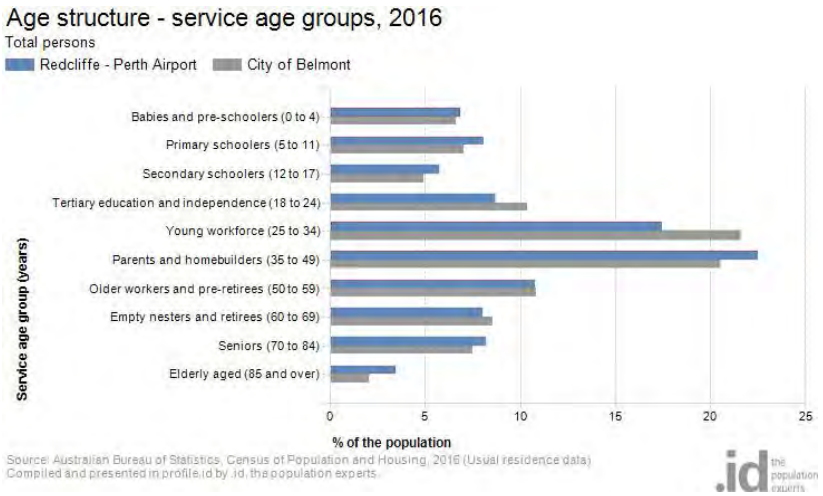


Figure 13 - Age Structure - Service Age Groups 2016 Redcliffe (source: id forecast)

Rivervale (refer **Figure 14**).

- Rivervale has a larger percentage of 'Young workforce' (27.4% compared to 21.6%)
- Rivervale has a larger percentage of 'Tertiary education & independence' (11.9% compared to 10.4%)
- Rivervale has a smaller percentage of 'Seniors' (6.0% compared to 7.5%)
- Rivervale has a smaller percentage of 'Primary schoolers' (5.5% compared to 7.0%)

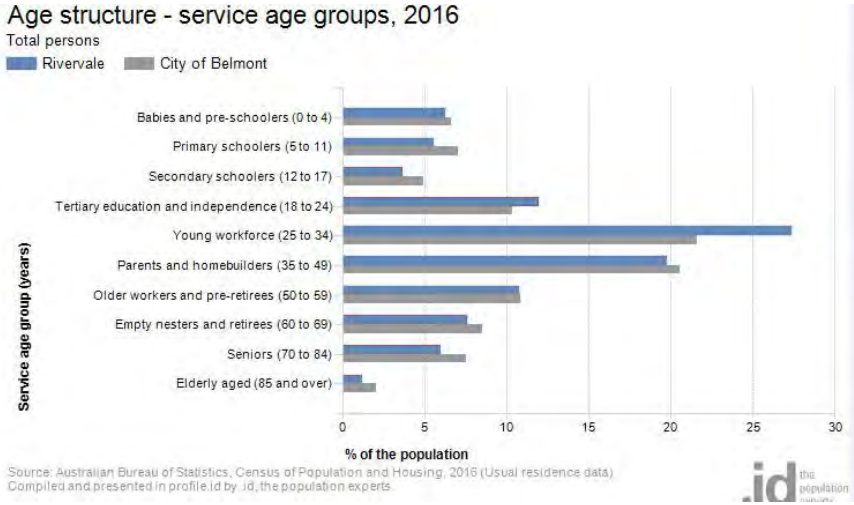


Figure 14 Age Structure - Service Age Groups 2016 Rivervale (source: id forecast)

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Growth was experienced between 2011 and 2016 in all of the service age groups in the City of Belmont, apart from Secondary Schoolers. Trends indicate that the population in the City of Belmont will continue to include comparatively higher numbers of tertiary education and independence group; the young workforce; babies and pre-schoolers; parents and homebuilders; empty nesters and retirees (**Figure 15**).

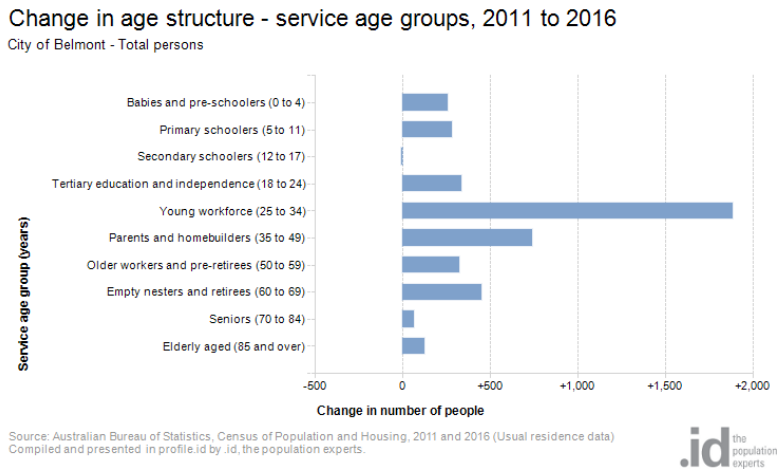


Figure 15 Change in age structure 2011-2016

The largest changes in the age structure in the City of Belmont between 2011 and 2016 were in the age groups:

- Young workforce (25 to 34) (+1,885 people)
- Parents and homebuilders (35 to 49) (+740 people)
- Empty nesters and retirees (60 to 69) (+452 people)
- Tertiary education and independence (18 to 24) (+340 people)

These emerging groups will have a direct impact on forward planning in the Corridor as there will be increased demand for facilities for the younger working force population, as well as the increasing population of parents and young families. This demand will be particularly relevant to hard infrastructure/recreational provisions and training and employment requirements and diversity in the Corridor's housing stock.

3.3 ETHNICITY

Analysis of the country of birth of the population in the City of Belmont in 2016 compared to Greater Perth shows that there was a larger proportion of people born overseas, as well as a larger proportion of people from a non-English speaking background in the City of Belmont (**Figure 16**).

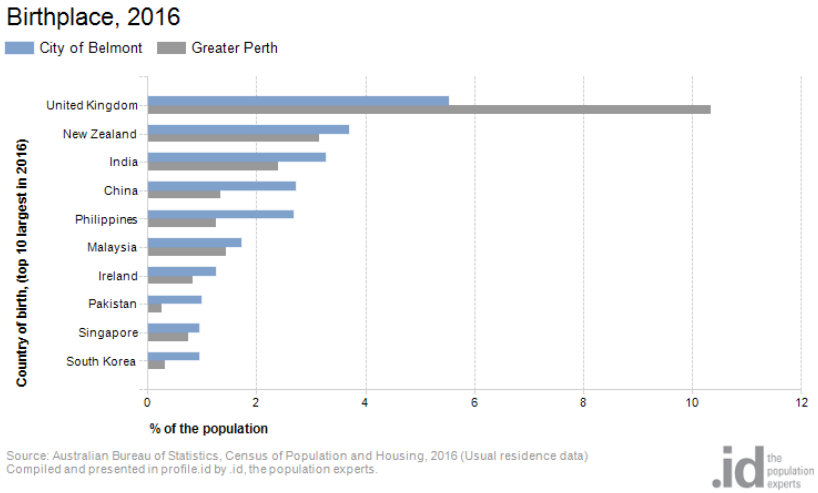


Figure 16 Birthplace 2016 (Source: id. Forecast)

Overall, 40.4% of the population was born overseas, and 28.9% were from a non-English speaking background, compared with 36.1% and 19.3% respectively for Greater Perth.

The largest non-English speaking country of birth in the City of Belmont was India, where 3.3% of the population, or 1,298 people, were born.

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Between 2011 and 2016, the number of people born overseas increased by 2,990 (22.9%), and the number of people from a non-English speaking background increased by 2,822 (32.7%).

The major differences between the countries of birth of the population in the City of Belmont and Greater Perth were:

- A larger percentage of people born in Philippines (2.7% compared to 1.3%)
- A larger percentage of people born in China (2.7% compared to 1.3%)
- A smaller percentage of people born in United Kingdom (5.5% compared to 10.4%)

The largest changes in birthplace countries of the population the City of Belmont between 2011 and 2016 were for those born in (**Figure 17**):

- Philippines (+414 persons)
- China (+398 persons)
- India (+285 persons)
- South Korea (+238 persons)
- United Kingdom (- 196 people)

Analysis of the suburbs along the Corridor showed Rivervale had a greater proportion of residents born overseas (42%) compared to the other suburbs, and Ascot had a smaller population born overseas (33%) compared to the other suburbs, the City of Belmont and the Greater Perth (**Table 4**).

The implications for the provisions of community facilities are that a multicultural society may have very diverse preferences for sport and recreation, may require additional assistance locating activities, may require additional community facilities and may require specific communication in languages other than English.

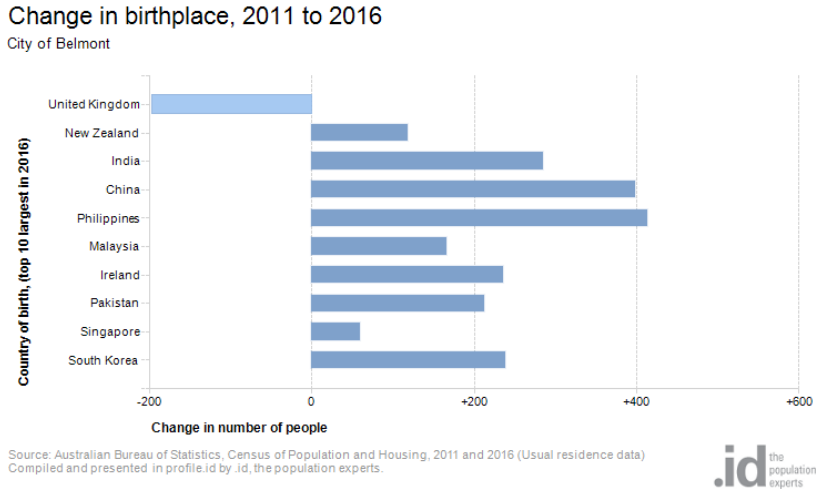


Figure 17 Change in Birthplace, 2011-2016 (Source: id Forecast)

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Table 4 Country of Birth by Suburb (2016) (Source: ABS Community Profiles 2016)

Suburb:	Ascot		Belmont		Redcliffe		Rivervale	
	No.	%	No.	%	No.	%	No.	%
Australia(b)	1,485	57%	3,355	49%	2,683	54%	4,712	45%
Country of Birth Not stated	255	10%	675	10%	519	10%	1,316	13%
England	174	7%	315	5%	211	4%	438	4%
New Zealand	89	3%	289	4%	226	5%	335	3%
Born elsewhere(e)	89	3%	225	3%	229	5%	492	5%
China	52	2%	183	3%	64	1%	385	4%
India	40	2%	238	3%	143	3%	365	4%
South Africa	37	1%	35	1%	40	1%	80	1%
Ireland	36	1%	124	2%	59	1%	131	1%
Vietnam	35	1%	50	1%	35	1%	68	1%
Malaysia	31	1%	96	1%	54	1%	257	2%
Singapore	31	1%	80	1%	44	1%	118	1%
Scotland	28	1%	47	1%	54	1%	59	1%
Italy	22	1%	63	1%	24	0%	73	1%
Sri Lanka	20	1%	37	1%	42	1%	67	1%
Indonesia	16	1%	49	1%	33	1%	78	1%
Netherlands	15	1%	17	0%	16	0%	13	0%
Philippines	13	1%	181	3%	116	2%	198	2%
Germany	13	1%	32	0%	17	0%	50	0%
Korea, Republic of (South)	11	0%	55	1%	13	0%	189	2%
Myanmar	11	0%	41	1%	36	1%	60	1%
United States of America	11	0%	8	0%	11	0%	26	0%
Thailand	9	0%	57	1%	28	1%	58	1%
Canada	7	0%	4	0%	5	0%	12	0%
Republic of Macedonia	7	0%	0	0%	0	0%	8	0%
Hong Kong (SAR of China)(c)	6	0%	55	1%	14	0%	90	1%
Iran	5	0%	23	0%	18	0%	73	1%
Mauritius	4	0%	32	0%	10	0%	52	1%
France	4	0%	16	0%	5	0%	25	0%
Northern Ireland	4	0%	13	0%	11	0%	11	0%
Wales	4	0%	7	0%	11	0%	15	0%
Afghanistan	3	0%	65	1%	19	0%	79	1%
Pakistan	3	0%	58	1%	47	1%	108	1%
Poland	3	0%	31	0%	17	0%	33	0%
Zimbabwe	3	0%	30	0%	18	0%	46	0%
Fiji	3	0%	8	0%	5	0%	8	0%
Malta	3	0%	8	0%	3	0%	0	0%
South Eastern Europe, nfd(d)	3	0%	3	0%	3	0%	11	0%
Taiwan	0	0%	42	1%	9	0%	55	1%
Nepal	0	0%	34	0%	21	0%	25	0%
Iraq	0	0%	24	0%	8	0%	27	0%
Papua New Guinea	0	0%	20	0%	0	0%	7	0%

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Japan	0	0%	14	0%	9	0%	32	0%
Croatia	0	0%	12	0%	7	0%	11	0%
Turkey	0	0%	12	0%	0	0%	10	0%
Egypt	0	0%	11	0%	7	0%	8	0%
Bangladesh	0	0%	10	0%	16	0%	19	0%
Lebanon	0	0%	6	0%	17	0%	3	0%
Chile	0	0%	3	0%	6	0%	4	0%
Greece	0	0%	3	0%	3	0%	14	0%
Bosnia and Herzegovina	0	0%	3	0%	3	0%	13	0%
Cambodia	0	0%	3	0%	0	0%	7	0%
TOTAL BORN OVERSEAS	845	**33%**	2,772	**41%**	1,787	**36%**	4,346	**42%**

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3.4 LANGUAGES SPOKEN AT HOME

Analysis of the language spoken at home by the population of the City of Belmont in 2016 compared to Greater Perth shows that there was a smaller proportion of people who spoke English only, and a larger proportion of those speaking a non-English language (either exclusively, or in addition to English) (**Figure 18**).

Overall, 60.3% of the City of Belmont population spoke English only, and 29.5% spoke a non-English language, compared with 73.5% and 20.1% respectively for Greater Perth.

The dominant language spoken at home, other than English, in the City of Belmont was Mandarin, with 4.2% of the population, or 1,680 people speaking this language at home.

Between 2011 and 2016, the number of people who spoke a language other than English at home increased by 3,304 or 39.4%, and the number of people who spoke English only decreased by 262 or 1.1%.

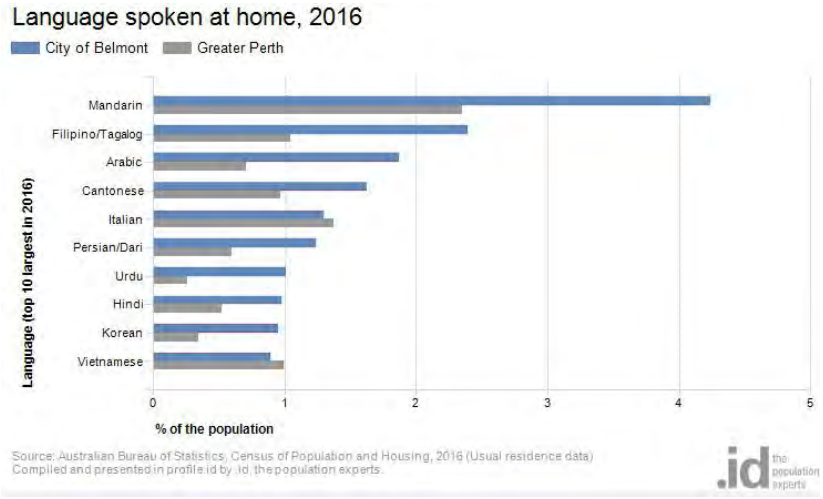


Figure 18 Language Spoken at Home 2016 (source: id forecast)

Analysis of the languages spoken at home of the suburbs along the Corridor compared to the City of Belmont shows Rivervale had a smaller proportion of people who spoke English only, and a larger proportion of those speaking a non-English language. Belmont, Ascot and Redcliffe had a higher proportion of the population who spoke English only at home compared to the City of Belmont.

The dominant language spoken at home, other than English was Mandarin in Rivervale, Belmont and Ascot, and Arabic in Redcliffe.

3.5 QUALIFICATIONS

Analysis of the qualifications of the population in the City of Belmont in 2016 compared to Greater Perth shows that there was a lower proportion of people holding formal qualifications (Bachelor of higher degree; Advanced Diploma; or Vocational qualifications), and a similar proportion of people with no formal qualifications.
Overall, 47.6% of the population aged 15 and over held educational qualifications and 38.3% had no qualifications, compared with 51.7% and 38.1% respectively for Greater Perth.

Analysis of the share of the population attending educational institutions in the City of Belmont in 2016 compared to greater Perth shows that there was a lower proportion attending primary school, a lower proportion attending secondary school and a higher proportion engaged in tertiary level education. Overall, 6.3% of the population were attending primary school, 4.2% were attending secondary school institutions and 7.6% were learning at a tertiary level, compared with 8.4%, 6.5% and 7.1% respectively for Greater Perth.

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3.6 HOUSEHOLD TYPES

The study area's household and family structure is one of the most important demographic indicators which reveals an area's role and function and provides insights into demand for services and facilities. The number of households in the City of Belmont grew by 1,709 (11.7%) between 2011 and 2016 **(Table 5).**

Table 5 Household Types 2011, 2016 (Source: id Forecast)

City of Belmont - Total households (Enumerated)	2016			2011			Change
Households by type	**Number**	**%**	**Greater Perth %**	**Number**	**%**	**Greater Perth %**	**2011 to 2016**
Couples with children	3,627	22.2	32.3	3,330	22.8	31.6	+297
Couples without children	3,828	23.4	25.4	3,488	23.8	25.7	+340
One parent families	1,494	9.1	9.8	1,529	10.4	9.9	-35
Other families	310	1.9	1.3	298	2.0	1.4	+12
Group household	1,060	6.5	3.8	958	6.5	4.0	+102
Lone person	4,353	26.6	21.7	4,091	28.0	22.4	+262
Other not classifiable household	1,453	8.9	4.8	735	5.0	3.9	+718
Visitor only households	217	1.3	1.0	204	1.4	1.1	+13
Total households	**16,342**	**100.0**	**100.0**	**14,633**	**100.0**	**100.0**	**+1,709**

Analysis of household/family types in the City of Belmont compared to Greater Perth shows that there was a lower proportion of couple families with child(ren) as well as a lower proportion of one-parent families. Overall, 22.2% of total families were couple families with child(ren), and 9.1% were one-parent families, compared with 32.3% and 9.8% respectively for Greater Perth (**Figure 19).**

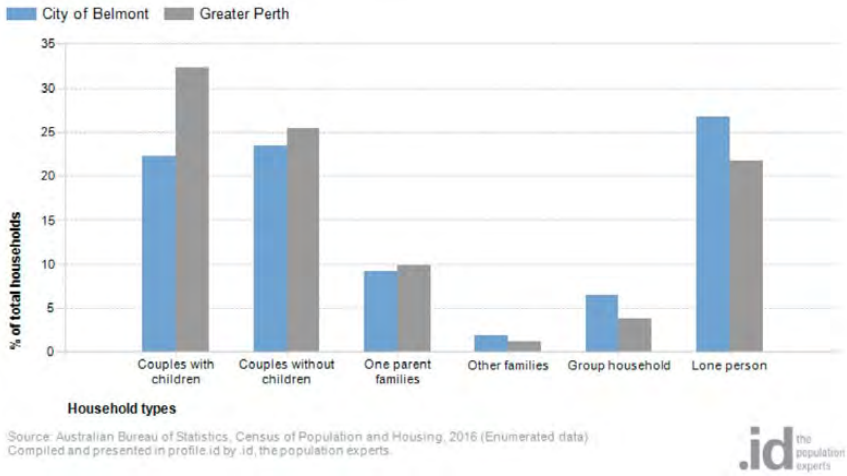


Figure 19 Household Types 2016 (Source: id. Forecast)

There were a higher proportion of lone person households. Overall, the proportion of lone person households was 26.6% compared to 21.7% in Greater Perth. The lone households and couples without children make up 50% of the City of Belmont's households.

The largest changes in /household types in the City of Belmont between 2011 and 2016 were couples without children (+340 households), couples with children (+297 households), lone persons (+262 households) and group households (+102).
The proportion of household types in 2016 is very similar to those in 2011.

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Analysis of the household types across the suburbs along the Corridor (**Table 6**) shows Redcliffe has the highest proportion of couple families with child(ren) (25.2%). Rivervale has the highest proportion of lone persons (29.5%) compared to the other suburbs.

Table 6 Household Types by Suburb, 2016 (Source: id forecast)

Suburbs - Total households (Enumerated)	Belmont	Ascot	Rivervale	Redcliffe	City of Belmont	Greater Perth
Households by type	%	%	%	%	%	%
Couples with children	21.9	22.4	17.4	25.2	22.2	32.3
Couples without children	22.3	30.4	24.5	21.9	23.4	25.4
One parent families	9.6	7.7	6.5	10.2	9.1	9.8
Other families	1.9	0.6	2.1	1.9	1.9	1.3
Group household	7.4	6	7.4	5.5	6.5	3.8
Lone person	27.1	20.9	29.5	26.1	26.6	21.7
Other not classifiable household	8.3	7.5	11.8	7.8	8.9	4.8
Visitor only households	1.5	4.6	0.7	1.4	1.3	1
Total households	**100**	100	100	100	100	100

3.7 HOUSEHOLD SIZE

The size of households in general follows the lifecycle of families, from early marriage through to families with children and then smaller households once the children have left home. However, household size can also be influenced through trends such as multi-generational or extended families or the sharing economy/multiple households under one roof. Household size in Australia has gradually declined since the 1970s but remained stable from 2006-2016. An increasing or stable household size can be an indicator of lack of affordable housing but may also reflect the trend towards larger properties.

The profile of household size in the City of Belmont is generally smaller than Greater Perth, with a higher proportion of one (1) person and two (2) person households, and a lower proportion of three (3), four (4) and five (5) person households compared to Greater Perth (**Figure 20**).

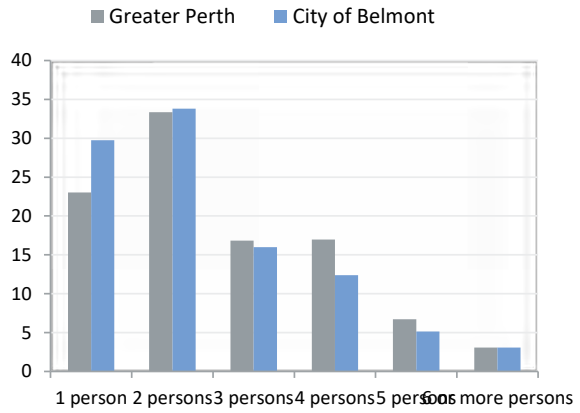


Figure 20 Household Size 2016 (Source: ABS Community Profiles 2016)

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Rivervale had the highest proportion of one (1) person households (34%) out of the suburbs in the City of Belmont, reflecting the large number of apartment buildings in this area. Ascot had a large proportion of two (2) person households (43%) compared to the City of Belmont and the other suburbs (**Table 7**).

The distribution of household sizes across the City of Belmont is similar to that across Greater Perth, with the majority of houses consisting of one (1) to two (2) people.

The largest changes in the number of persons usually resident in a household in the City of Belmont between 2011 and 2016 were:

- Increase in 1 person households (+268 households)
- Increase in 2 persons households (+214 households)
- Increase in 4 persons households (+208 households)
- Increase in 3 persons households (+123 households)

Table 7 Household sizes 2016 (Source: ABS Community Profiles 2016)

	% of total households					
Number of persons usually resident	**Belmont**	**Ascot**	**Rivervale**	**Redcliffe**	**City of Belmont**	**Greater Perth**
1 person	30%	23%	34%	29%	30%	23%
2 persons	32%	43%	36%	33%	34%	33%
3 persons	17%	16%	14%	16%	16%	17%
4 persons	13%	13%	10%	14%	12%	17%
5 persons	5%	4%	4%	6%	5%	7%
6 or more persons	3%	1%	2%	3%	3%	3%

3.8 NEED FOR ASSISTANCE

Analysis of the need for assistance of persons in the City of Belmont compared to Greater Perth shows there was a slightly higher proportion of persons who reported needing assistance with core activities living in the City of Belmont.
Overall, 4.4% of residents in the City of Belmont reported needing assistance with core activities, compared with 3.9% for Greater Perth. The largest proportion of age groups requiring assistance was 75 years and above, which aligns with the City of Belmont's higher proportion of people aged 75 years and above compared with Greater Perth.

3.9 HOUSING STOCK

It is important to understand the makeup of the Corridor's housing stock as an indicator of the Corridor's residential role and function and to determine whether the stock is compatible with future forecasts of population and household growth and dynamics.

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Analysis of the types of dwellings in the City of Belmont in 2016 shows that 64.2% of all dwellings were separate houses; 26.0% were medium density dwellings, and 9.2% were high density dwellings, compared with 74.6%, 19.6%, and 5.1% in Greater Perth respectively **(Figure 21).**

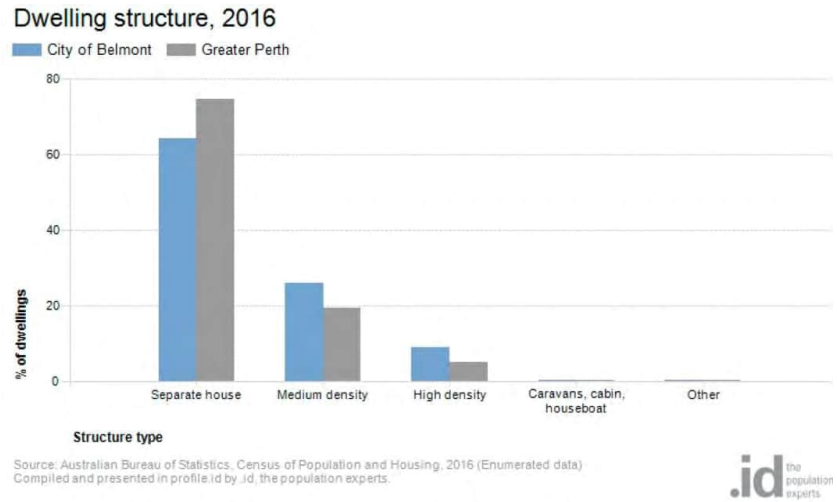


Figure 21 - Dwelling Structure, 2016 (Source: id Forecast)

Since 2011, there been an overall increase in the number of dwellings 2,350 (14.5%) in the City of Belmont. Trends from the 2011 census indicate that the proportion of separate houses has reduced (71.9% to 64.2%), and the proportion of medium and high density housing has increased (22% to 26% and 5.6% to 9.2% respectively) (**Table 8, Figure 22**).

Table 8 - Dwelling Structure (Source: Id Forecast)

City of Belmont – Total Dwellings (Enumerated)	2016			2011			Change
Dwelling type	**Number**	**%**	**Greater Perth %**	**Number**	**%**	**Greater Perth %**	**2011 to 2016**
Separate house	11,827	64.2	74.6	11,560	71.9	76.7	+267
Medium density	4,784	26.0	19.6	3,542	22.0	17.9	+1,242
High density	1,692	9.2	5.1	900	5.6	4.8	+792
Caravans, cabin, houseboat	56	0.3	0.4	51	0.3	0.4	+5
Other	11	0.1	0.1	13	0.1	0.1	-2
Not stated	65	0.4	0.2	19	0.1	0.1	+46
Total Private Dwellings	**18,435**	**100.0**	**100.0**	**16,085**	**100.0**	**100.0**	**+2,350**

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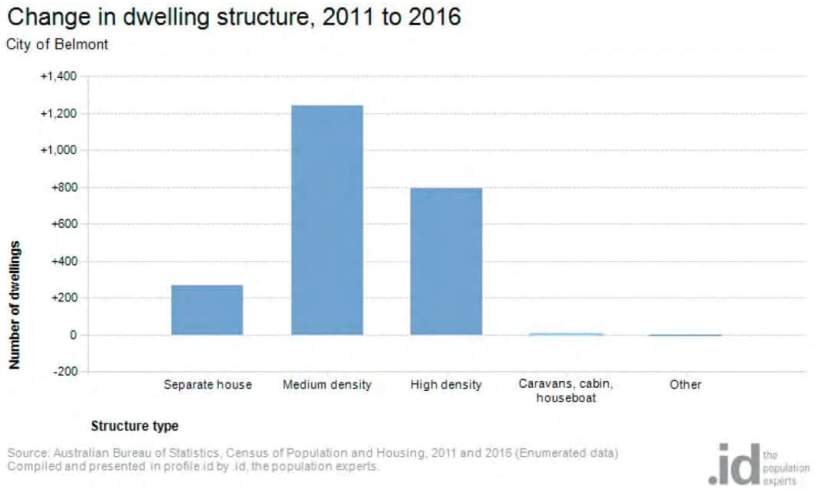


Figure 22 - Change in dwelling structure, 2011 to 2016 (Source: i.d Forecast)

3.9.1 DISTRIBUTION OF HOUSING STOCK BY SUBURB

Over the past decade, there has been steady growth in the number of dwellings in all of the suburbs within the Corridor with a total increase of 17.6% from 2011 to 2016 (**Table 9).** The suburb with the largest increase in number of dwellings was Rivervale, in which there was a 29.6% increase from 2011 to 2016 and 13.4% increase from 2006 to 2011.This is likely to reflect the recent development of the Springs.

The smallest growth was seen in Redcliffe, increasing 5.8% from 2011 to 2016 and 4.2% from 2006 to 2011. This may indicate there is further potential to increase the housing stock in this suburb.

Table 9- Distribution of private dwellings by suburb (Source: ABS Quick Stats 6006, 2011, 2016)

	Number of Private Dwellings (2006)	Number of Private Dwellings (2011)	Number of Private Dwellings (2016)	Percentage Change (2006-2011)	Percentage Change (2011-2016)
Belmont	2525	2859	3176	+13.2%	+11.1%
Ascot	970	1125	1248	+16.0%	+10.9%
Rivervale	3629	4114	5331	+13.4%	+29.6%
Redcliffe	1923	2004	2121	+4.2%	+5.8%
Total	**9047**	**10102**	**11876**	**+11.7%**	**+17.6%**

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3.9.2 DWELLING SIZE

Dwelling size within the City of Belmont, in terms of number of bedrooms are generally smaller than those in Greater Perth. The City of Belmont has a higher proportion of zero (0), one (1), two (2) and three (3) bedroom houses, and a smaller proportion of four (4), five (5) and six (6) bedrooms or more houses compared to Greater Perth (**Figure 23**). In the City of Belmont, houses with three (3) bedrooms make up the largest proportion of houses (47.2%), compared to Greater Perth where the largest proportion is four (4) bedroom houses (39%).

This dwelling profile provides an insight into the role the Corridor plays in the housing market. For example, dwellings with one and two bedrooms are likely to attract students, single workers and young couples. Accommodation with two (2) and three (3) bedrooms may attract more families and 'empty nesters'.
The major difference between the number of bedrooms per dwelling in the City of Belmont and Greater Perth were:

- A larger proportion of 0 or 1-bedroom dwellings (5.8% in City of Belmont compared to 3.5% in Greater Perth)
- A larger proportion of 2 bedroom-dwellings (15.7% in City of Belmont compared to 11.7% in Greater Perth)
- A larger proportion of 3 bedroom-dwellings (42.7% in City of Belmont compared to 35.2% in Greater Perth)
- A smaller proportion of 4 bedroom-dwellings (20.9% in City of Belmont compared to 37% in Greater Perth)
- A smaller proportion of 5 or more bedroom-dwellings (2.6% compared to 5.9%).

The largest changes in the number of bedrooms per dwelling in the City of Belmont between 2006 and 2011 were:

- An increase in 4 bedroom-dwellings (+465 dwellings)
- An increase in 0 or 1 bedroom-dwellings (+286 dwellings)
- An increase in 2 bedroom-dwellings (+245 dwellings)
- A decrease in 3 bedroom-dwellings (-266 dwellings)

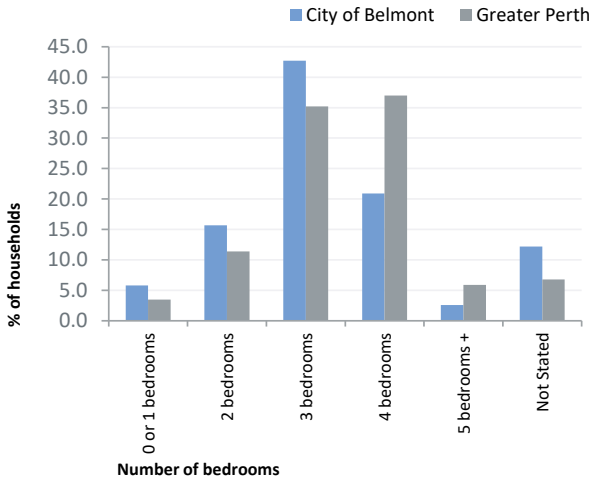


Figure 23 - Dwelling sizes 2016 (Source: id Forecast)

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3.9.3 DISTRIBUTION OF DWELLING SIZE BY SUBURB

Analysis of the distribution of dwelling sizes by suburb indicates that Rivervale has the highest proportion of zero (0) or one (1) bedrooms dwellings (13.8%) and two (2) bedroom dwellings (26.2%) out of the suburbs identified and has a larger proportion than the City of Belmont (6.2% and 17.3%) which is reflective of the existing apartment buildings in Rivervale **(Table 10).**

Ascot has the highest proportion of four (4) bedroom dwellings (37.4%) compared to the City of Belmont (23.1%) and the surrounding suburbs identified.
The largest change in the number of bedrooms per dwellings between 2011 and 2016 in each suburb was:

Belmont:

- Increase in 4 bedroom dwellings (+112 dwellings)

Ascot:

- Increase in 4 bedroom dwellings (+70 dwellings)

Rivervale:

- Increase in 2 bedroom dwellings (+241 dwellings);
- Increase in 0 or 1 bedroom dwellings (+239 dwellings);
- Increase in 4 bedroom dwellings (+135 dwellings); and
- Decrease in 3 bedroom dwellings (-55 dwellings)

Redcliffe:

- There were minimal differences in Redcliffe between 2011 and 2016.



The Springs contributes to Rivervale's high proportion of 1 and 2-bedroom dwellings

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Table 10 - Distribution of Dwelling Size by Suburb (Source: ABS Community Profiles 2016)

Suburb	2016			
Belmont	No.	%	City of Belmont %	Greater Perth %
0 or 1 bedrooms	96	3.8	6.2	3.5
2 bedrooms	408	16.2	17.3	12.2
3 bedrooms	1313	52.0	47.2	37.0
4 bedrooms	540	21.4	23.1	39.0
5 bedrooms	74	2.9	2.5	5.3
6 + bedrooms	15	0.6	0.4	0.9
Not Stated	74	2.9	3.3	2.0
Total Households	2524	100.0	100.0	100.0
Ascot				
0 or 1 bedrooms	39	4.0	6.2	3.5
2 bedrooms	111	11.5	17.3	12.2
3 bedrooms	397	41.1	47.2	37.0
4 bedrooms	362	37.4	23.1	39.0
5 bedrooms	40	4.1	2.5	5.3
6 + bedrooms	4	0.4	0.4	0.9
Not Stated	13	1.3	3.3	2.0
Total Households	967	100.0	100.0	100.0
Rivervale				
0 or 1 bedrooms	564	13.8	6.2	3.5
2 bedrooms	1069	26.2	17.3	12.2
3 bedrooms	1608	39.4	47.2	37.0
4 bedrooms	619	15.2	23.1	39.0
5 bedrooms	68	1.7	2.5	5.3
6 + bedrooms	5	0.1	0.4	0.9
Not Stated	137	3.4	3.3	2.0
Total Households	4080	100.0	100.0	100.0
Redcliffe				
0 or 1 bedrooms	96	5.5	6.2	3.5
2 bedrooms	231	13.4	17.3	12.2
3 bedrooms	742	42.9	47.2	37.0
4 bedrooms	577	33.4	23.1	39.0
5 bedrooms	34	2.0	2.5	5.3
6 + bedrooms	3	0.2	0.4	0.9
Not Stated	47	2.7	3.3	2.0
Total Households	1730	100.0	100.0	100.0

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3.9.4 TENURE

Analysis of the housing tenure of the population of the City of Belmont in 2016 compared to Greater Perth shows that there was a smaller proportion of households who owned their dwelling; a smaller proportion purchasing their dwelling; and a larger proportion of rentals (**Figure 24** and **Figure 25**).

In 2016, the majority of dwellings in the City of Belmont were being rented (41%) which is significantly higher than the proportion of rented dwellings in Greater Perth (27%).
At the suburb level, Rivervale had a significantly higher proportion of rented dwellings (52%) compared to the City of Belmont and Greater Perth (**Figure 26**). Ascot was the only suburb along the Corridor which had a higher proportion of dwellings owned outright (33%) compared to Greater Perth (28%). Ascot also had the smallest proportion of dwellings that were rented (28%), and Rivervale had the highest proportion of dwellings that were rented (52%) (**Figure 27, Figure 28** and **Figure 29**).

The City of Belmont has a higher proportion of state housing compared to Greater Perth. Out of the occupied dwellings in the City of Belmont, 7% are being rented from the State Housing Authority, compared with 2.7% in Greater Perth. Out of the total dwellings which were being rented in the City of Belmont, 18% were being rented from the State Housing Authority compared with 11% in Greater Perth.

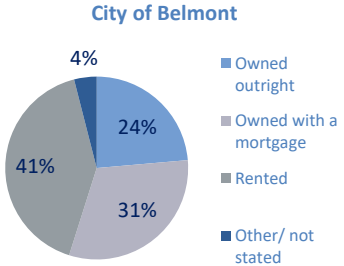


Figure 24 City of Belmont Tenure

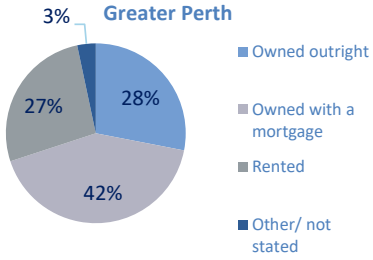


Figure 25 Greater Perth Tenure

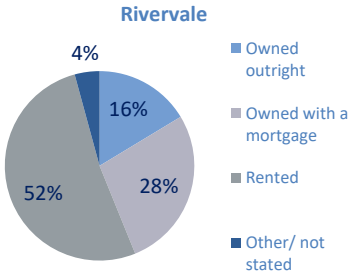


Figure 26 Rivervale Tenure

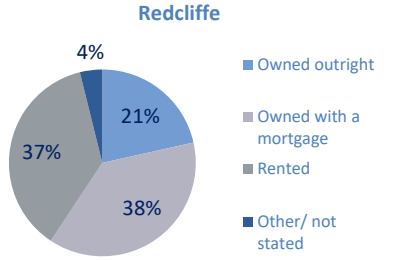


Figure 27 Redcliffe Tenure

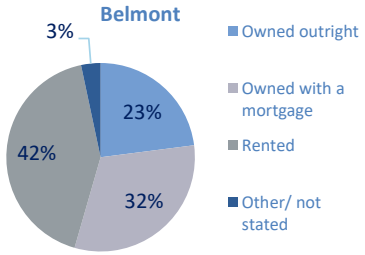


Figure 28 Belmont Tenure

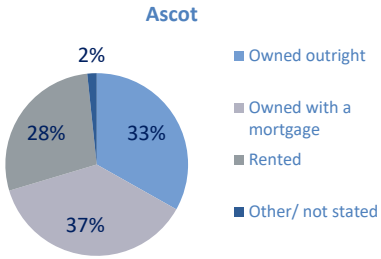


Figure 29 Ascot Tenure

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3.9.5 HOUSING PAYMENTS

Analysis of the monthly housing loan repayments within the City of Belmont in 2016 shows that there was a smaller proportion of households paying high mortgage repayments ($2,600 and over per month) and a larger proportion of households paying low mortgage repayments (less than $1,200 a month). Overall, 23.9% of households were paying high mortgage repayments, and 20.4% were paying low repayments, compared with 27.5% and 18.9% respectively in Greater Perth.

Analysis of the weekly housing rental payments of households in the City of Belmont compared to Greater Perth shows that there was a smaller proportion of households paying high rental payments ($450 per week or more), and a larger proportion of households with low rental payments (less than $250 per week). Overall, 19.9% of households were paying high rental payments, and 23.3% were paying low payments, compared with 24.0% and 19.1% respectively in Greater Perth.

3.10 ECONOMY AND EMPLOYMENT

3.10.1 PLACE OF EMPLOYMENT

In 2016, some 44,400 people worked in the City of Belmont. Approximately 4,200 (9.5%) of the workforce resides in Belmont (**Table 11**). A large proportion of the workforce travelling to the City of Belmont from the adjacent Local Government Areas of Swan (8.2%) and Victoria Park (2.5%). The remainder of the workforce travel into Belmont from further Local Government Areas, with the highest proportion travelling from Gosnells (7.4%), Stirling (7.2%), Wanneroo (5.8%) and Kalamunda (5.2%).

Table 11 Residential location of local works (Source: id Forecast)

City of Belmont	2016	
Location	**Number**	**%**
Live and work in the area	4,227	9.5
Work in the area, but live outside	40,195	90.5
Total workers in the area	**44,422**	**100.0**

Of the City of Belmont residents who work, approximately 4,200 (22.8%) work in the City of Belmont, whilst 72.8% travel outside the City of Belmont to work (**Table 12**). The Local Government Areas workers are travelling to include Perth (16.9%), Canning (7.7%), Victoria Park (7.4%), Stirling (5.2%) and Swan (4.9%).

Table 12 Employment location of resident workers (Source: id Forecast)

City of Belmont	2016	
Location	**Number**	**%**
Live and work in the area	4,227	22.8
Live in the area, but work outside	13,474	72.8
No fixed place of work	804	4.3
Total employed residents in the area	**18,505**	**100.0**

This indicates there is a larger proportion of workers travelling into the City to work, compared to residents travelling out of the City to work.

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3.10.2 EMPLOYMENT STATUS

Employment status is linked to a number of factors including Age Structure, which influences the number of people in the workforce; the economic base and employment opportunities available in the area; and the education and skill base of the population. The table Employment Status (**Table 13**) illustrates the City's employment profile.

At the time of the 2016 census, the employment rate within the City of Belmont was high with 91.2% of the labour force employed, with 8.8% unemployed and looking for full time or part time work. This compares to 91.9% and 8.1% for Greater Perth respectively.

Table 13 Employment status (Source: id Forecast)

City of Belmont - Persons (Usual residence)	2016			2011			Change
Employment status	**Number**	**%**	**Greater Perth %**	**Number**	**%**	**Greater Perth %**	**2011 to 2016**
Employed	18,591	91.2	91.9	17,315	94.8	95.2	+1,276
Employed full-time	12,089	59.3	56.4	11,717	64.2	60.2	+372
Employed part-time	6,166	30.3	33.9	5,225	28.6	33.1	+941
Hours worked not stated	336	1.6	1.5	373	2.0	1.9	-37
Unemployed (Unemployment rate)	1,792	8.8	8.1	947	5.2	4.8	+845
Looking for full-time work	1,150	5.6	4.8	593	3.2	2.7	+557
Looking for part-time work	642	3.1	3.3	354	1.9	2.0	+288
Total labour force	**20,383**	**100.0**	**100.0**	**18,262**	**100.0**	**100.0**	**+2,121**

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3.11 MODE OF TRAVEL TO WORK

The method of travel to work for residents in the City of Belmont is overwhelmingly dominated by the car (as a driver), with a proportion greater than Greater Perth (64.5% compared to 64.1%). **Table 14** demonstrates that a higher proportion of Belmont residents travelled by bus to work, (8.4% compared to 4.1%) and by bicycle (1.1% compared to 1.0%) compared to Greater Perth, though a smaller proportion walked (1.8% compared to 2.1%) or caught the train (2.9% compared to 3.2%). In addition, a smaller proportion of Belmont residents worked at home compared to Greater Perth (2.5% compared to 3.9%).

Method of travel to work has not changed greatly since 2011, however, there was an increase in the proportion of residents driving to work and an increase in the proportion of those catching the bus.

The low proportion of residents travelling by bicycle or walking to work is reflective of the poor cycle and pedestrian environment which exists along the Corridor and improving the cycle and pedestrian environment along and surrounding the Corridor will provide the opportunity for residents to either walk or cycle to work.

Table 14 Method of travel to work 2016, 2011 (Source: id Forecast)

City of Belmont - Employed persons (Usual residence)	2016			2011			Change
Main method of travel	**Number**	**%**	**Greater Perth %**	**Number**	**%**	**Greater Perth %**	**2011 to 2016**
Train	543	2.9	6.1	560	3.2	6.5	-17
Bus	1,559	8.4	4.1	1,413	8.2	4.0	+146
Tram or Ferry	3	0.0	0.0	11	0.1	0.0	-8
Taxi	81	0.4	0.2	64	0.4	0.2	+17
Car - as driver	11,992	64.5	64.1	10,542	60.9	61.5	+1,450
Car - as passenger	992	5.3	4.6	1,029	5.9	5.4	-37
Truck	100	0.5	0.7	147	0.8	0.9	-47
Motorbike	107	0.6	0.5	104	0.6	0.6	+3
Bicycle	207	1.1	1.0	287	1.7	1.1	-80
Walked only	335	1.8	2.1	399	2.3	2.3	-64
Other	389	2.1	1.9	368	2.1	1.8	+21
Worked at home	460	2.5	3.9	394	2.3	3.4	+66
Did not go to work	1,619	8.7	9.9	1,772	10.2	11.0	-153
Not stated	207	1.1	1.0	232	1.3	1.3	-25
Total employed persons aged 15+	**18,594**	**100.0**	**100.0**	**17,322**	**100.0**	**100.0**	**+1,272**

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3.12 EMPLOYMENT INDUSTRY

In 2016, the industry sectors of Health Care and Social Assistance (10.7%), Construction (9.7%) and Retail Trade (8.6%) dominated employment within the City of Belmont as highlighted in **Figure 30** below).

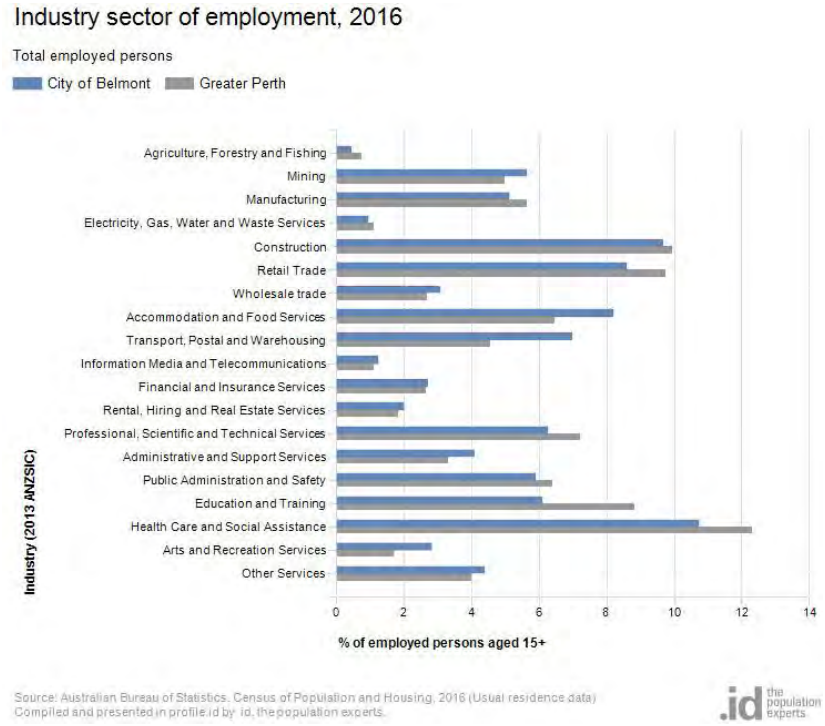


Figure 30 Industry Sector of Employment, 2016 (Source: id Forecast)

From the previous census in 2011, most growth was experienced in Health Care and Social Assistance services, Construction and Accommodation and Food Services sectors with some decline being experienced in the Manufacturing, Wholesale trade and Professional, Scientific and Technical Services sectors (refer **Figure 31** below).

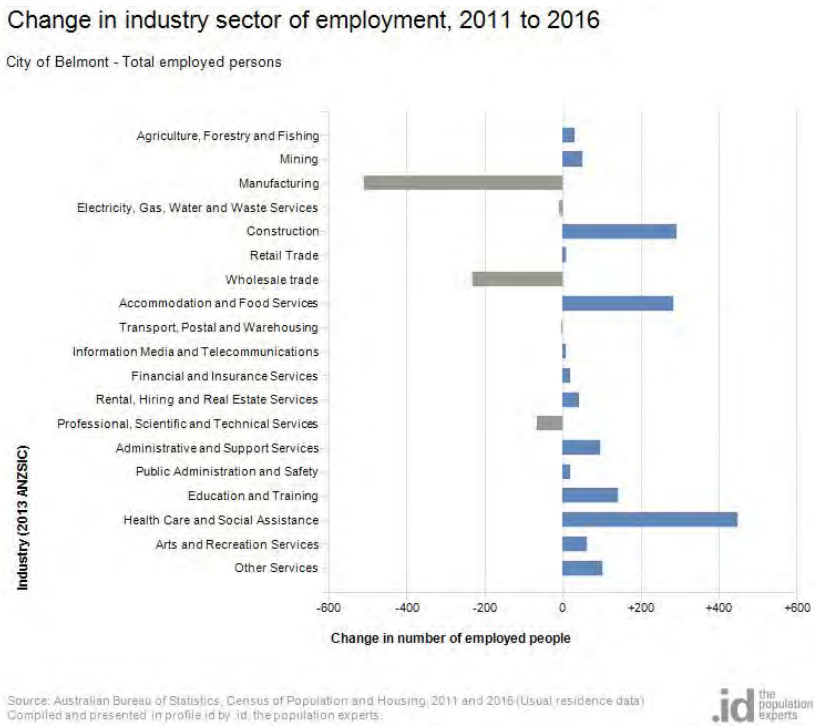


Figure 31 Change in industry sector of employment, 2011 to 2016 (Source: id Forecast)

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3.13 OCCUPATION

Professionals (19%), Technicians and Trade Workers (17%) and Clerical and Administrative Workers (14%) accounted for the bulk of the workforce occupations in 2016. The proportions of Machinery Operators and Drivers and Labourers compared to Greater Perth are significantly higher; (8.3% and 10.5% compared to 6.5% and 9.0% in Greater Perth).

A smaller proportion of persons are employed as Professionals and Managers (19% and 9.8% compared to 22.2% and 11.5% in Greater Perth), as can be seen in **Figure 32** below.

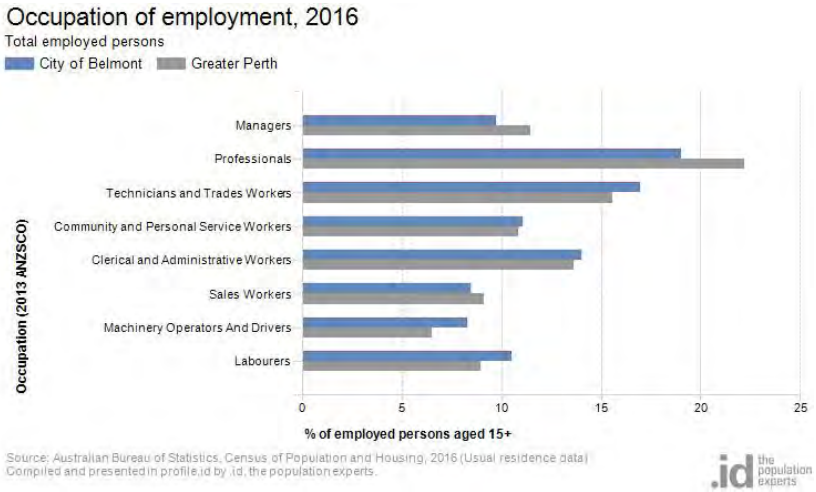


Figure 32 Occupation of Employment, 2016 (Source: id Forecast)

Over the period 2016 – 2011 shows that the greatest change in occupation of employment was growth in Community and Personal Service Works, Professionals and Labourers, and a decline in Clerical and Administrative Workers and Machinery Operators and Drivers, as shown in **Figure 33** below**.**

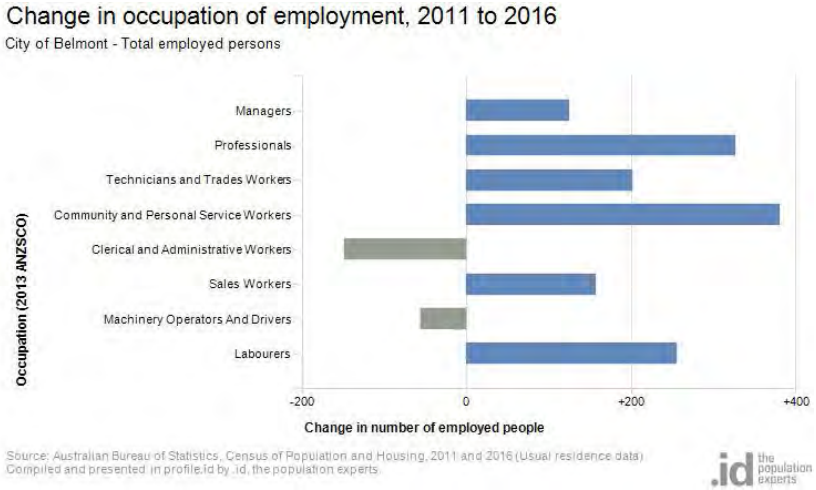


Figure 33 Change in Occupation of Employment 2011 to 2016

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3.14 HOUSEHOLD INCOME

Analysis of household income levels across the City of Belmont shows that there were a greater proportion of households in the lowest income quartile, and a lesser proportion of households in the highest income quartile compared to Greater Perth (**Figure 34).** The City of Belmont has 27.9% of households earning in the lowest income group compared to 23.9% in Greater Perth. 20.4% of households the City of Belmont earned in the highest group, compared to 26.2% of households earning in the highest group in Greater Perth.

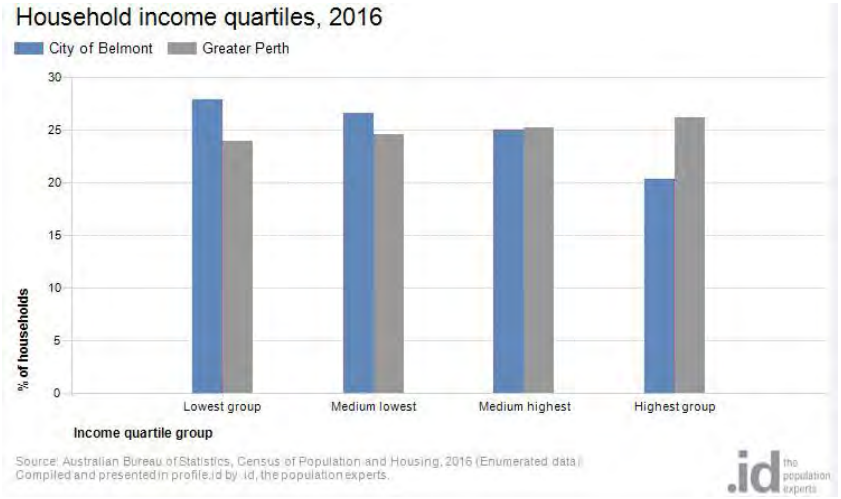


Figure 34 Household income quartiles, 2016 (Source: id Forecast)

Analysis of household income levels across the suburbs along the Corridor shows Redcliffe has the highest proportion of households in the lowest income group (28.3%), which is a larger proportion compared to the City of Belmont and Greater Perth. Ascot has the largest proportion of households in the highest income group (28.9%) which is a higher proportion than the City of Belmont and Greater Perth (**Table 15**).

The most significant change in the City of Belmont between 2011 and 2016 was the medium lowest quartile which showed an increase of 507 households (**Figure 35**).

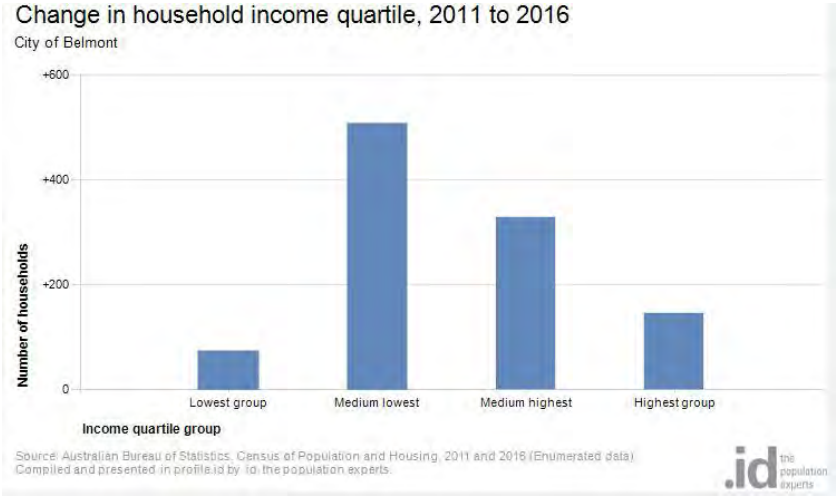


Figure 35 Change in household income quartile, 2011-2016 (source: id Forecast)

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Analysis of the household income of the suburbs along the Corridor show:

- Ascot had a higher proportion of high income households (26.9%) and a lower proportion of low income households (12.2%) compared to the City of Belmont.
- Belmont had a similar proportion of high income households (19.4%) and a lower proportion of low income households (18.1%) compared to the City of Belmont.
- Redcliffe had a smaller proportion of high income households (18.1%) and a higher proportion of low income households (19.3%) compared to the City of Belmont
- Rivervale had a higher proportion of high income households (20.1%) and higher proportion of low income households (19.6%) compared to the City of Belmont.

The household income quartiles are depicted in **Table 15.**

Table 15 Household income quartiles 2016 (Source: id Forecast)

	% of households					
Quartile Group	Belmont	Ascot	Redcliffe	Rivervale	City of Belmont	Greater Perth
Lowest group	27.9%	21.4%	28.3%	27.7%	27.9%	23.9%
Medium lowest	25.3%	24.4%	26.6%	26.1%	26.7%	24.6%
Medium highest	26.1%	25.2%	26.6%	25.3%	25.1%	25.2%
Highest group	20.3%	28.9%	18.6%	20.3%	20.4%	26.2%

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3.15 SUMMARY AND IMPLICATIONS

A summary of the key statistics outlined in this section is included below in Figure 36.

		City of Belmont	Greater Perth	Western Australia	Australia
AGE	median age	34	36	36	38
INCOME	median weekly household income	$1,431	$1,643	$1,595	$1,438
CHILDREN	couples with children	22%	32%	31%	30%
	older couples without children	6.2%	9%	9%	10%
DWELLING TYPES	medium and high density housing	35%	25%	21%	27%
COST OF HOUSING	households with a mortgage	28%	40%	36%	33%
	median weekly rent	$350	$360	$347	$335
	households renting	37%	27%	28%	31%
ETHNICITY	non-english speaking households	29%	20%	17%	20%
SCHOOL / EDUCATION	university attendance	5%	5%	4%	5%
	bachelor or higher degree	21%	23%	20%	22%
	vocational	18%	19%	20%	19%

Figure 36 Summary of Statistics

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Without more area specific analysis being undertaken the following impactions are noted:

Additional housing and infrastructure provision required for growing population and expected future population growth

The City's population increased approximately 18% over the 2006 to 2011 period and 11.7% in the period 2011 to 2016. This follows a period of population stagnation over the 1990's. The City's population is expected to increase by approximately a further 15% to 48,060 people by 2026 from 2015 levels (WAPC Band C forecast).

Growing proportions of young professionals, parents and homebuilders, empty nesters and retirees and elderly population

- There is a high proportion of the young workforce population within the suburbs along the Corridor.
- Trend of the increasing number of couples with children and couples without children is likely to evolve to a higher proportion of families with children over the next 10 years.
- The existing high proportions of babies and pre-schoolers is likely to result in a growth in primary schoolers and secondary schoolers over the next 10 years.
- Relatively higher proportion of people ages 75 and older in comparison to Greater Perth.

Demand for a diverse housing stock

- The growing, diverse population will require increased housing diversity options along the Corridor, including:
    - Smaller households for the high proportion of lone residents.
    - Medium-larger size households for the growing population of parents, and couples with children.
    - Aged housing and retirement housing and services for the large proportion of elderly and nearing retirement population.
    - Need to consider the robustness of housing stock so as to accommodate changing household structure and tenures, as the family cycle evolves.

Need to consider affordable housing options

- Need to consider affordable housing options to accommodate large proportion of young professionals, in addition to the higher proportion of lower income households in the City of Belmont. Indicators of the demand for affordable housing include:
    - High proportion of young professionals in the City of Belmont.
    - Lower household incomes compared to the Greater Perth.
    - Significantly higher proportion of the community renting in the City of Belmont.
    - Lower rental repayments and lower mortgage repayments compared to the City of Belmont.
    - The City of Belmont has a larger proportion of smaller houses, with a large proportion of 1, 2 and 3 bedroom dwellings compared to Greater Perth.
- Affordable housing options should be considered in appropriate locations along the Corridor, which are easily accessible to public transport, and are in proximity to areas of amenity. Pedestrian and cyclist connections to surrounding areas of amenity should be enhanced so residents can easily access shops, cafes and open space, reducing car dependency.

Community facilities required to accommodate the greater mix of ethnicities along the Corridor

- The City of Belmont has a larger proportion of non-English speaking households, people born overseas and people from non-English speaking backgrounds, indicating the need to provide for a range of community facilities to cater for the community members' needs, which will allow different people to meet and interact, gain support and create a sense of belonging. Such uses may include a range of sporting clubs, community halls, family support centres, health services and a range of meeting spaces.

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Need to increase opportunities for City of Belmont residents to work within the City of Belmont

- A large proportion of City of Belmont residents travel outside the City of Belmont to work, as well as a large number of the Greater Perth population travelling into the City of Belmont. This increases the demand on infrastructure such as roads and public transport.
- Providing opportunities for jobs within the City of Belmont will improve the opportunities for residents to live, work and play within the City, allowing people to travel shorter distances to work, whilst activating Belmont's local economy.
- Need to accommodate the growing industries of Health Care and Social Assistance, Accommodation and Food Services and Construction, whilst recognising the decline in Manufacturing and Wholesale Trade being experienced in the City of Belmont.

Improvements to pedestrian, cyclists and public transport facilities required

- The method to travel to work for residents in the City of Belmont is overwhelmingly donated by car, with few residents cycling and walking to work. Improved pedestrian and cyclist networks and amenity will encourage residents to cycle or walk to work.
- The City has a relatively high proportion of residents who travel to work by bus, though with improved facilities such as sheltered bus stops, accessible bus stops, and convenient bus routes, supported by a robust pedestrian path network, will contribute to greater usage of busses, utilising the Corridors access to the Priority Rapid Public Transport Route.
- The City has a relatively low proportion of residents who travel to work by train so it is essential the Corridor has safe and convenient connections to the future Redcliffe Train Station.

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4. PHYSICAL SITE DESCRIPTION

4.1 LAND USE AND LOT CHARACTERISTICS

4.1.1 LAND USE

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 as depicted in (**Figure 37, 38 and 39**). It is noted that Figure 38 is sequential to Figure 37, and the location of the images on Figure 39 are identified on Figure 37 and 38.

Some existing land uses are inconsistent with the zoning in LPS 15; particularly in areas zoned Mixed Business, Mixed Use, with several non-conforming uses which have been approved under old planning legislation. Examples included service stations, motor vehicle hire, vehicle sales and industry located within in the Mixed Use zone.

The majority of the non-residential land uses are located in the vicinity of the Belmont Mixed Business 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 Great Eastern Highway the majority of existing residential development abutting the Corridor have had noise walls constructed between as 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.

There are also a number of public open space areas along both sides of and abutting the Corridor. There are more areas located to the northern side as the Swan River meanders along in parallel and particularly in the places in close proximity to the Corridor i.e. mid-section.

A small number of sites also appear to be vacant along the Corridor.

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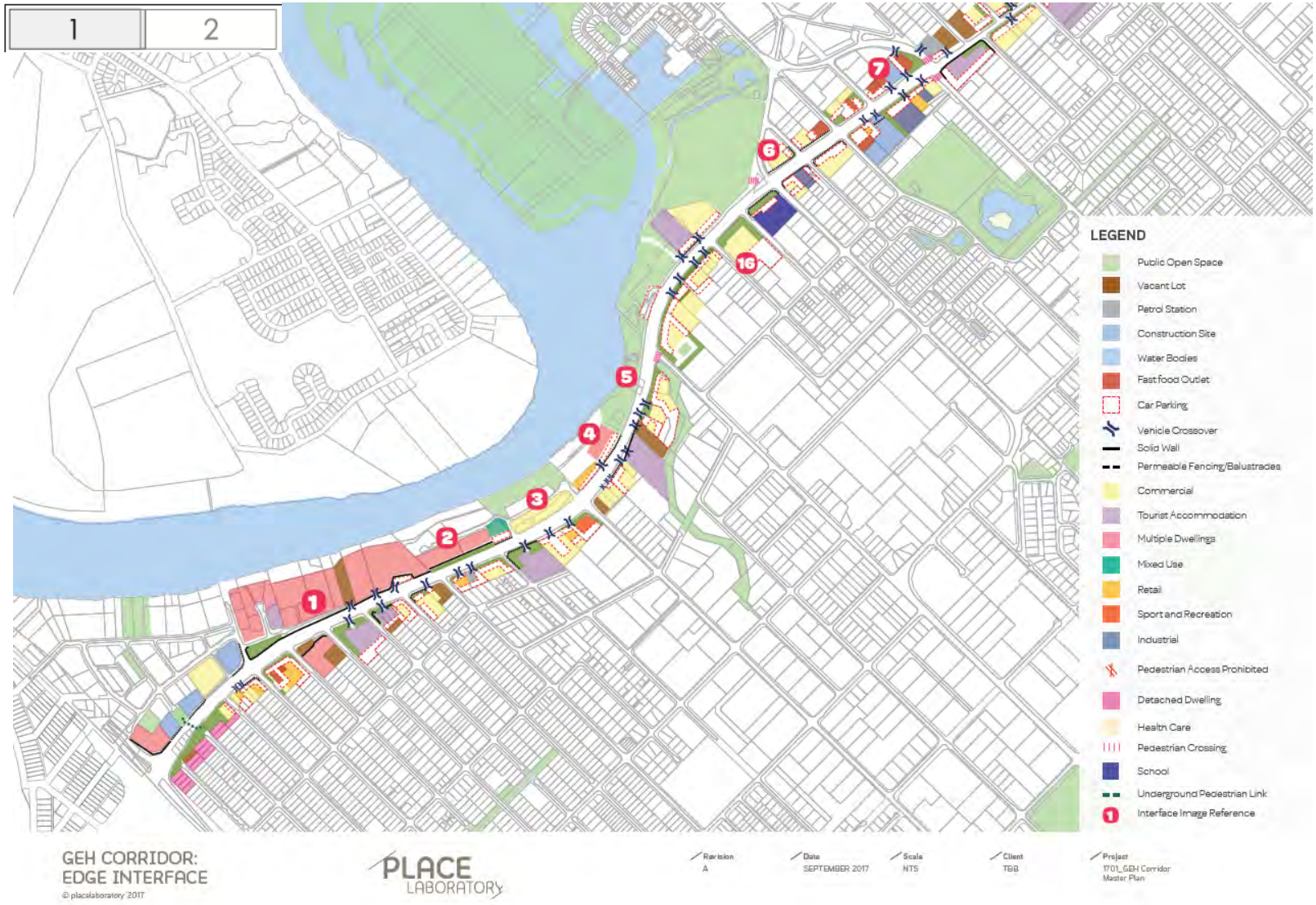


Figure 37 Great Eastern Highway Corridor Edge Interface 1

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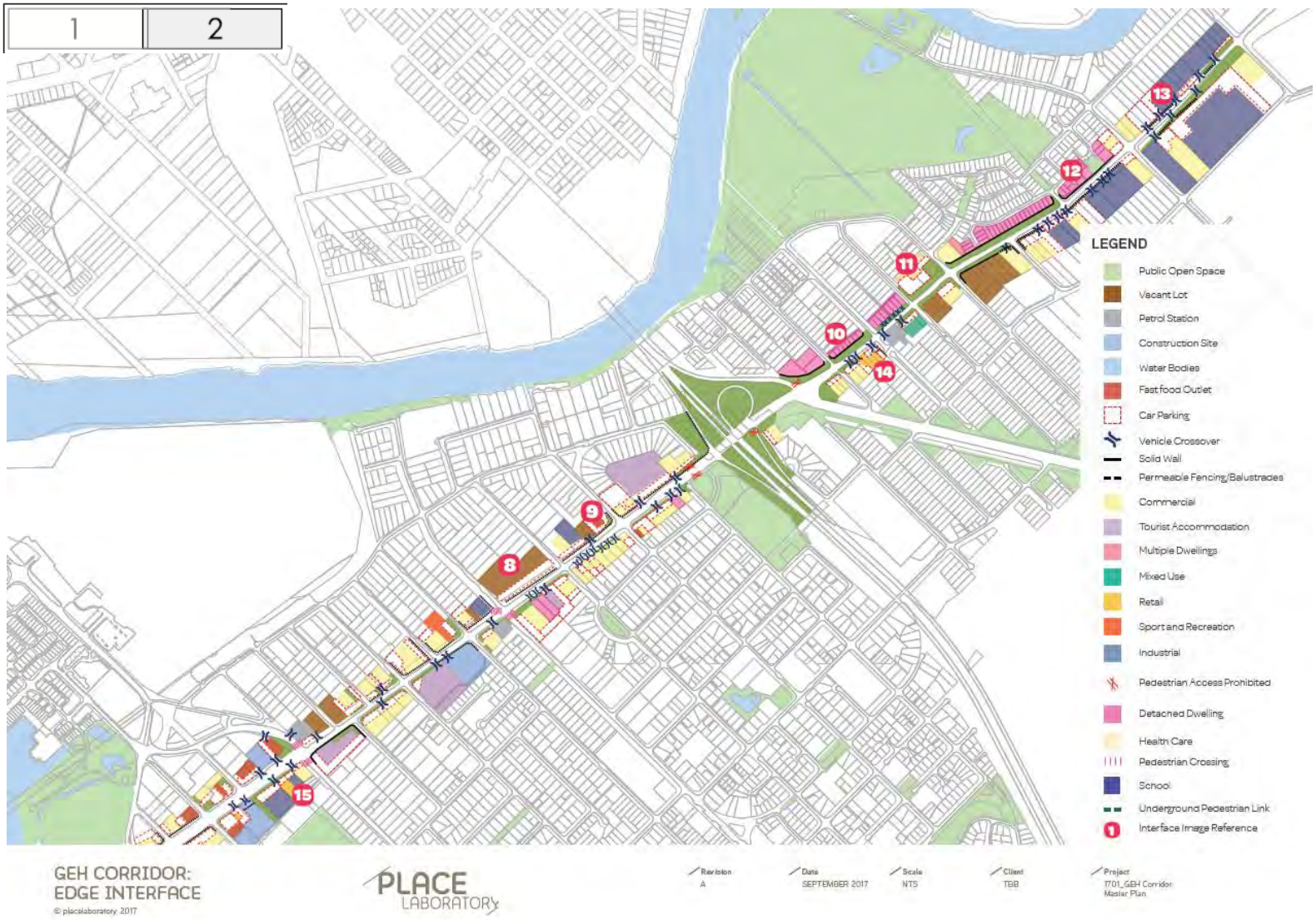


Figure 38 Great Eastern Highway Corridor Edge Interface 2

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GEH CORRIDOR:
INTERFACE IMAGES

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PLACE LABORATORY

Revision	Date	Scale	Client	Project
A	SEPTEMBER 2017	NTS	TBB	1701_GEH Corridor Master Plan

Figure 39 Great Eastern Highway Corridor Interface Images

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4.1.2 LOT SIZES

Figure 40 - Lot Sizes Plan identifies the spatial distribution of lot sizes and includes a statistical breakdown of different lot sizes within the study area. The study area has been broken into two segments in Figure 40 for legibility purposes. There are 266 lots included within the study area, and a total lot area of 75.32 hectares. The average lot size is 2831m², with the majority of lots being between 1001m² - 3000m² (37.9%).

4.1.3 LAND OWNERSHIP

The majority of the lots along the are privately owned freehold lots. There are multiple strata lots, predominantly located on the northern edge of the Corridor between the Graham Farmer Freeway and Belgravia Street. There are also various government freehold lots along the Corridor (refer **Figure 41 – Land Ownership Plan).** The study area has been broken into two segments in Figure 41 for legibility purposes.

4.1.4 HERITAGE

European

A review of the Heritage Council's Heritage inherit database identified the following site within the study area which is included on the State Heritage Register:

- Tampina – 517 Great Eastern Highway, Redcliffe (Place number 03123). The site is single-storey brick and iron residence constructed in 1906 in the Federation Queen Anne style, and has cultural significance for the following reasons:
    - the construction of the place was as a direct result of the growth and development of the horse racing industry in Perth and in Belmont in particular in the 1890s and early 1900s;
    - the place displays aesthetic qualities characteristic of the Federation period and exhibits some fine decorative design detailing, particularly the joinery, tuck-pointing and richly varied roof form;
    - the place has associations with the horse racing industry and prominent racing identity, J. F. G. Robinson;
    - the place has associations with the RAAF during World War Two, including fighter pilot and war hero, 'Bluey' Truscott;
    - the place was used as a hostel for mentally and physically disabled children; and,
    - the place contributes to the local community's sense of place as one of the few large residences remaining from the turn of the century development of the Redcliffe/Belmont area.

Aboriginal Heritage

A review of the Department of Planning, Lands and Heritage Inquiry System identified the following sites within the subject site registered under the *Aboriginal Heritage Act 1972*;

- Site ID: 3753, Site Name: 'Perth', Type: Historical, Mythological, Hunting Place, Named Place, Natural Feature
- Site ID: 17061, Site Name: 'Old Campsite 1', Type: Camp

The following registered sites are located adjacent to the subject site:

- Site ID: 16694, Site Name: 'Redcliffe Wetland', Type: Historical, Mythological, Camp, Meeting Place, Natural Feature, Water Source
- Site ID: 3536, Site Name: 'Swan River', Type: Mythological

City of Belmont Heritage Inventory

A review of the City of Belmont's Heritage Inventory identified the following sites with some level of heritage significance within the study area:

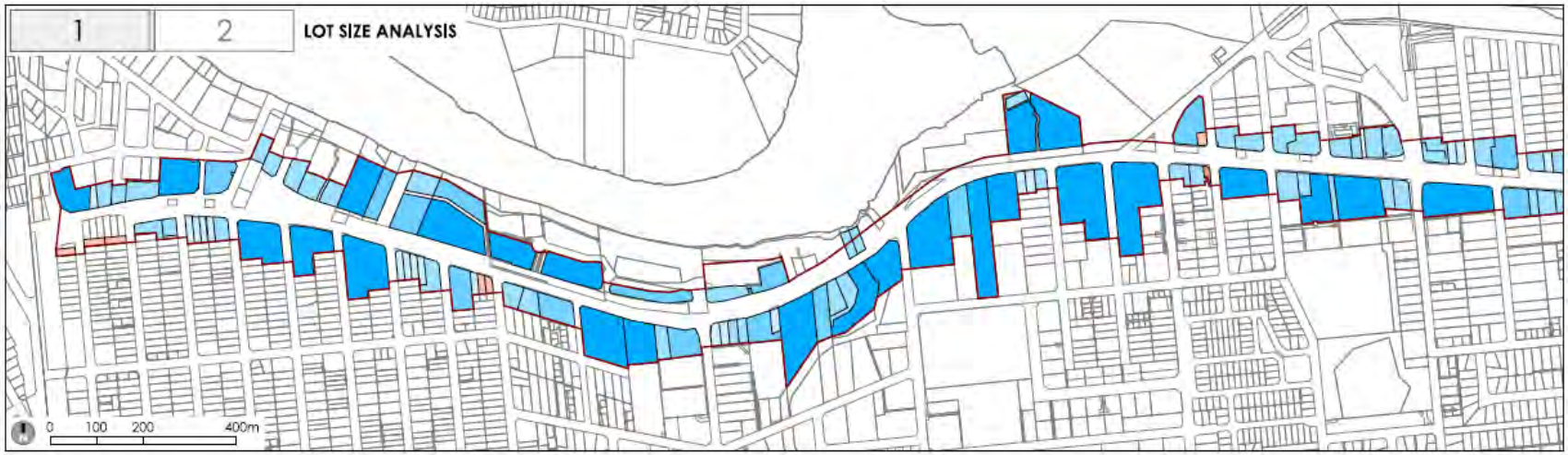
- Old Well and Store – 2 Great Eastern Highway, Belmont (Place number 8658)
- Congregational Church (former) – 13 Great Eastern Highway, Rivervale (Place number 139)
- Riverside Hall (site only) – 33-35 Great Eastern Highway, Rivervale (Place number 8649)
- Wooden paved road remnants – 143 Great Eastern Highway, Rivervale (Place number 24367)
- Hardey Park & Moreton Bay Fig – 78-82 Great Eastern Highway, Belmont (Place number 8641)
- Moreton Bay Fig Tree – 78-82 Great Eastern Highway, Belmont (Place number 23677)

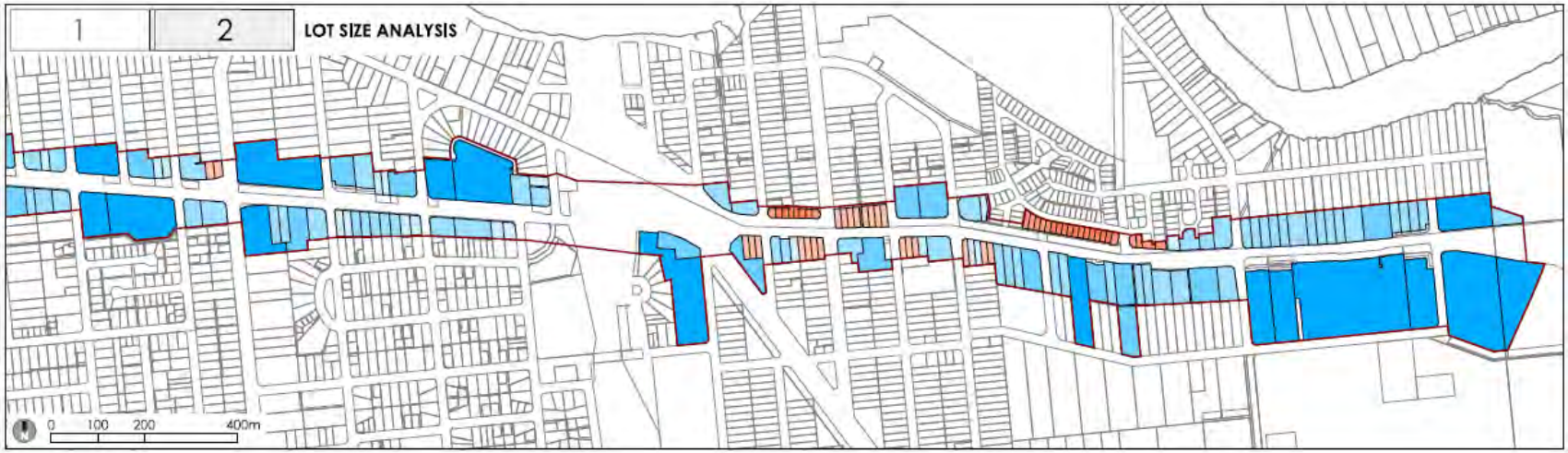
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- Cellars – 88 Great Eastern Highway, Rivervale (Place number 8646)
- Brisbane & Wunderlich Park Buildings – Devils Elbow, Great Eastern Highway, Belmont (Place number 8653)
- Courtland Pottery (site only) – 203-205 Great Eastern Highway, Belmont (Place number 8640)
- Belmont Primary School – 213 Great Eastern Highway, Belmont (Place number 6124)
- Corlett's Bakery (demolished) – 223A Great Eastern Highway, Belmont (Place number 8644)
- Rowlands Stockfeed Depot (demolished) – 214 & 216 Great Eastern Highway, Ascot (Place number 8651)
- Residence – 218-220 Great Eastern Highway (demolished), Ascot (Place number 8650)
- Redcliffe Hall site (former) – 357 Great Eastern Highway, Redcliffe (Place number 16539)
- Invercloy Park – 11A Wedderburn Place, Ascot (Place number 25910)
- Tampina – 517 Great Eastern Highway, Redcliffe (Place number 3123)

Heritage sites have been considered in the Redevelopment Potential Analysis Plan.

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STUDY AREA

LOT YIELD			LOT AREA		
Size	No. Lots	% Total Lots	Average Size	% of Total Area	Area
160m² - 300m²	17	6.39%	291m²	0.66%	4947m²
301m² - 500m²	13	4.89%	360m²	0.62%	4681m²
501m² - 700m²	29	10.90%	626m²	2.41%	18165m²
701m² - 1000m²	35	13.16%	867m²	4.03%	30355m²
1001m² - 3000m²	101	37.97%	1804m²	24.20%	182288m²
3001m² - 5000m²	30	11.28%	3791m²	15.10%	113749m²
5001m²+	41	15.41%	9732m²	52.98%	399051m²
Total Number of Lots	266				

Minimum Lot Size 264m²
Maximum Lot Size 38281m²

Average Lot Size 2831m²
Total Lot Area 753236m²

Figure 40 Study Area Lot Sizes

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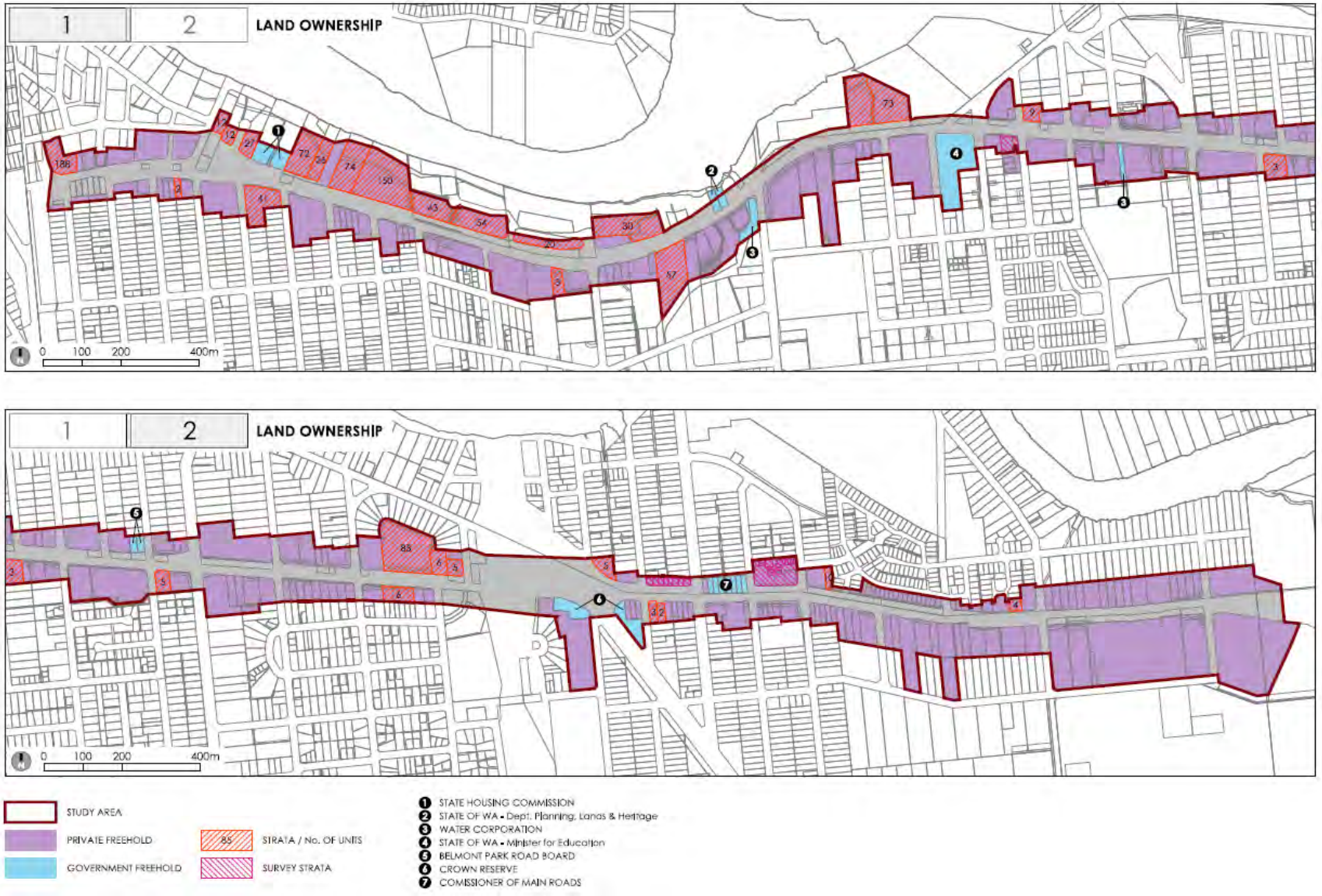


Figure 41 Land Ownership Plan

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4.2 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 2-4, 4-6, 6-8 storeys, up to 14-16 storeys.

- **Residential**

The residential development is predominately multiple and grouped dwellings. Majority of the residential development is separated from Great Eastern Highway 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 14-16 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.

- **Commercial and & Non-Residential**

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 building are tourist accommodation and area far ranging in both age and aesthetics. Several non-residential buildings are set back from Great Eastern Highway, with car parking located in front of buildings.

4.3 PUBLIC REALM

The public realm within the area can be described by the following:

- Lack of pedestrian amenity – pedestrian paths are constructed to varied quality and width. There is a lack of regular safe crossing points, and the paths offer little sense of safety from the high traffic volumes
- There is a general lack of street vegetation and trees resulting in pedestrians and properties having little protection from the sun and busy road
- Poor connectivity of public realm network to surrounding Public Open Space
- The variety of existing built form results in an inconsistent streetscape
- Inconsistent building setbacks result in an inconsistent streetscape with no uniform character.
- Facilities for busses are not consistent the whole way though, with a lack of bus shelters at all bus stops.

4.3.1 STREETSCAPES

The existing streetscape within the area can be described by the following:

- **Physical Condition**
  - Verge clutter, minimal vegetation, lack of street furniture.
  - Some paving has been upgraded and is in good condition, other parts of pavement are older, degraded and in need of repair.
  - There are several different footpath types and widths. Some areas without footpaths.
  - A number of footpaths are not well connected to the greater pedestrian network system.

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- **Character and Sense of Place**
  - Corridor is orientated towards cars and is a hostile environment for pedestrians.
  - No uniform character and lacking a sense of place.
- **Connectivity and Legibility**
  - Lacks connection to the river, with poor connectivity and legibility especially for pedestrians.
  - Minimal way-finding markers along Corridor.
- **Pedestrian Environment and Visual Amenity**
  - Lack of harmonious streetscape and elements.
  - Lack of shelter and shade especially along footpaths/shared paths directly abutting the Corridor for pedestrians.
  - There is a limited amount of crossing points across the Corridor forcing unnecessary lengthy walking distances for pedestrians.
- **Public/Private Interface**
  - Some parking on verge of residential lots and a small number of decked parking structures provided.
  - Generally, the car parking areas are poorly landscaped and are simply bitumised areas only.
- **Infrastructure and Servicing Integration Issues**
  - Featureless road with minimal landscaping within median and/or verges. Lighting is provided generally in the central median with minimal lighting provided on verges and/or along footpaths/shared paths.
  - Underground power is generally provided.
- **Designing Out Crime (CPTED)**
  - High noise amelioration walls in close proximity to Graham Farmer Freeway creating long barricaded sections of verge.
  - Buildings set back from street front with car park interface between.
  - Poor lighting along verges, footpaths/shard paths and in areas of open space particularly, where the Swan River is in close proximity to the Corridor i.e. mid-section.
  - Single residential lots closer to Ivy street generally have untidy verges with overgrown vegetation and no fences.
  - Residential area in Ascot is setback from Great Eastern Highway with noise amelioration walls, with no interface.
- **Management and Maintenance Issues**
  - Minimal public realm landscape to maintain.

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4.4 MOVEMENT NETWORK

4.4.1 GREAT EASTERN HIGHWAY

The Great Eastern Highway ranges from four to six lanes and is classified as a Primary Distributor under the Main Roads WA hierarchy, carrying between 43,000 and 69,200 vehicles per day between the Graham Farmer Freeway and Ivy Street. This is forecast to increase to between 50,700 and 82,900 vehicles per day by 2031.

4.4.2 SURROUNDING STREET NETWORK

The street network surrounding Great Eastern Highway comprises the Graham Farmer Freeway, Tonkin Highway and Brearley Ave which are classified as Primary Distributors, as well as a mix of Distributor A, Distributor B, Local Distributor and Access Roads in the Main Roads WA Road Hierarchy. The use of rear laneways surrounding the site is minimal. The network is generally a traditional grid pattern.

There are signalised intersections along the Highway at the following intersections:

- Graham Farmer Freeway
- Kooyong Road
- Belmont Avenue
- Abernethy Road
- Belgravia Street
- Hardey Road
- Epsom Avenue
- Tonkin Highway
- Brearley Avenue
- Coolgardie Avenue
- Fauntleroy Avenue

Many of the remaining intersections along the Highway consist of left-in, left-out access arrangements.

4.4.3 PEDESTRIANS NETWORK

As part of the 2011 – 2013 upgrade works along the Corridor between Kooyong Road and Tonkin Highway, 3.0 metre footpaths were installed on both sides of the Corridor. The footpaths are located adjacent to the on-road bike lanes with no buffer between the footpath and the on-road bike facility, creating an unpleasant environment for pedestrians.

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

Along the norther 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 northern and southern sides of the Corridor between Tonkin Highway and Ivy Street the footpath is older and narrower – typically 1.5m wide. For the majority of this section of the Corridor there is a planted buffer between the footpath and the road.

There are at-grade pedestrian crossing facilities at traffic signal-controlled intersections, and grade-separated pedestrian underpasses. Some signalised intersections require pedestrians to make three crossings in order to cross from one side of the Highway to the other. Pedestrian connection to the river is minimal in most locations.

4.4.4 BICYCLE NETWORK

Dedicated on-road cycling facilities are located from the Graham Farmer Freeway to the Tonkin Highway. Typically, the cycle lanes are 1.5 metres wide, adjacent to the kerb and the bus lanes.

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Bicycle connection to the Swan River is poor. The cycle path adjacent to the Swan River is disconnected in some locations.

4.4.5 PUBLIC TRANSPORT

The Great Eastern Highway has multiple bus routes that travel along the length of the Corridor or travel along parts of Corridor in the study area, in addition to the Circle Route bus that crosses the Corridor between Resolution Drive to Hardey Road. The bus network provides access to the Perth CBD, the Perth Airport, Belmont Forum, Midland, Maida Vale, Forrestfiled, Kewdale, Walliston and Kalamunda.

The weekday AM Peak period frequencies towards the Perth CBD and the PM peak period frequencies towards Perth Airport are 1 bus every 3 minutes at the western end of the Corridor, 1 bus every 5 minutes along the centre of the Corridor and 1 bus every 6 minutes at the eastern end of the Corridor.

Not all of the bus stops have existing bus shelters.

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5. OPPORTUNITIES AND ISSUES ANALYSIS

5.1 REDEVELOPMENT POTENTIAL

A redevelopment potential analysis has been undertaken based on a subjective assessment of the development potential for land parcels within the subject area and is outlined included below in **Figure 42.**
This analysis applies a redevelopment grade to the site in accordance with the following category description:

- **Very Low:** Primarily heritage sites and/or land uses unlikely to change unless a redevelopment outcome that includes retention of heritage features can be found, or demolition/relocation is considered acceptable. Existing buildings have been constructed relatively recently.
- **Low:** Existing residential strata developments with greater than three landowners and newer commercial buildings unlikely to be redeveloped in the medium term. The potential to redevelop will be dependent on willingness to dissolve strata agreements and / or age adaptability of buildings
- **Moderate:** Smaller green titled residential lots (~1000m^2) with equal or less than three landowners. The potential to redevelop will be dependent on land assembly and/or acceptable built form design.
- **High:** Medium sized commercial and residential lots fronting major roads or in close proximity to centres. The potential to redevelop will be dependent on landowner interest and agreement on built form outcomes.
- **Very High:** Generally larger lots (>2000m^2) (or those adjacent to larger lots) that front major roads or are in close proximity to centres. The potential to redevelop will be dependent on landowner interest and agreement on built form outcomes.

5.1.1 ASSUMPTIONS OF REDEVELOPMENT POTENTIAL

The assumptions which have been made when considering the redevelopment potential and resulting yield analysis include:

- **Age of development:** it is considered that buildings which have been constructed relatively recently and are considered to be of good condition will have a reduced potential to be redeveloped, whereas buildings which are of an older nature and dilapidated condition are more likely to be redeveloped.
- **Level of capital investment:** it is considered that buildings with higher levels of capital investment are less likely to be redeveloped as opposed to buildings with a relatively lower level of capital investment.
- **Strata reform:** proposed strata reforms aim to provide more flexibility to dissolve strata agreements, increasing the potential to redevelop lots with a large number of strata owners.
- **Downturn in business economy:** downturns in the business economy provide a difficult environment to sustain business which in turn is likely to lead to sales and facilitate redevelopment
- **Public-Sector lead projects:** various public-sector lead projects in proximity to the study area such as the Forrestfield Airport Link and Optus Stadium are likely to act as a catalyst for redevelopment in the area on potential sites.

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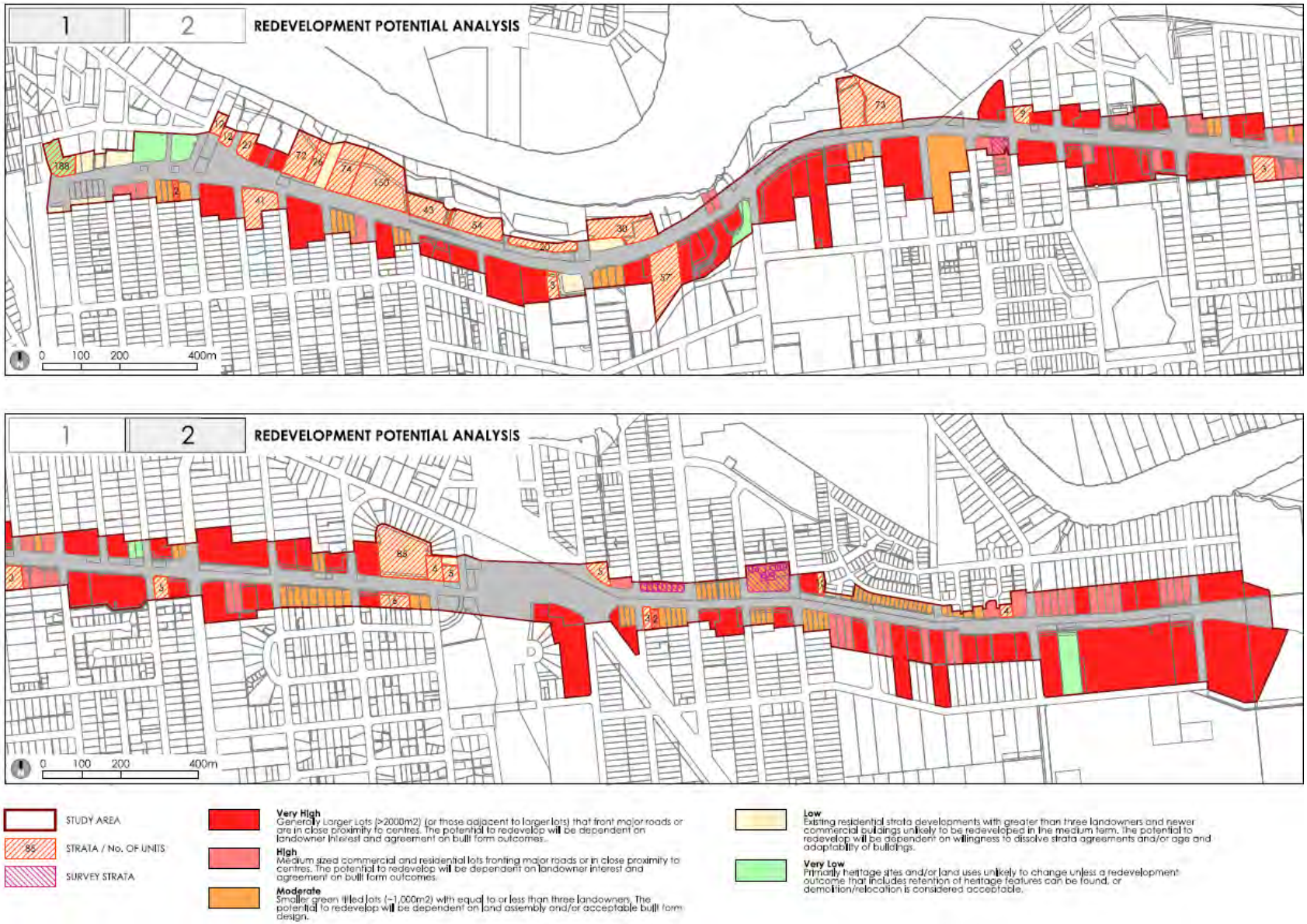


Figure 42 Redevelopment Potential Analysis

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5.2 LAND USE

5.2.1 LAND USE PRINCIPLES

- Enhance and intensify existing centres along the Corridor to ensure they maintain their function in providing goods, services, employment and amenity.
- Acknowledge the highway as a major artery that acts a strategic trade route and gateway linking Perth Airport through to the City Centre

5.2.2 LAND USE OPPORTUNITIES AND ISSUES

An analysis of the land use opportunities and issues has been undertaken and is summarised as follows, with spatial depictions of some of these matters outlined in **Figure 43.**

- There is the opportunity to promote Local Mixed Use nodes which will support an intensity of land uses.
- There is the opportunity to promote Mixed Use Land uses within existing Mixed Use zoned areas.
- There is the opportunity to promote Mixed Use Land uses within existing Mixed Business zoned areas.
- There is the opportunity to increase residential density in certain locations along the Great Eastern Highway and within 400m of existing activity centre nodes to support the activation of the Great Eastern Highway.
- Non-residential land use intensification will be influenced by considerations including land parcel size, fragmented ownership, traffic volume and access limitations.
- There is a need to consider the extent and scale for transition of land use and development intensity from the activity Corridor to low-density residential land uses.
- There is a need to create and enhance activity nodes on both sides of the Corridor.
- Opportunities should be considered to enhance connections between the Corridor and key attractions such as Ascot Racecourse, the Swan River and Garvey Park.
- Consider opportunities to reduce the physical impact of the highway and the barrier it creates.
- Consider the role, function and relationship of land uses along the Corridor with other nearby centres such as the Belmont Business Park, Redcliffe Industrial Area, and Belmont Forum.
- Laneways provide the opportunity to consider alternate land uses, laneway interface and activation of laneways.

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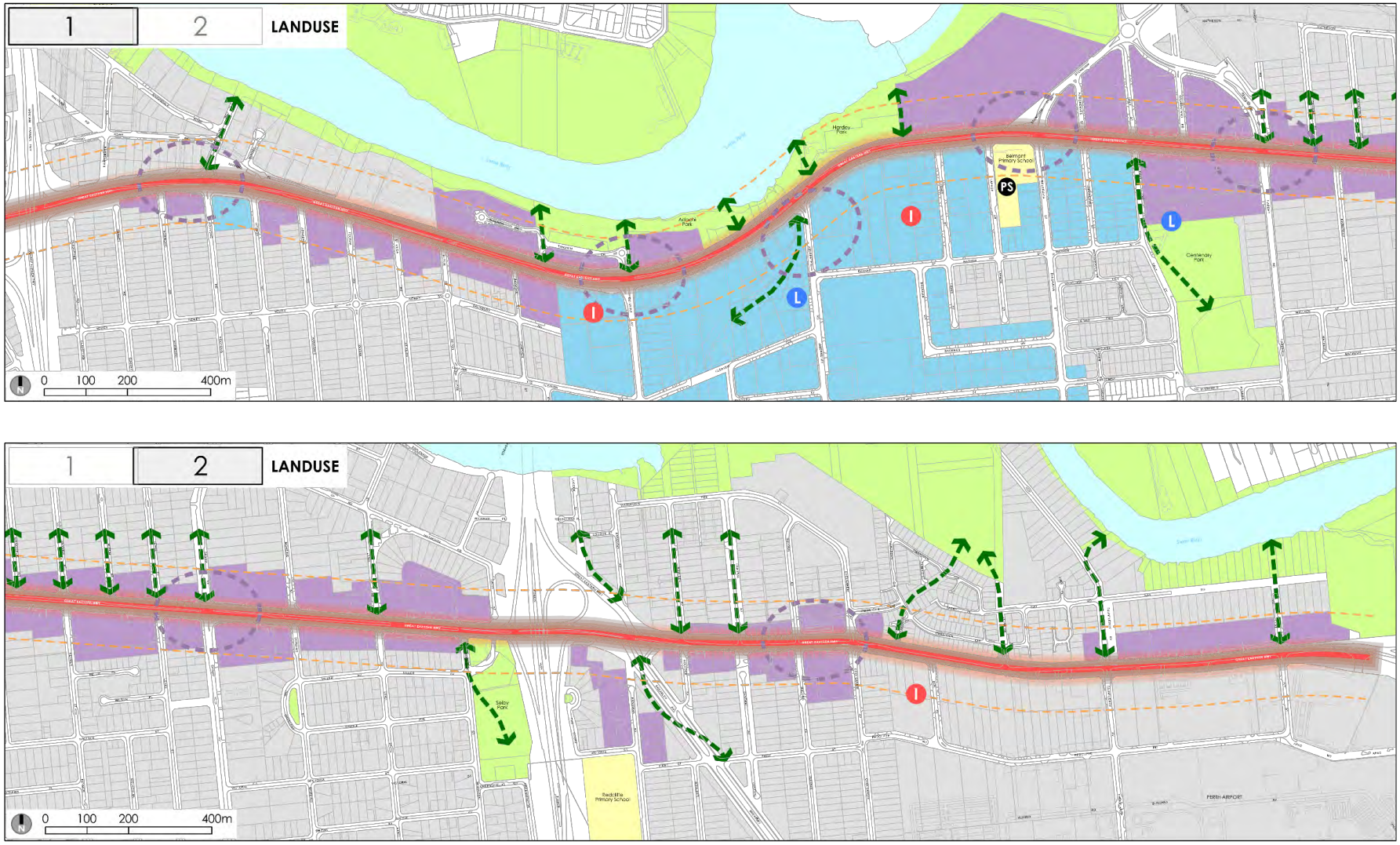


Figure 43 Land Use Opportunities and Constraints

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5.3 BUILT FORM

5.3.1 BUILT FORM PRINCIPLES

- Height and scale of new mixed-use buildings should have an appropriate relationship with the surrounding area and transition from the activity Corridor to the existing suburban areas.
- Built form along the Great Eastern Highway needs to be designed so that it embraces the street and is not barricaded from it to the detriment of the public realm.
- Taller buildings along Great Eastern Highway should have an appropriate relationship with adjacent residences.

5.3.2 BUILT FORM OPPORTUNITIES AND ISSUES

An analysis of the built form opportunities and issues has been undertaken and is summarised as follows, with spatial depictions of some of these matters outlined in **Figure 44.**

- The transition of building height and scale from the key roads to lower density residential areas needs to address matters such as dwelling diversity, residential amenity, overshadowing, streetscape and privacy.
- Identify sites and key 'gateway locations' that would be worth considering for development bonuses, subject to performance criteria.
- Large sites provide scope for comprehensive built form and land use outcomes.
- The separation between activity centre nodes enables transition between lower and higher building heights and scale.
- Buildings along Great Eastern Highway need to create a positive ground-level experience, particularly for pedestrians, and ameliorate the traffic-dominated nature of the road.
- A flexible approach to ground level land uses outside of key activity centres should be incorporated in building and site design.

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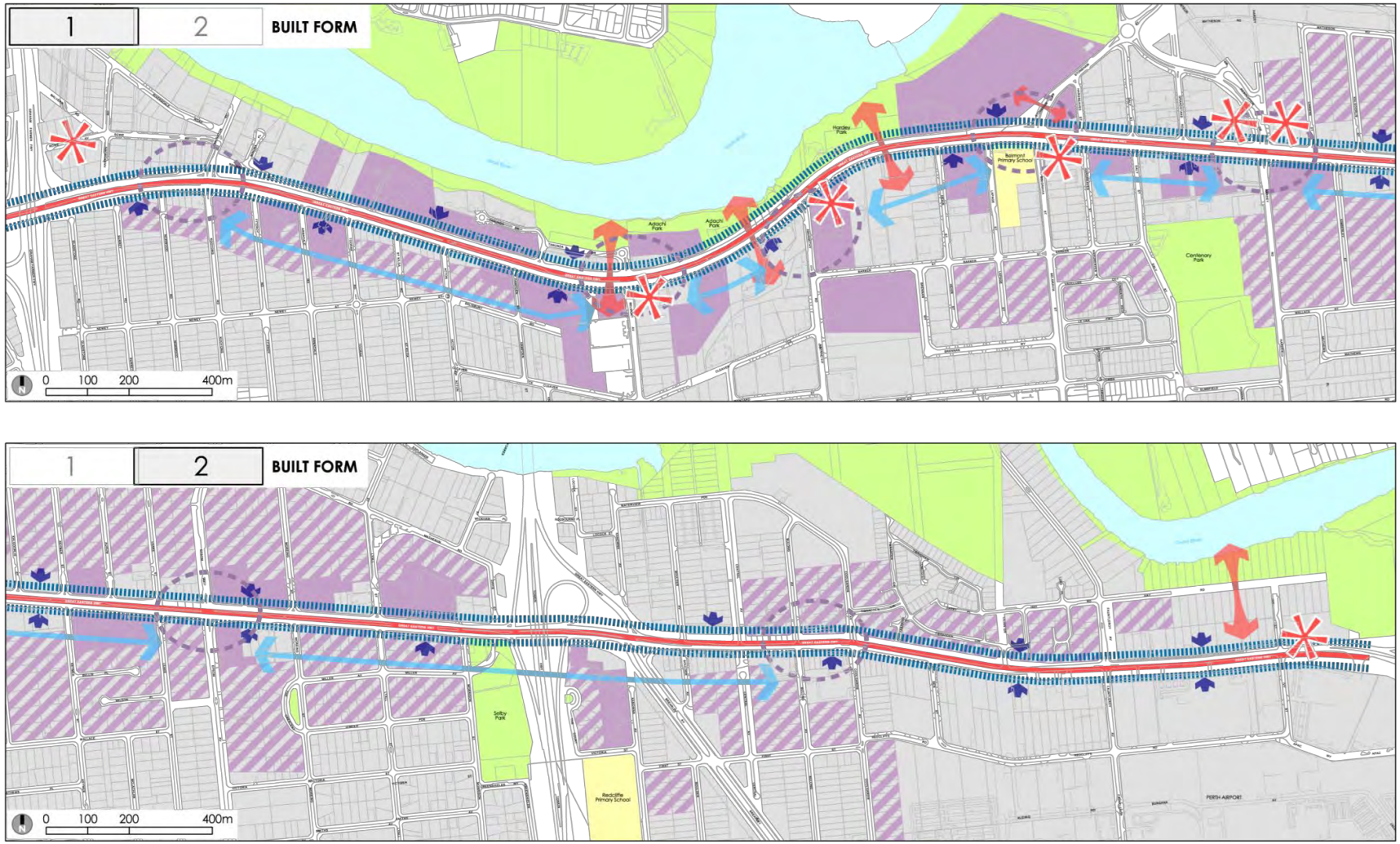


Figure 44 Built Form Opportunities and Constraints

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5.4 PUBLIC REALM

5.4.1 PUBLIC REALM PRINCIPLES

- Create attractive, enjoyable places to live and work, through amenity in parks and streets.
- Diversity of spaces for active and passive recreation.
- Expand upon the tree canopy within streets and parks to offset the loss of canopy within private landholdings.

5.4.2 PUBLIC REALM OPPORTUNITIES AND ISSUES

An analysis of the public realm opportunities and issues has been undertaken and is summarised as follows, with spatial depictions of some of these matters outlined in **Figure 45**.

- There is the opportunity to emphasise the distinct qualities of neighbourhoods on each side of the Corridor.
- Pedestrian and cycle linkages to the Swan River should be enhanced.
- There is the opportunity to influence the landscaping of Great Eastern Highway to ensure that there are greater opportunities for mature trees, landscaping and public realm improvements.
- Consider opportunities to enhance connections between the Corridor and key attractions such as Ascot Racecourse, the Swan River and Garvey Park.
- There is the opportunity to improve key pedestrian crossings throughout the Corridor and the surrounding street network.
- There is currently insufficient existing street tree planting within Great Eastern Highway, and the establishment of more trees should coincide with pedestrian crossing points to provide shade and shelter to pedestrians.
- Pedestrian crossing points should be clearly visible to pedestrians and traffic.
- There is the opportunity to enhance and upgrade the existing stream and Severin Walk.
- There is the opportunity to improve the open space and foreshore reserves adjacent the Corridor.
- Rear access via future laneways allows for greater landscaping opportunities within the verge area.

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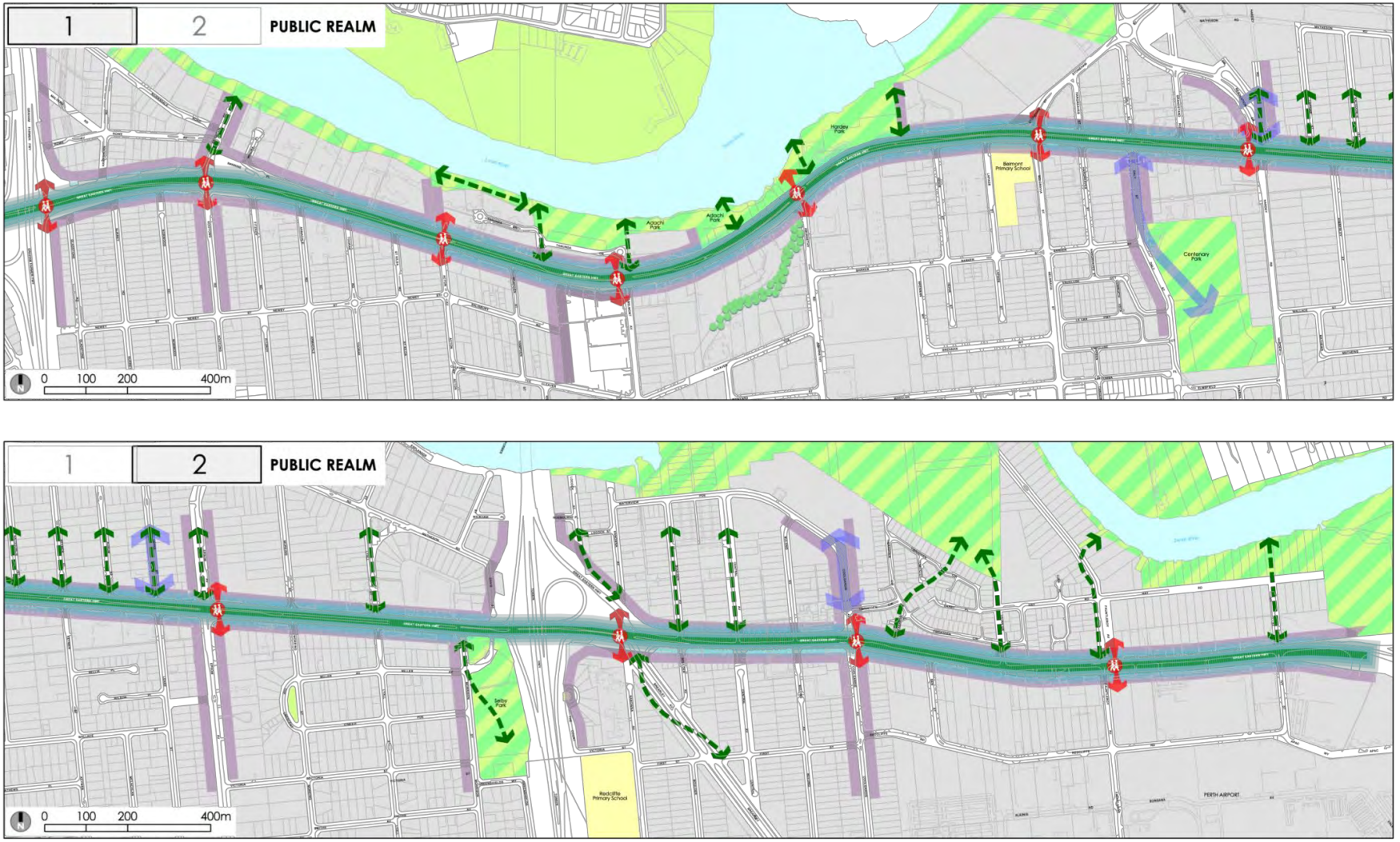


Figure 45 Public Realm Opportunities and Constraints

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5.5 MOVEMENT NETWORK

5.5.1 MOVEMENT NETWORK PRINCIPLES

- Acknowledge the highway as a major artery for through traffic.
- The movement of pedestrians and cyclists along and across Great Eastern Highway is to be a greater priority in future upgrades.
- Public transport connectivity, particularly between the Airport and the City should be enhanced.
- Parking should be managed throughout the precinct to encourage commuters to walk, ride and use public transport.

5.5.2 MOVEMENT NETWORK OPPORTUNITIES AND ISSUES

An analysis of the movement network opportunities and issues has been undertaken and is summarised as follows, with spatial depictions of some of these matters outlined in **Figure 46**.

- The opportunity to capture local trade and economic interaction should be considered given the highways function as a major artery for through traffic.
- The Great Eastern Highway is a very inhospitable environment for pedestrians and cyclists. Opportunity to improve pedestrian and cyclist environment, connections and crossing opportunities.
- There is strong public transport availability along Great Eastern Highway Corridor, though opportunities exist to improve the public transport facilities such as sheltered bus stops.
- There is the opportunity to create numerous appealing, popular pedestrian/cyclist linkages to the Swan River.
- There is the opportunity to promote access to mixed use, mixed business and residential development (along Great Eastern Highway) to be via secondary streets or laneways.
- Promote parking for mixed use, mixed business and residential development (along Great Eastern Highway) to be at the rear of development.

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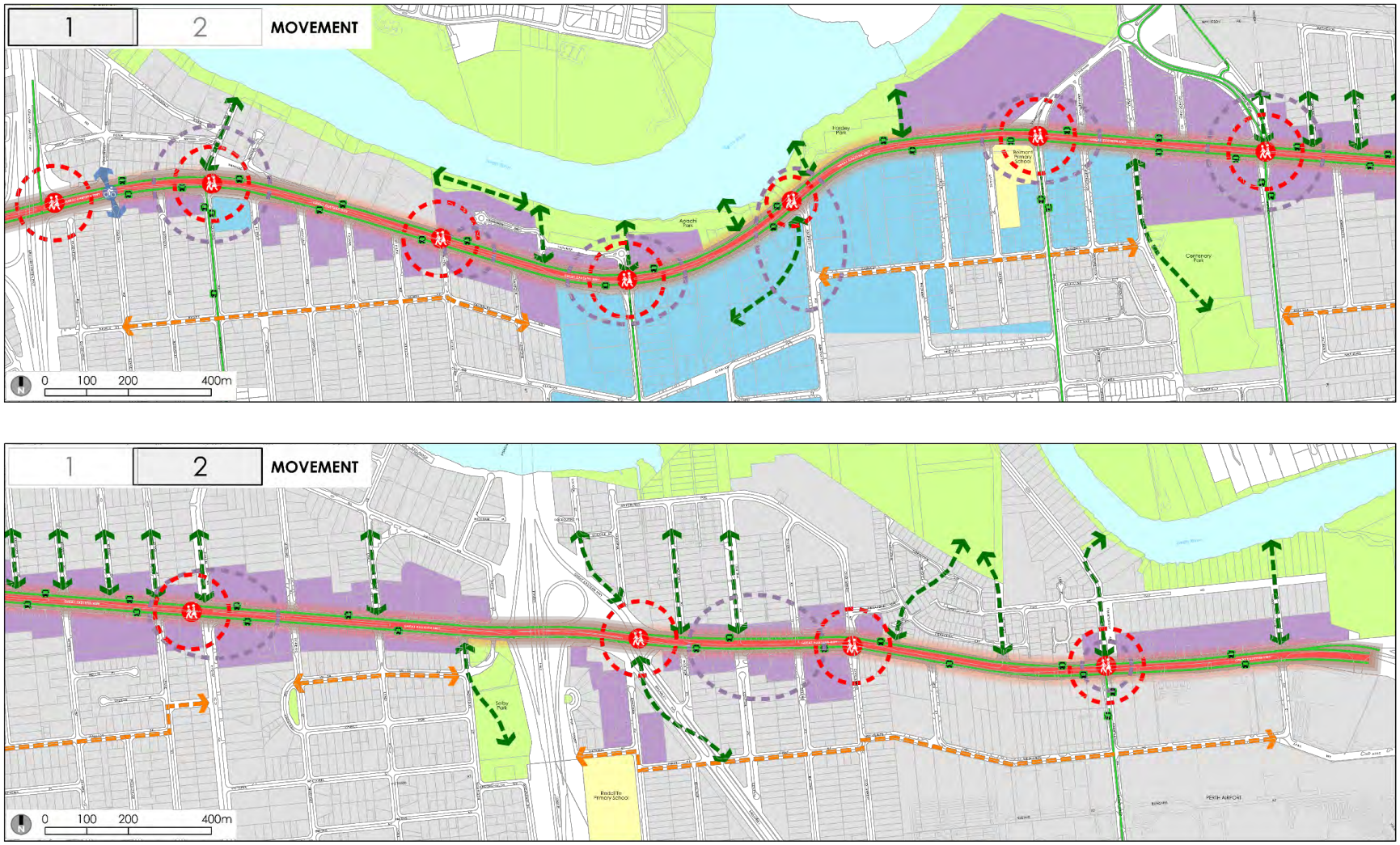


Figure 46 Movement Opportunities and Constraints

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6. INFRASTRUCTURE FUNDING

The funding of infrastructure will be a critical component of achieving development under the Corridor Plan, as increased intensity and diversity of use will create increased demands on a wide range of infrastructure, including:

- Additional land for laneways, road widening, public spaces and parking bays;
- Construction and upgrade of laneways, existing streets, public spaces and transport infrastructure;
- New landscaping and public realm treatments, including tree planting, public art and street furniture; and
- Upgrades and expansion of service infrastructure, including utility services and drainage.

This source of funding for infrastructure will likely be as diverse as the infrastructure required, with a multitude of sources available depending on the demand profile and likely benefits derived from infrastructure provision.

Some of the more common infrastructure funding sources available are outlined as follows for consideration in the preparation of the Corridor Plan. The Corridor Plan will detail the infrastructure funding mechanisms required.

6.1 GOVERNMENT INVESTMENT

The most common form of infrastructure funding is government investment, either through:

- Local Government municipal funds, which would generally cover costs of maintenance and upgrade of local roads, drainage, public open space, community facilities and other localised infrastructure;
- State Government expenditure, which is generally applicable to core infrastructure associated with major roads, public transport and utility infrastructure, and will likely be made available to support growth within the study area as development progresses; and
- Commonwealth Government grants, which may be available to the City depending on the type of infrastructure required and the justification for this infrastructure to be partially funded under a grants programme.

It is anticipated that a mixture of all three of the above investments may support redevelopment within the Great Eastern Highway Corridor.

6.2 DEVELOPMENT CONTRIBUTIONS SCHEME

A Development Contributions Scheme is an infrastructure funding mechanism governed by the *Planning and Development (Local Planning Scheme) Regulations 2015* and guided by *State Planning Policy 3.6: Development Contributions for Infrastructure*, which creates a statutory requirement for a specified financial contribution from landowners due payable upon subdivision or development of land within a specified development contribution area.

The principles underpinning the use of Development Contribution requirements are outlined as follows:

1. Need and the nexus

The need for the infrastructure included in the development contribution plan must be clearly demonstrated (need) and the connection between the development and the demand created should be clearly established (nexus).

2. Transparency

Both the method for calculating the development contribution and the manner in which it is applied should be clear, transparent and simple to understand and administer.

3. Equity

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Development contributions should be levied from all developments within a development contribution area, based on their relative contribution to need.

4. Certainty

All development contributions should be clearly identified and methods of accounting for escalation agreed upon at the commencement of a development.

5. Efficiency

Development contributions should be justified on a whole of life capital cost basis consistent with maintaining financial discipline on service providers by precluding over recovery of costs.

6. Consistency

Development contributions should be applied uniformly across a Development Contribution Area and the methodology for applying contributions should be consistent.

7. Right of consultation and arbitration

Land owners and developers have the right to be consulted on the manner in which development contributions are determined. They also have the opportunity to seek a review by an independent third party if they believe that the calculation of the contributions is not reasonable in accordance with the procedures set out in the Model Scheme Text.

8. Accountable

There must be accountability in the manner in which development contributions are determined and expended.

A Development Contributions Scheme is an increasingly common method of infrastructure funding for development estates throughout Western Australia and is particularly well catered for funding infrastructure within Greenfield estates where a development timeframe is well understood and the infrastructure delivery schedule is more easily established.

The use of Development Contribution Schemes in 'Brownfield' or infill development areas is less common, as there is generally not a single entity available willing to pre-fund the infrastructure provision due to the significant capital investment required. There is also a lack of certainty associated with the return of the funds given the unknown development timeframes for the development area.
In addition, the upgrade and improvement of services and access could be regarded as general maintenance and provision of service which improves the quality of services to all residents and businesses and not just those landowners who seek to redevelop.

The use of a Development Contributions Scheme for the study area requires careful consideration based on an assessment of the infrastructure items required and comparison of funding options available for each item.

6.3 INCENTIVE BASED CONTRIBUTIONS

Incentive based contributions for infrastructure are generally governed by a local planning scheme, whereby a landowner will receive a density or development bonus in exchange for the provision of specified infrastructure or land which contributes to the public benefit.

Items applicable to such arrangements may include:

- The ceding of private land for a public purpose, including land for the widening of roads or the creation of laneways (where not otherwise reserved), or the creation of public spaces;
- The improvement of land ceded for a public purpose, including the construction of roads or laneways or the development of public spaces;
- Provision of public realm improvements such as landscaping, on-street parking, public art or street furniture, or cash in lieu of such provision; and
- Private development which has a community purpose or allows community access, such as internal floor space or external open space which is privately developed and maintained but accessible to the general public.

In exchange for the specified works or land required, the City may offer development bonuses including but not limited to height, plot ratio or residential density coding bonuses, or reduced requirements for onsite parking or setbacks.

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Whilst incentive based contributions are a very useful and practical tool in providing infrastructure within an infill setting, they need to be carefully considered to ensure that:

- The provisions of a Scheme are well constructed and enforceable upon developers, and not subject to unreasonable variation or set aside by a determining authority;
- The incentives provided are genuinely desired by land developers, as if they do not provide additional developable yield they are unlikely to be taken up;
- The cumulative addition of bonuses is understood and any provisions are well tested against development scenarios prior to advertising and adoption:
- The incremental provision of infrastructure and land is understood by the City of Nedlands, and the potential need to compulsorily acquire land and invest municipal funds to complete a partially constructed public infrastructure project may be required in the future.

6.4 SPECIFIED AREA RATE (SAR)

The *Local Government Act 1995* (LG Act) allows the Shire to impose a Specified Area Rate on rateable land within a portion of its district for the purpose of meeting the cost of a specific work, service or facility, provided that certain conditions are met.

These conditions are that the local government must consider that the ratepayers or residents within that area:

- have benefited or will benefit from;
- have access to or will have to; or
- have contributed to or will contribute to the need for,
- that specific work, service or facility.

The funds that are raised via the Specified Area Rate must be either:

(a) used for the purpose for which the SAR is imposed in the financial year in which the rate is imposed; or

(b) placed in a reserve account established in accordance with the Local Government Act in order to be expended for that purpose in a later financial year.

A Specified Area Rate is particularly relevant to immediate, short term funding requirements. It may not be appropriate for projects identified some way into the future and as yet undefined and programmed. It may also not be acceptable to use this in conjunction with the application of a Differential General Rate.
One of the disadvantages with a Specified Area Rate is that the rate of revenue collection can be slow, and it is imposed on all landowners regardless of whether or not they have any redevelopment aspirations in the short to medium term. The slow rate of collection means that there can be a substantial time lag between people paying the levy and the infrastructure being delivered, unless the works can be pre-funded and then repaid over time.

6.5 DIFFERENTIAL GENERAL RATE (DGR)

This option involves the City imposing a higher general rate on certain rateable land within the City's district in order to make up a budget deficiency.

The Policy of the Department of Local Government and Communities, which is applied by the Minister in considering whether to approve a DGR (DG Rates Policy), indicates that the imposition of DGR's "*represents a conscious decision by a council to redistribute the rate burden in its district by imposing a higher impost on some ratepayers and a lower impost on others*".

As a result, the imposition of a DGR should follow the 'benefit principle' (i.e. that there is a relationship between the rates received by the City from rates from that type of land and the benefits received by the relevant ratepayers from the City's activities).

The Differential General Rates Policy also contains other principles which should be taken into account when implementing a DGR. These relate to the objective of the DGR (i.e. what is the basis for imposing the DG Rate), fairness and equity, consistency, transparency and administrative efficiency.

The LG Act does not limit how moneys raised through DGRs must be expended; therefore, this revenue may be applied to funding the construction, operation and maintenance of infrastructure. The DGR may be appropriate for infrastructure funding, however, the impost can only make up a budget deficiency. The DGR is not usually associated with specific infrastructure items but rather is allocated across the local government's service portfolio.

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TABLE 16 INFRASTRUCTURE FUNDING COMPARISON TABLE

Mechanism	Advantages	Disadvantages	Conclusion and Recommendations
Government Investment **(Local, State and Commonwealth)**	• More politically palatable to rate payers. • No statutory or policy changes are required. • Puts emphasis back on State Government and the Commonwealth to contribute funding to support infill development.	• Reassigns existing rate or tax revenue from local or State government. • The timing of funds being made available may not coincide with development pressures, and as such pre-funding may be required. • Funding may be reduced or discontinued over time depending on political will. • Commonwealth grants often short-term only, and would not be suitable for ongoing funding.	• Potentially viable funding mechanism for State Government owned service infrastructure including water, sewerage, electricity, gas and telecommunications, depending on the timing of planned upgrades by servicing authorities. • Potentially viable funding mechanism for upgrade of Stirling Highway provided that desired improvements can be agreed with the State Government and incorporated into the approved capital works budget for the upgrade. • Potentially viable funding mechanism for local government infrastructure depending on timing of upgrades and consistency with planned maintenance, replacement or redesign of local streets, drainage and public realm features. • Investigation of Commonwealth Grants available for infrastructure upgrade/provision should be undertaken on an ongoing basis to support the project.
Development Contributions Scheme	• Provides equitable sharing of infrastructure costs across all landowners who have gained a benefit from increased development potential.	• Likely requires substantial pre-funding by the local government with money to be returned as development occurs over time. • Schemes can become overly complex and often take large amounts of time and money to prepare and finalise. • Are ultimately controlled by the Western Australian Planning Commission rather than the City, which puts the City at risk if the WAPC does not support a Scheme and capital investment has already occurred.	• Potentially viable funding mechanism, but requires careful consideration based on the infrastructure items required and the alternative funding sources available. • Ultimately a DCP may not be the optimal tool due to its complexity and lack of local government control.
Incentive Based Infrastructure Provision	• Provides an immediate improvement to the public realm.	• Dependent on incentives appealing to developers. • May be interpreted differently depending on the flexibility of provisions and the determining authority (Council, JDAP, WAPC)	• Potentially viable funding mechanism for local infrastructure items that can reasonably be delivered in a piecemeal approach by individual

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	• Not dependent on political will and support of the State Government.		developers. • Not suitable for broader trunk infrastructure upgrades. • Requires careful consideration and construction to ensure that provisions are enforceable, appeal to developers and are properly implementable based on the broader infrastructure requirements. • Requires further consultation with developers and the Department of Planning.
Specified Area Rate Option	• Suited to 'brownfield' development; • Potential ongoing funding source; • Enforcement mechanisms are available; • Funds may be raised in advance; • Not dependent on political will and support of the State government; and • No statutory or policy changes are required.	• Possible adverse political reactions from ratepayers; • May be challenged within the SAT by ratepayers; • Imposition and approval process will need to be repeated each financial year; • May not provide upfront a significant pool of funds for capital investment; • May not be viable if the SA Rate is to be imposed many years in advance of the RTS becoming operational; • May prove inflexible if the 'purpose' is not carefully scoped before the imposition of the SA Rate; • If surplus funds are raised via a SA Rate, the City is obliged to provide refunds or credits to affected ratepayers; and	• Potentially viable funding mechanism, however, may need to be used in conjunction with other funding mechanisms; • May not be able to be justified if a DG Rate is imposed on the same rateable land; • City should consider the area in which the SA Rate could be imposed, possible quantum and timing of the SA Rate; and • City should undertake consultation with affected ratepayers.
DG Rate Option	• Suited to 'brownfield' development; • Source of funding in financial years before construction; • Potential ongoing funding source; • Enforcement mechanisms are available; • No statutory or policy changes are required.	• May only be imposed to make up a budget deficiency, therefore, funds raised in each financial year must be expended or allocated in that financial year; • Possible adverse political reactions from ratepayers; • Ratepayers can object and basis of DG Rate may be challenged in the SAT; • Imposition and approval process will need to be repeated each financial year; • May not provide upfront a significant pool of funds for capital investment; • Possibly limited scope for further or additional DG Rates.	• Potentially viable funding mechanism, however, may need to be used in conjunction with other funding mechanisms; • May not be able to be justified if a SA Rate is imposed on the same rateable land; and • City should consider the rateable land which could be subject to a DG Rate, possible quantum and timing of the DG Rate.

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APPENDIX 1 COMMUNITY WORKSHOPS OUTCOMES REPORT

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Taylor Burrell Barnett

Great Eastern Highway Corridor Strategy

COMMUNITY VISIONING AND DESIGN WORKSHOP OUTCOMES REPORT



Prepared for the City of Belmont
Prepared by Taylor Burrell Barnett

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EXECUTIVE SUMMARY

The Great Eastern Highway Corridor Strategy is being prepared to address the lots fronting onto the Great Eastern Highway between the Graham Farmer Freeway in Rivervale to Ivy street in Redcliffe. The Strategy will consider all relevant opportunities and constraints impacting upon future development, and ensure that future land use and built form outcomes provide the highest and best use of available land, provide high quality public space and amenity and promote economic development.

Community Visioning and Design Workshops were recently held. The Workshops involved two exercises; the first which involved a values analysis, review of draft design principles and the preparation of a vision statement. Exercise 2 required attendees to provide feedback in relation to their 'place'; and in relation to the Corridor in terms of land use, public realm, movement and built form aspects to inform draft design scenarios.

A summary of the key findings from the exercises is included below:

Exercise 1 – Values Analysis

The first exercise focused on ascertaining key considerations for the future of the Corridor and required participants to identify key community values, concerns, issues and opportunities to assist in shaping the vision of the Corridor, and to provide feedback on a set of draft design principles. The vision and design principles identified will be used to guide the design scenarios for the Great Eastern Highway Corridor.

Participants valued the location of the Corridor in terms of the access it has to the Swan River, the City, the Perth Airport, the Swan Valley, surrounding parks, public transport, the regional road network and employment.

Participants expressed a desire to take advantage of the Corridor's proximity to the Swan River, and improving the access and connections to the Swan River would provide greater amenity for the Corridor.

Landscaping was a major element which was identified as being valued though requires significant improvement along the Corridor. Participants expressed the need to improve the pedestrian and cycle network on and surrounding the Corridor.

The pedestrian environment was valued though required improvements in terms of crossing points, walkability, shade and connection to the Swan River. Similarly, the cycle network required improvements, with a preference for better cycle paths parallel to the Corridor.

Participants expressed the desire to improve the land uses along the Corridor to increase the vitality of the area.

Exercise 1 – Design Principles

In general, the draft design principles presented to the community were supported, though some of the principles were considered too vague, with modification required to provide clarity and parameters for these.

Exercise 1 – Vision Statement

Multiple vision statements were produced, the common features of each include:

- Gateway location to Belmont and Perth
- Proximity to the Swan River
- High quality landscaped, garden city
- Connections to the City, Swan River, Airport
- Place to live, work and play

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Exercise 2 – Design Scenarios

Exercise two focused on scenario development, design and place making initiatives and require the community to identify aspects they would like to see at both their 'place' (their residence, business or place of employment), as well as along Corridor relating to land use, built form, movement and public realm.

My Place

Participants were supportive of density along the Corridor in suitable locations such as close to public transport, if extensive amenity was also provided. Appropriate transitioning of density from the Corridor into the surrounding residential areas was also an important element which needs to be considered.

Participants supported active uses on the ground floor of apartment buildings, especially an increase in the range of cafes and restaurants.

Participants indicated a preference for parking to be underneath buildings, and if this was not possible, for parking to be behind buildings. If parking is to be behind buildings the amenity of adjacent residents is not to be impacted.

Participants supported improving landscaping and trees at their place.

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My Corridor

A concept plan has been prepared which represents a summary of the draft concept plans prepared in the workshops (refer **Figure 1**). The plan includes the following features:

Land Use

Generally, participants indicated support for the location of the nodes presented, with the addition of a node on Belmont Avenue and/or the expansion of the Abernethy Road node possibly including the Belmont Avenue node to form one larger consolidated node. In addition, the participants generally supported the expansion in size of most of the nodes presented however, there was not a consistent view regarding the Epsom Avenue node, with some groups supporting the node, some supporting expansion of the node and others requesting removal. Overall the participants agreed that nodes were required to create active hubs and increase the vitality of the area, whilst also providing local convenience.

Land uses such as cafes, restaurants, shops, residential and offices were preferred in the nodes, whilst tourist accommodation, small scale showrooms, offices and integrated shops were preferred outside of the nodes along the Corridor, and parks and playgrounds preferred surrounding the Corridor. Participants preferred the industrial land uses to be phased out, and did not want to see any more petrol stations or fast food stores along the Corridor. Some tables also expressed the preference for the stable land uses to also be phased out over time.

Built Form

In terms of building heights, participants generally agreed that building heights of 12+ storeys should be closest to the City, 10-12 storeys between Kooyong Road and the Tonkin Highway, tapering down to 4-8 storeys from the Tonkin Highway to Ivy Street. It was generally accepted that building heights in nodes could be taller, ranging from 10-12+ storeys.
Participants felt the architectural quality of buildings along the Highway needed to be improved, and additional, modern and landmark built form outcomes were needed especially within the nodes. The transition area adjacent to the Corridor was also carefully considered by most noting that this area needed to be reviewed as development was proposed as not to be adversely affected.

Public Realm

Participants preferred lower scale buildings closer to the pedestrian environment, and activated uses on the ground floor. Promoting passive surveillance was also a key item raised by the participants as to deter criminal behaviour and improve safety for all. Participants expressed the need to improve the landscaping along the Corridor, with a strong preference for the requirement of additional trees. Additionally, participants expressed their preference for key nodal developments to form green links between the 'Corridor' and the Swan River either physically and/or visually. Some groups also suggested jetties be included along the Swan river within Precinct 1 adjacent Orrong Road and within Precinct 4.

Movement

In terms of car parking, participants had a strong preference for parking either underneath or behind buildings as opposed to in front of buildings. The majority of participants also commented that generally the amount of car parking currently did not seem sufficient. The majority of participants expressed the need to improve the pedestrian amenity along the Corridor and in the surrounding street networks, particularly an improvement to the landscaping.
Participants expressed the need for better pedestrian connection to both sides of the Corridor and preferred overpasses to provide this connection. Green links to the Swan River where also strongly supported especially from key nodal development sites.
Participants expressed their concern for the safety of cyclists within the Corridor and felt they would be safer separated from motorists. Participants also noted the cycle route along the Swan River was disconnected in portions and should be rectified to provide a complete and seamless pathway.

The Corridor and surrounding network was regarded as being well serviced by public transport however, participants felt every bus stop should have a shelter, and indented bus bays at each bus stop along the Corridor needed to be provided to not impede traffic flow. Some participants believed light rail would be beneficial.

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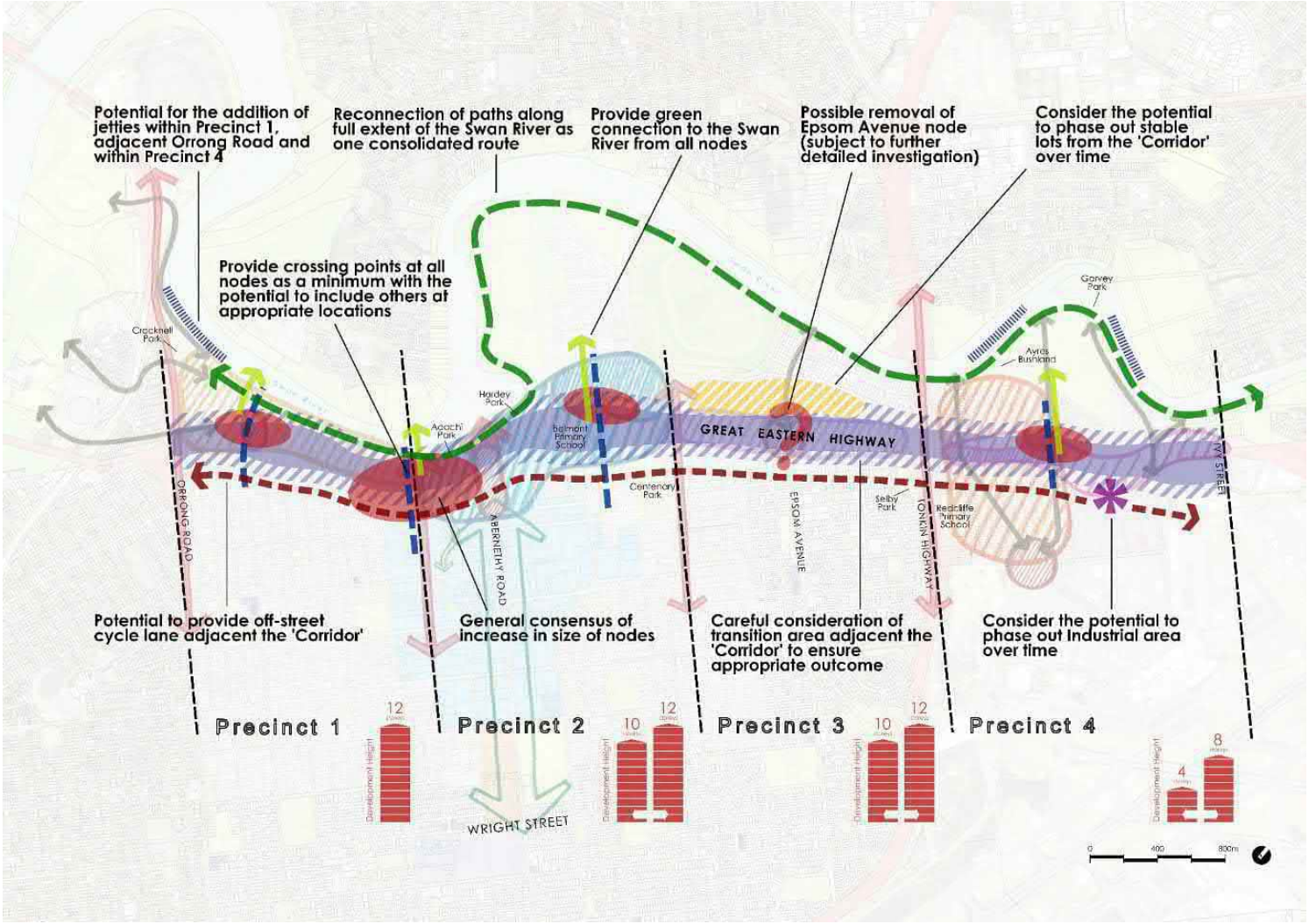


Figure 1 - Summary Concept Plan

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1 INTRODUCTION

1.1 BACKGROUND

The Great Eastern Highway Corridor Strategy is being prepared to guide development of the lots fronting onto the Great Eastern Highway between the Graham Farmer Freeway in Rivervale to Ivy street in Redcliffe (refer **Figure 2** below).



Figure 2 - Great Eastern Highway Corridor Study Area

The Strategy will consider all relevant opportunities and constraints impacting upon future development and ensure that future land use and built form outcomes provide the highest and best use of available land, provide high quality public space and amenity and promote economic development. The Strategy will consider various aspects for future development along the Great Eastern Highway Corridor including the range of acceptable land uses, the range of acceptable building heights, the interface with the Highway and adjacent properties, access and car parking arrangements, trees and landscaping in the public realm and on redevelopment sites.

1.2 VISIONING AND DESIGN WORKSHOP PURPOSE

The Visioning and Design Workshops were the first key step of the community's involvement in the preparation of the Great Eastern Highway Corridor Strategy. The purpose of the Visioning and Design Workshops was to identify the community's key values of the site, and engage the community to inform and assist in creating draft design principles and an overall shared vision which were used to inform design scenarios for the Great Eastern Highway Corridor Strategy.

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1.3 VISIONING AND DESIGN WORKSHOPS

Two Visioning and Design Workshops were held, one on the 18 November 2017 and one on the 20 November 2017 in the City of Belmont Civic Centre, to identify key considerations for development along the Corridor and consider design principles to inform the Great Eastern Highway Corridor Strategy.

Taylor Burrell Barnett facilitated the Visioning Workshop on behalf of the City of Belmont.

1.4 PROJECT TEAM

The project team attended and participated in the Visioning and Design Workshops included the following consultants:

- Taylor Burrell Barnett (Town Planning and Urban Design);
- Flyt (Transport Planning); and
- Place Laboratory (Place Making).

1.5 COMMUNICATIONS PROGRAM

The communications program undertaken for the Visioning and Design Workshops included:

- An Expression of Interest advertised in the Southern Gazette on the 12th and 19th of September;
- An Expression of Interest advertised on the City of Belmont website;
- An Expression of Interest mailed to approximately 2,700 landowners with lots adjacent to the Corridor as well as Belmont Business Advisory Group members; and
- A formal invitation sent to 80 community members who responded to the Expression of Interest.

Furthermore, this Workshop Outcomes Report will be uploaded onto City of Belmont's website which includes the Workshop Presentation

Additional Community workshops will be held in March 2018 to present the draft Great Eastern Highway Corridor Strategy.

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2 VISIONING AND DESIGN WORKSHOP

2.1 WORKSHOP FORMAT

The format of the Visioning and Design Workshops was:

1. Welcome
2. Introduction and Agenda
3. Project History, Background and Context
4. Workshop Purpose
5. Issues and Opportunities Analysis
    - Public Realm
    - Movement / Traffic Intersections
    - Land Use
    - Built Form
6. Role of Corridor
    - Urbanisation
    - Infrastructure
    - Knowledge/Economy
    - Corridor Precinct Themes
7. **Workshop Exercise 1** – Vision and Design Principles
8. **Workshop Exercise 2** – Design Scenarios
9. Next Steps

The agendas can be found in **Appendix C.**

2.2 WORKSHOP ATTENDEES

The list of community members who attended the Visioning and Design Workshops is included in **Appendix D**. In total, 48 members of the community attended over both workshops held. Staff from the City of Belmont and the project team, comprising Taylor Burrell Barnett, Flyt and Place Laboratory also attended the workshops.

2.3 PRESENTATION

A complete copy of the PowerPoint presentation delivered at the Workshop is included in **Appendix E**. A summary of the presentation is provided below.

Troy Cappellucci from the City of Belmont opened the Workshop by providing an overview of the agenda and introducing the project team.

Karen Hyde of Taylor Burrell Barnett presented background information on to the Great Eastern Highway Corridor and the requirements of the Great Eastern Highway Corridor Strategy. Karen provided an overview of the Government Strategies relating to the project, identified the study area applicable to the project and presented some images of the existing nature of the Corridor to provide context.

Karen explained the purpose of the workshop, and provided an outline of the structure of the workshop and the different exercises required to be completed.

Ben De Marchi of Taylor Burrell Barnett presented the issues and opportunities analysis of the Great Eastern Highway Corridor, including public realm, movement, land use and built form.

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Ben provided an overview of three case studies of comparable Corridors to the Great Eastern Highway Corridor to demonstrate different built form outcomes of Corridors with similar number of vehicles to the Great Eastern Highway.

Karen explained the role of the Corridor in terms of urbanisation, infrastructure and knowledge / economy. Karen presented the possible Corridor Precinct Themes, which included Tourism, Belmont City Centre (North), Highway Mixed Use and Transit – River Mixed Use.

Workshop Exercises 1 and 2 followed, where group feedback was provided, which is explained in **Appendix A and B**.

2.4 WORKSHOP PROCESSS

The attendees were divided into groups of approximately 7-9 community members and seated at separate tables. Each table had a facilitator from the project team. Attendees participated in two exercises. In Exercise 1, attendees were asked to provide feedback on what assets they valued in their local area, and what aspects of the Corridor they wanted to enhance or improve. Attendees then indicated their support of the draft design principles. Each group then worked together to form a vision/theme for the Great Eastern Highway Corridor. Each facilitator provided feedback from each of the groups discussions on Exercise 1.

Exercise 2 required attendees to provide feedback; firstly, in relation to their 'place'; and, secondly in relation to the Corridor in terms of land use, public realm, movement and built form aspects. The facilitator on each table ensured the groups answers were captured in a master exercise booklet for each table, and participants were also invited to respond individually within their own exercise booklet if they desired. Each group had an aerial photograph of the Great Eastern Highway Corridor, and formulated a design scenario capturing the outcomes of Exercise 1 and Exercise 2. These plans are included in **Appendix B**.

The responses are summarised and includes **Appendix A and B**. The summary includes the key messages which were received by attendees based on discussions at each of the tables and workshops notes which are taken directly from the workshops completed by each group as well as individuals.

3 CONCLUSION AND NEXT STEPS

Karen Hyde closed the workshop thanking all participants for their contribution. Karen confirmed that the workshops outcomes report would be available on the City's website in the forthcoming weeks.

Karen also reminded attendees of the stages in the processes occurring in the future. The outcomes of the workshop will be incorporated into the draft Strategy which will be presented to the community in March 2018 and provide additional opportunities for community involvement and feedback.



Figure 3 - Participants at the Workshop

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APPENDIX A
EXERCISE 1

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EXERCISE 1 – VISION AND DESIGN PRINCIPLES

The first exercise focused on ascertaining key considerations for the future of the Corridor and required participants to identify key community values, concerns, issues and opportunities to assist in shaping the vision of the Corridor, and to provide feedback on a set of draft design principles. The vision and design principles identified will be used to guide the design scenarios for the Great Eastern Highway Corridor.

The following table outlines the general response to questions by participants within in both workshop sessions. Where a **prevalent theme** was identified, the comment will be in bold, while *emerging themes* will be in italics. All remaining comments are general comments.

1a – Values Analysis **Exercise Outcomes**
Summary Participants valued the location of the Corridor in terms of the access it has to the Swan River, the City, the Perth Airport, the Swan Valley, surrounding parks, public transport, the regional road network and employment. Participants expressed a desire to take advantage of the Corridor's proximity to the Swan River, and improving the access and connections to the Swan River would provide greater amenity for the Corridor. Landscaping was a major element which was identified as being valued though requires significant improvement along the Corridor. Participants expressed the need to improve the pedestrian and cycle network on and surrounding the Corridor. The pedestrian environment was valued though required improvements in terms of crossing points, walkability, shade and connection to the Swan River. Similarly, the cycle network required improvements, with a preference for better cycle paths parallel to the Corridor. Participants expressed the desire to improve the land uses along the Corridor to increase the vitality of the area.



Figure 4 - Participants at the Workshop

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Question 1a

What assets do we value in our local area?

- Characteristics
- Facilities
- Clubs and meeting places
- Events

NOTE: *Responses to this question include assets that are valued which already exist along the Corridor, and assets which are valued in general, which may need improving.*

Response

- **Gateway to Perth**
- **Access /Location**
  - Access to everywhere
  - Access to airport
  - Access to Perth
  - Access to the Swan Valley
  - Access to regional road network
  - Transport links very useful and convenient
  - Proximity and access to employment and facilities
  - Good access to public transport
  - Good exposure for business
- **Swan River**
- **Parklands**
  - Adachi Park
  - Parks / green spaces
  - Garvey Park
  - Baseball Park
- **Trees**
- **Road**
  - Recent road improvements
  - *Role as a highway, transporting large number of vehicles*
- *Personal connections*
- *Ease of access for pedestrians / walkability*
- Good places for young families
- A connected community
- Working class for the residents
- High quality aesthetics of buildings
- Good development
- Safety
- Alfesco food and beverage

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Question 1a continued

What do we want to enhance or improve?

- **Improving first impression for visitors to Perth and Belmont from people travelling from the Swan Valley and the airport**
- **Connection to the Swan River**
  - Leverage on views and exposure
  - Open up views
  - Access along Adachi Park
  - River walks
  - Increase use of the river
- **Landscaping and trees**
  - Landscaping
  - Street trees
  - *Continue theme of landscaping at the Casino*
  - Trees in the median
- **Parklands**
  - Improve parklands
  - Connection between parks, river and island
- **Pedestrian Environment**
  - Pedestrian realm / crossing / walkability along corridor
  - Pedestrian access to stadium
  - More pedestrian overpasses
  - Wider footpaths
  - Separate pedestrians from road
  - Shade
  - Improve pedestrian access not at the expense of traffic flows
- **Cyclist Environment**
  - Access and environment and cyclists
  - Separate cyclists from the road
  - Better cycle paths that are parallel to, but not on the Highway
  - Improve cycle path along the Swan River
- **Public Transport**
  - Access to public transport stops on both journeys
  - Public transport
  - Improve bus connections to local hubs
  - Slip lanes so busses can pull over without holding up traffic
- **Encouraging people to stay in area**
  - *Tourist attraction potential, draw people through*
  - Jetties to attract ferries and encourage people to stop and stay in area
- **More hubs for community connection**
- **Family friendliness of area**
- **Built form**
  - Quality of building architecture
  - Interface between mixed use and residential
- Planning controls for built form/ height outcomes
- **Visual appeal of buildings**
- *Appropriate implementation of art work contribution*
- **Improve land uses to increase vitality**
  - Grocery stores
  - Shopping for day to day needs
  - coffee shops
  - Small bars
  - Restaurants
  - Skydiving
- **Reduce traffic noise**
  - Avoid noise walls
  - Reduce traffic noise through landscaping and density closer to the street
- **Traffic**
  - Traffic flows, particularly in peak hour
  - Control of access into suburbs
  - Epsom Avenue, only westbound access into area. Overloaded, traffic calming needed
  - Movement and safety
  - Traffic lights all to have U-turns
- **Parking**
  - Parking management of mixed use
  - Parking outside of GEH- i.e. slow speed on side streets
- Incentivises to amalgamate land to achieve better development outcomes
- Urbanism – grossly underdeveloped
- RSL is looking tired, needs support to keep relevant
- The opportunity and incentive to amalgamate land into bigger lots.
- Upgrade GEH east of Tonkin Highway
- Disjointed, improve connections

  Stop window cleaners

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1b – Vision and Design Principles.

Participants were asked if they supported the following set of draft design principles, if there were any changes to the wording of the principles, or if there were any additional design principles they believed were appropriate to guide development along the Great Eastern Highway Corridor.

The below table indicates the level of support for the draft design principles from the majority of the participants. Comments have been included where changes have been suggested. Additional design principles suggested have been added beneath each category of design principles.

Summary

In general, the draft design principles presented to the community were supported, though some of the principles were considered too vague, with modification required to provide clarity and parameters for these.

Draft Public Realm Principles	*Level of Support*	*Comments*
Improve built form outcomes along Great Eastern Highway	**Supported, though requires clarification**	**Too vague, requires parameters for clarity**
Improve public amenity and streetscape along Great Eastern Highway	**Supported**	• Especially trees
Well integrated public transport into future development framework	**Supported**	• Happy with existing
Ensure appropriate extent and scale for transitioning of land use and development intensity from Great Eastern Highway to surrounding residential areas	**Supported**	
Provide a diversity of green spaces for passive recreation	**Supported**	• And enhance *existing* green spaces • active recreation
Promote local mixed use nodes supporting an intensity of land uses	**Supported**	• On both sides of the road • Too vague • Transition of use / zone and green spaces • nodes that encourage walkability • Don't include industrial uses in corridor
Foster land use intensity and redevelopment that can take advantage of proximity to key Public Open Space areas and linkages including the Swan River.	**Supported**	• Having regard to its strategic location to the Perth CBD

Draft Movement Principles	*Level of Support*	*Comments*
Support dedicated public transport lanes along the Corridor	**Supported**	• All the way down GEH • providing have sufficient lanes for through traffic • multi- use transit-only lanes • happy with existing public transport
Ensure safe access and movement through the Precinct for cyclists	**Supported**	
Ensure safe access and movement through the Precinct for pedestrians High quality pedestrian environment Safe crossing points	**Supported**	• Overpass crossings as underpass dangerous • Particularly across the GEH near the school.
Effectively manage vehicular traffic flow along Great Eastern Highway 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 city centre	**Supported**	• Effectively manage the impact of vehicular traffic on/through side streets… • Safety at key intersections • Investigate alternative routes for cross suburb traffic • Improve programming of signals • Need to recognise the importance
Promote parking for mixed use, mixed business and residential development (along Great Eastern Highway) to be at the rear of the development. Where parking is required to be at the front of buildings, ensure it has an appropriate interface with the Corridor.	**Supported**	• Promote basement parking where possible • If parking is in front of buildings ensure it is appropriately landscaped. Provide development bonuses where big trees can be kept
Remove crossovers from Great Eastern Highway to only provide access to mixed use, mixed business	**Supported**	• Difficult for middle lots, if amalgamated this can be achieved.

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and residential development (along Great Eastern Highway) from secondary streets or laneways (Main Roads WA Strategic Access Plan requirement)		• Prefer laneways integrated into transition. • Incorporate transition/ laneway density and medium / lower residential • Supported if it leads to better landscaping and better pedestrian movements

Draft Land Use Principles	*Level of Support*	*Comments*
Enhance the growth of mixed uses at mixed-use nodes to improve local convenience, amenity, sense of community and local employment	**Supported**	• Include retail in mixed use
Provide residential densities and permissible land uses that have regard for the amenity of existing residents.	**Supported**	• Sell it well, help people understand potential • Support, though overriding vision and objectives are paramount and should take precedence.
Facilitate residential development that responds to the amenity of mixed-use nodes and public transport.	**Supported**	• Reliant on good public transport opportunities
Widen the range of accommodation choice and dwelling diversity	**Supported**	• Not convinced • Support, make it interesting, apartments with views over the river

Draft Built Form Principles	*Level of Support*	*Comments*
The height and scale of new buildings should have an appropriate relationship with existing built fabric.	**Supported**	• With aspirational built fabric. • Contextual support but get rid of the bad stuff - subjective: need to enable new development to fit the vision • Widen the corridor where it is too narrow to enable better outcomes • Depending on context/ location • Can't rely on existing buildings to create new fabric
Allow appropriate built form height to take advantage of views towards the river.	**Supported**	• Where not obstructing the public • Be mindful of view corridors – try not to be so high as to block off river.
Consider transition of building height and scale from the corridor to lower density residential areas, addressing: Dwelling diversity Residential amenity; Overshadowing streetscape; Streetscape; and Privacy	**Supported**	
Provide architectural qualities that contribute to the attractiveness of the Precinct.	**Supported**	• Requires parameters to measure against it • Focus on design • Focus on quality
Minimise the visual impact of surface parking on public domain amenity.	**Supported**	
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.	**Supported**	

Additional design principles suggested by community members include:

- Priority is public access to environment rather than people in high rise getting a good view.
- A Garden City.
- Expand study area where it is narrow to enable better redevelopment outcomes.
- Investigate innovation in rates/ density trade off.
- Need flexible taxation arrangements (negative gearing) to promote distribution of housing options across Australia.
- Managing residential access (i.e. not through traffic).
- Ensure universal access is occurs.

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1c – Vision Statement

Participants were asked to produce a Vision Statement.

'The Great Eastern Highway Corridor is...'

The following vision statements/ themes were produced from the tables over both of the workshops:

Summary

Multiple vision statements were produced, the common features of each include:

- Gateway location to Belmont and Perth
- Proximity to the Swan River
- High quality landscaped, garden city
- Connections to the City, Swan River, Airport
- Place to live, work and play
- Link different places in a way that gives comfort to pedestrians and cyclists.

The following were the prevalent themes and aspects which particpants wanted to incorporate into the Vision Statement:

Connection to the River

- Relate to river
- Increase use of Swan River to increase life to and along the River

Nature

- City of Belmont your natural choice / Belmont… naturally your natural choice
- Country surrounds in a city setting
- Landscaping, trees, shrubs
- Garden route
- Landscaped frontage
- The garden welcome to Perth
- Softer with landscape
- High quality landscaped and amenity

Gateway to the City

- A gateway welcome to a fun and adventurous Belmont
- Gateway
- Welcoming to the City

Land Uses

- Cafes and parks
- Hotels
- Restaurants
- Mixed use along the Corridor – no industrial

Entertainment / Tourism

- Natural and built playground
- Fun – stadium, casino, kayaking, horses
- Tourism precinct
- Dynamic and vibrant
- Bold and bright … 'Vegas strip'.
- Fun / movement
- Ferry
- Cohesive, trendy
- Attract people from the stadium

Family / Community

- Live, work and play
- Local community, families

Public Transport

- Public transport

Different precincts / components

- Separate precincts, however integrated site
- Synergy 'Corridor' and the playground
- Beauty of the highway, dignity, built form, architecture
- Business and excitement hub

Overall Statements

'The Great Eastern Highway is exciting, human friendly, integrated with public transport and is a mixed use gateway to the City'

'The Great Eastern Highway is a gateway to brilliant Belmont'

'The Great Eastern Highway is the welcoming Corridor to the City'

'The Great Eastern Highway is a high quality, landscaped, entrance'

'The Great Eastern Highway- the Saint Kilda Road of Perth – trees and gardens, mixed land uses, high capacity offices'

'The Great Eastern Highway Belmont's green connection to the City and the river'

'The Great Eastern Highway is the corridor to Perth / the paths to the corridor'

'The Great Eastern Highway is a quality, connected place for people to live, work and play'

'The Great Eastern Highway is a gateway welcome to a fun and adventurous Belmont – naturally'

'The Great Eastern Highway is the garden welcome to Perth / the Garden Route / the garden within a city'

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APPENDIX B
EXERCISE 2

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EXERCISE 2 – DESIGN SCENARIOS

Exercise two focused on scenario development, design and place making initiatives and require the community to identify aspects they would like to see at both their 'place' (their residence, business or place of employment), as well as along Corridor relating to land use, built form, movement and public realm.

Attendees were advised that Questions 1 – 8 are specifically for landowners, tenants, business owners and residents with a lot adjacent to the Great Eastern Highway.

The following table outlines the general response to questions by participants within in both workshop sessions. Where a **prevalent theme** was identified, the comment will be in bold, while *emerging themes* will be in italics. All remaining comments are general comments.

My Place – Questions 1 -8

Summary

Participants were supportive of density along the Corridor in suitable locations such as close to public transport, if extensive amenity was also provided. Appropriate transitioning of density from the Corridor into the surrounding residential areas was also an important element which needs to be considered.

Participants supported active uses on the ground floor of apartment buildings, especially an increase in the range of cafes and restaurants.

Participants indicated a preference for parking to be underneath buildings, and if this was not possible, for parking to be behind buildings. If parking is to be behind buildings the amenity of adjacent residents is not to be impacted.

Participants supported improving landscaping and trees at their place.



Figure 5 - Example of Development on Great Eastern Highway

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Question

1. Please indicate the approximate location of your 'place'.

Comments

Attendees discussed the location of their places and most of the attendees were located between Orrong Street and Belmont Avenue and between Epsom Avenue and Ivy Street.

Question

2. What is your 'place'?

- My home
- My business
- Other

Type of Home	Proportion
My home	Majority
My business	Small portion
Other	Small portion

Comments

Of the attendees who answered Question 2, the majority selected their place was their 'home', and a small portion selected their place is their 'business'. The 'other' types of places attendees selected were investment properties and the RSL club

Question

2a. If your place is your business, what type?

The types of businesses attendees identified were:

- Bed and breakfast
- Accounting and financial planning
- Retail
- RSL Club

Question

2b. If your place is your home, what type of dwelling is it?

The types of homes attendees identified were:

- Single storey home
- Two storey home
- Single dwelling with stable
- Duplex
- Family home
- Townhouse

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Question
3. What types of homes do you think are suitable at or near your place?

Type of Home	Support
A home shared with friends or other people	*Medium support*
Apartments	**High support**
Shop-house	*Medium support*
Houses in groups	**High support**
Townhouses	**High support**
Other	Family houses

Comments:

Privacy
- Overshadowing needs to be considered
- Building fence to fence is ludicrous

Parking
- Privacy of existing residences need to be considered
- Current design standards are not meeting the real parking requirements, need to keep parking contained within the property
- Lack of parking for shared houses

Density
- This location lends itself to increased density to take advantage of public transport and change in the offerings close to the Highway.
- Want to encourage increased density but not create a soul-less area
- Don't want the nasty concrete structure built with the sole purpose of maximising the number of homes for the pure financial benefit of the developer. Need adequate parking for whatever development occurs
- Corner of Kooyong Road and Great Eastern Highway is very near to Crown Casino so it should have high density apartments where people can enjoy the resources and facilities near the Casino.
- Support rezoning and development of R20 blocks, however the main concerns around development are environmental as we are close to the river. Drainage and sewerage requirements are considered and impact on river is a priority.
- Re zoning of R10 lots immediately adjacent to mixed use lots only to R20/R40 would provide acceptable increased density and better transition in height and built form
- Newey street – density should reflect more family sized dwellings and lot sizes
- Houses in groups are ok for lots immediately adjacent to Mixed Use lots

Consideration of Stables Zone
- The transition between the highway and the horse zone should be thoroughly considered. The tall buildings on the highway should be sensitive in built form and noise / landscaping buffer to residences
- Very important to keep the density low in stables zone to not introduce conflict between more residents/cars and horse husbandry and horse walking within the suburb
- Developer to be considerate with existing area and racing industry
- Potential transitioning out of stables zone

Apartments
- Apartments should have mixed use on lower levels
- Apartments should be small developments
- To keep the feel of the area, would not like to see tall blocks of apartments, enough of these near the freeway.

General
- No AirBnB
- Not high rises
- Don't like 2 storey residential designs – eye sores through the suburbs
- A mix of two/three storey villas so single dwellings are not built out. Don't want to see today's yuppies tomorrows slums.

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Question

4. What types of business would you like at your place?

Type of Business	Support / Comments
Offices	**High support**
Retail	**High support**
Light industrial	Low support
Showrooms	*Medium support*
Restaurants	**High support**
Entertainment	*Medium support*
Tourist accommodation	*Medium support*
Other	**Small bars** **Cafés** Pubs Microbreweries Medical centre Small supermarket Clothes shops

Comments

Active uses

- Having activity near the Corridor means people will access and exit the Corridor and not back through the suburbs
- Any uses which will increase the vibrancy of area
- Support businesses which encourage pedestrians lingering in the area, exploring and relaxing

Light industrial

- Needs to be buried in the suburb

Restaurants

- Not fast food
- Nice ones
- Ensure parking dealt with

Entertainment

- Recreational
-

Fuel stations

- No fuel stations near homes
- No fuel stations on Corridor

General

- No car sales yards
- Hotel and business already exist, nothing more
- Local retail area as is

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Question

5. What should the height of buildings be at your place?

Building Height	Support / Comments
2-3 storeys	*Medium support*
4-6 storeys	*Medium support*
6-8 storeys	Low support
8-10 storeys	**High support**
10-12 storeys	Low support
12 + storeys	Low support
Other	1-2 storeys (low support)
Building Height	Support / Comments

Comments

2-3 storeys

- set back from the Corridor
- immediately adjacent to mixed use lots within Ascot R10 zone

4-6 storey

- on Great Eastern Highway through Ascot

8-10 storeys

- to be mixed use

12+ storeys

- next to Corridor

General

- Careful consideration of height next to stables area
- Building heights need to be assessed on a case by case basis depending on their particular location

Question

6. What would you like your place to include?

Element	Support / Comments
Buildings with active edges	**High support**
Good commercial exposure that contributes to an attractive Corridor	**High support**
Trees	**High support**
Spaces that contribute to the public enjoyment of the Corridor	**High support**

Comments

- What happened to Council's canopy policy?
- Car bays can be reduced if streetscape improved. Also keep mature trees over car bays if necessary

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Question

7. In terms of parking locations, what would you like your interface with the Corridor to be?

Parking	Support / Comments
Residential – parking within private land in front of buildings	Low support
Residential – parking is not in front of buildings	**High support**
Commercial – parking within private land in front of buildings	Low support
Commercial – parking is not in front of buildings	**High support**

Comments

- Parking should be under buildings
- If parking is behind buildings, ensure amenity of adjacent residents is not impacted

Question

8. Given restricted access from Great Eastern Highway are you prepared to allow reciprocal access at the front or rear of your property?

No: Medium support

Yes: Medium support

Comments

- Want residentials streets to be quiet
- Plan for streetscape not parking outcome
- As long as the boundary has a decent, sound restrictive barrier
- Egress from Great Eastern Highway should be restricted to side streets and ROW, this should not be at the expense of privately owned residential lots being forced to cede land free of cost to the council. Side streets access for these commercial businesses fronting Great Eastern Highway should be very carefully monitored and no impact forced on residential streets.
- Needs to be a definitive separation of commercial and residential

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My Corridor – Questions 9 - 18

Summary

Land Use

Generally, participants indicated support for the location of the nodes presented, with the addition of a node on Belmont Avenue, and the expansion of the size of some of the nodes. Participants agreed that nodes were required to create active hubs and increase the vitality of the area, whilst also providing local convenience.

Land uses such as cafes, restaurants, shops, residential and offices were preferred in the nodes, whilst tourist accommodation, small scale showrooms, offices and integrated shops were preferred outside of the nodes along the Corridor, and parks and playgrounds preferred surrounding the Corridor. Participants preferred the industrial land uses to be phased out, and did not want to see any more petrol stations or fast food stores along the Corridor.

Built Form

In terms of building heights, participants generally agreed that building heights of 12+ storeys should be closest to the City, 10-12 storeys between Kooyong Road and the Tonkin Highway, tapering down to 4-8 storeys from the Tonkin Highway to Ivy Street. It was generally accepted that building heights in nodes could be taller, ranging from 10-12+ storeys.

Participants felt the architectural quality of buildings along the Highway needed to be improved, and additional, modern and landmark built form outcomes were needed.

Public Realm

Participants preferred lower scale buildings closer to the pedestrian environment, and activated uses on the ground floor.
Participants expressed the need to improve the landscaping along the Corridor, with a strong preference for the requirement of additional trees.

Movement

In terms of car parking, participants had a strong preference for parking either underneath or behind buildings as opposed to in front of buildings.

All participants expressed the need to improve the pedestrian amenity along the Corridor and in the surrounding street networks, particularly an improvement to the landscaping. Participants preferred overpasses to provide connections to both sides of the Corridor.

Participants expressed their concern for the safety of cyclists within the Corridor and felt they would be safer separated from motorists. Participants also noted the cycle route along the Swan River was disconnected in portions and should be rectified to provide a complete and seamless pathway.

The Corridor and surrounding network was regarded as being well serviced by public transport however, participants felt every bus stop should have a shelter, and indented bus bays at each bus stop along the Corridor needed to be provided to not impede traffic flow. Some participants believed light rail would be beneficial.

Question

9. Would you support mixed use nodes along the Corridor, if so please indicate where?

The majority of attendees supported Mixed Use nodes being located along the Corridor. Generally, attendees agreed with the location of the nodes presented on the Location Plan. Some tables suggested to increase the size of some of these nodes, the additon of more nodes, or to reduce the number of nodes. Majority of attendees supported an additional node on the Belmont Avenue/ Great Eastern Highway intersection.

Please refer to **Appendix B** to view the plans from each table.

Comments

- Mixed use nodes that connect people with places of activity and attraction
- Need to make sure the mixed use nodes don't aggrevate the function of GEH



Figure 6 - Location Plan

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Question

10. Which land uses would you like to see and where?

In Nodes	Immediately adjacent to the Corridor	In close proximity to the Corridor
Restaurants/cafes	**Tourist accommodation**	**Parks**
Office	**Office**	**Playgrounds**
Permanent residential	**Showroom - small scale**	*Permanent residential*
Integrated shops	**Integrated shops**	*Office*
Indoor markets	*Retirement home*	*Retirement home*
Creche	*Restaurant /café*	*Showrooms - large scale*
Plaza	*Showroom – large scale*	Clubrooms
Cinema	Outdoor market	Tourist accommdoation
Tourist accommodation	Fast food	Sporting facility
Retirement home	Permanent residential	
Parks	Petrol stations	
Library	Clubrooms	
	Parks	
	Playground	
	Library	

Comments:

Indoor market

- Integrate with mixed use

Outdoor market

- Integrate with river

Cinema

- Next to DFO

Clubrooms

- Adjacent to parks

Parks

- Next to river

Fast food

- Only if intergrated

Apartments for families and children:

- Close to park

Stables and Industrial zones

- Possible transition to other uses over time

Do not want any:

- **Industrial**
- **Petrol stations**
- Showrooms
- Library
- Training spaces

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Question

11. Please indicate on the plan the type of residential dwellings and where you would like to see these located?

Type of Home	Support – Location
Townhouses	**In proximity to the Corridor**
Houses in groups	**In proximity to the Corridor**
Apartments for families with children	Nodes In proximity to the Corridor Adjacent to the Corridor Near parks
Apartments – small developments	**Nodes** Overlooking river In proximity to the Corridor

Comments

No residential development should occur along the Corridor

Question

12. What minimum and maximum building heights do you support?

Location	Minimum Height	Maximum Height
Nodes	4-6	**12+**
Precinct 1	4-6 / 6-8	6-8 / 12+
Precinct 2	4-6	10-12 +
Precinct 3	2-3/4-6	12+

Comments

- Greater height on southern side of the river, with reduced height adjacent to river to protect river views
- Greater height should be located from closest to the City from Graham Farmer Freeway to Kooyong Street.
- Reduced height tapering down from Tonkin Highway to Ivy Street
- Majority of groups supported 12+ storeys in nodes



Figure 7 - Location Plan

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Question

13. What building interface treatment do you support?

Element	Interface treatment	Support
Scale	Scale of building does not respond to pedestrian environment	No support
	Lower scale of building closer to pedestrian environment, taller portion of building set back	**High support**
Activation	Activated uses on ground floor	**High support**
	Non-activated uses on ground floor	No support

Comments

- Variance in building design required
- Pedestrian environment to be considered in buildings design
- Greenery use



Figure 8 - Excerpt of Images included in Exercise 2 relating to Building Interface Treatment

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Question

14. What would you like your Corridor to include?

Element	Support / Comment
Active building edges	**High support**
Buildings presenting to the street	No support
Green existing noise walls	**High support**
Street trees in median	**High support**
Street trees in verge	**High support**
Rooftop gardens	**High support**
Green facade	**High support**
Buildings with light features, creating a gateway with an evening experience	**High support**
Other	Public art

Comments

Buildings presenting to the street

- If can achieve then yes, landscaping buffer maybe between building to soften interface

Buildings setback from street

- Green façade / green existing noise walls

Species selection important

- Must be maintained

Buildings with light features

- Must be quality

General

- Reduce parking in front of buildings

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Question

15. What would you like to see for pedestrians along the Corridor?

Element	Support / Comment
Landscaping in verges including trees	**High support**
Landscaping that supports the "Wildflower Way" initiative	**High support**
Pedestrian Crossing	**High support**
Grade separated pedestrian crossing	**High support**
Seating	**High support**
Shaded footpath	**High support**
Improve pedestrian paths and linkages outside the Corridor	**High support**
Other	Artwork Interactive features

Comments

Landscaping

- More verge and landscape especially at nodes for food and beverage outlets

Seating

- **In active spaces/ near public transport**

Pedestrian Crossing

- At street lights need countdown timer

Wildflower Way

- **High support though only if maintained**

Grade separated pedestrian crossing

- **Overpass not underpass**
- Make them nice, not the standard type
- Improve pedestrian paths and linkages outside the Corridor Not on Great Eastern Highway,

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Question

16. What would you like to see for cyclists along the Corridor?

Element	Support
Bicycle facilities	**High support**
On-road cycling	Low support
Bicycle paths connection into Corridor from side streets	**High support**
Bicycle paths located along Corridor but seperated from the road	**High support**

Comments:

Bicycle paths located along Corridor but separated from the road

- **If there is space for this this is preferred**
- Not if mixed with pedestrians

Bicycle facilities

- At nodes

Question

17. What public transport would you like to see along the surrounding Corridor?

Element	Support
Light rail	*Medium support*
More frequent bus services along the Corridor	*Medium support*
More frequent bus routes in surrounding street network	*Medium support*

Comments:

- **Happy with existing public transport along Great Eastern Highway Corridor**

Light Rail

- **Not needed as strong bus network and future train station near Airport**
- Not with current volumes of traffic
- Too late to implement now

Bus stops

- Every bus stop should have a shelter

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Question

18. Where would you like public parking to be located along Great Eastern Highway Corridor?

Element	Support
Parking at edge of Corridor	No support
Multi Storey Parking	**High support**
Parking in front of buildings accessed from Great Eastern Highway	Low support
Parking behind buildings accessed from Great Eastern Highway	**High support**

Comments:

Multi Storey Parking

- Where architecturally integrated

Parking in front of buildings accessed from Great Eastern Highway

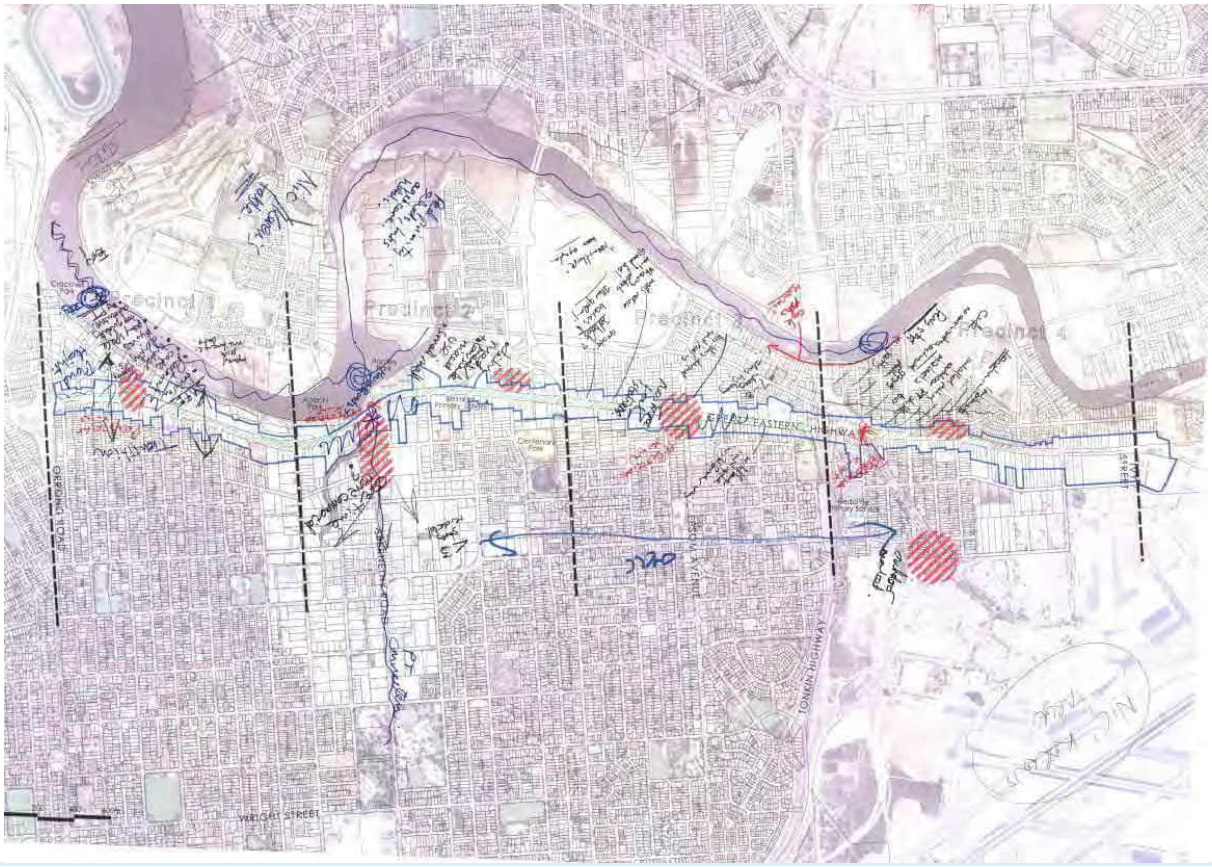
- Williams Road in Cannington good example of this

Parking behind buildings accessed from Great Eastern Highway

- **Consider basement parking**
- Controlled for transition to residential
- Shade in car parking
- As much parking as possible
- Get people to catch public transport
- Free bus services to use the Corridor

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DRAFT DESIGN SCENARIOS



NODES
- Keep nodes in 'Precinct Plan'

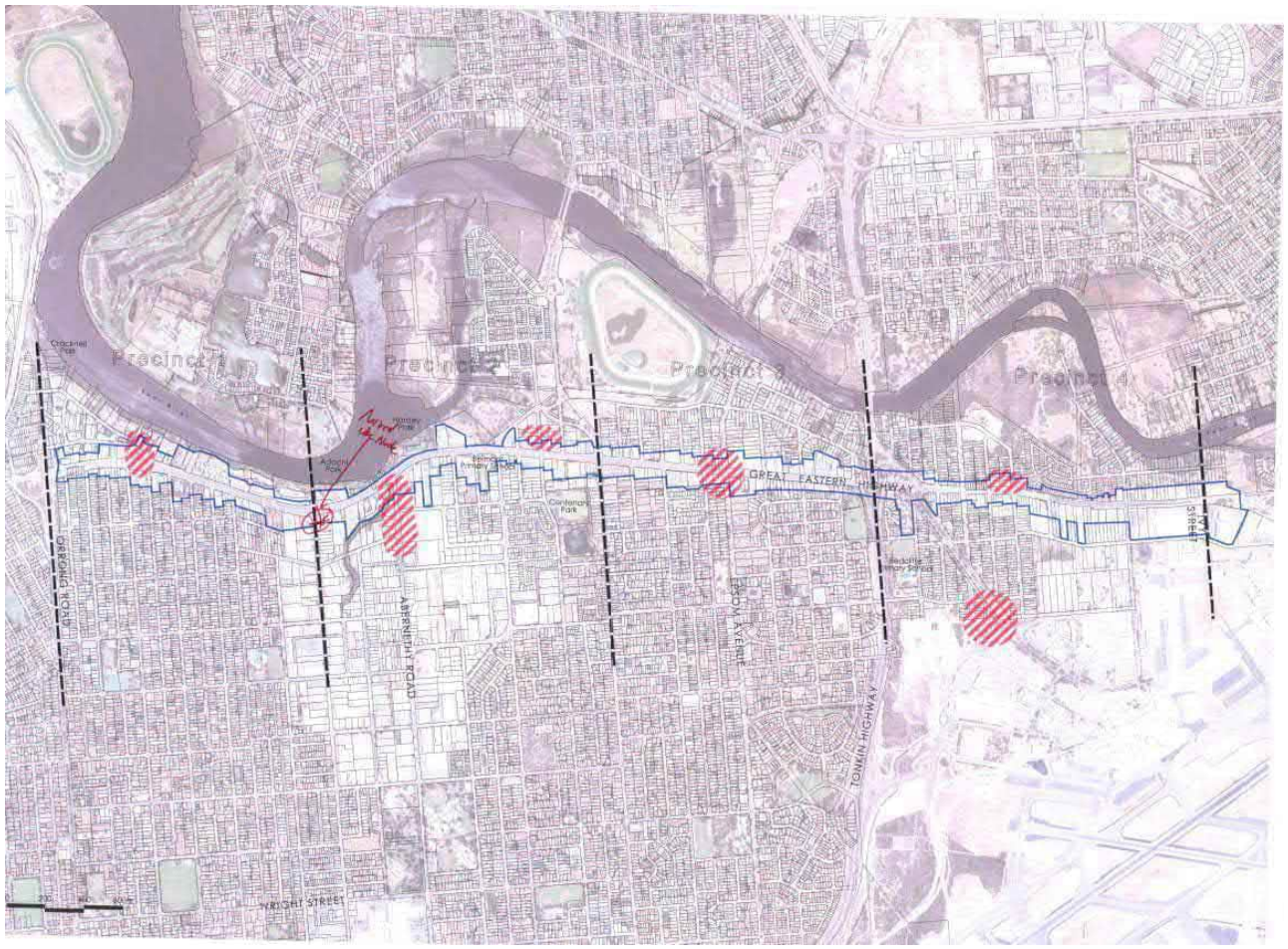
MOVEMENT
- Pedestrian crossing at Brearley Ave/GEH intersection and at all nodes
- Reconnect cycle paths along the river
- Jetties located adjacent to Orrong Road and in Precinct 4

LAND USE
- Restaurants, cafes, play spaces in Precinct 1
- Mixed use/ small mall in Precinct 2

LANDSCAPING
- Wildflower way initiative along GEH

BUILT FORM
- Building heights transition from 7-8 storey along GEH to 2-3 storey in residential areas

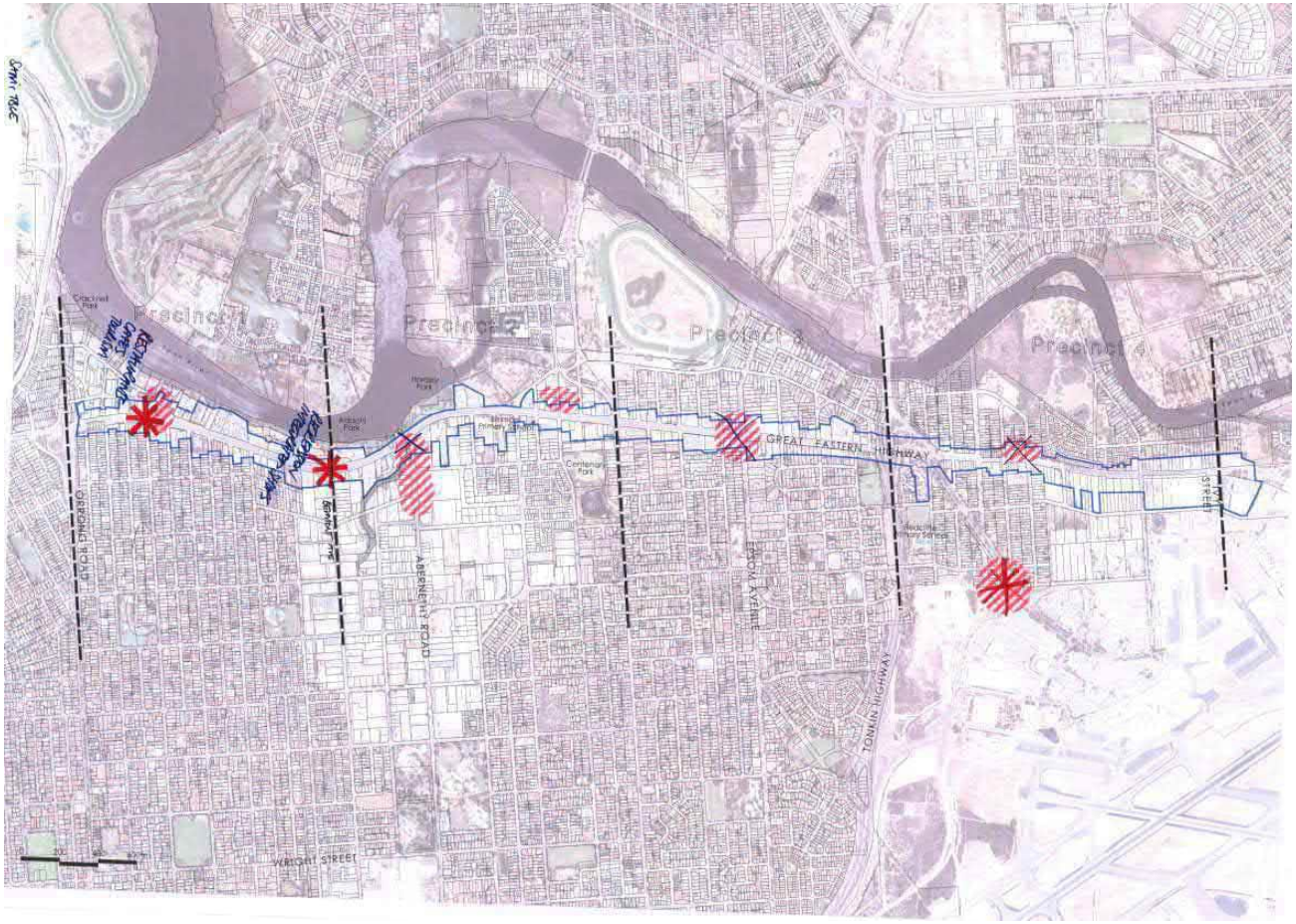
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NODES

- Keep nodes in 'Precinct Plan'
- Add node on Belmont Avenue

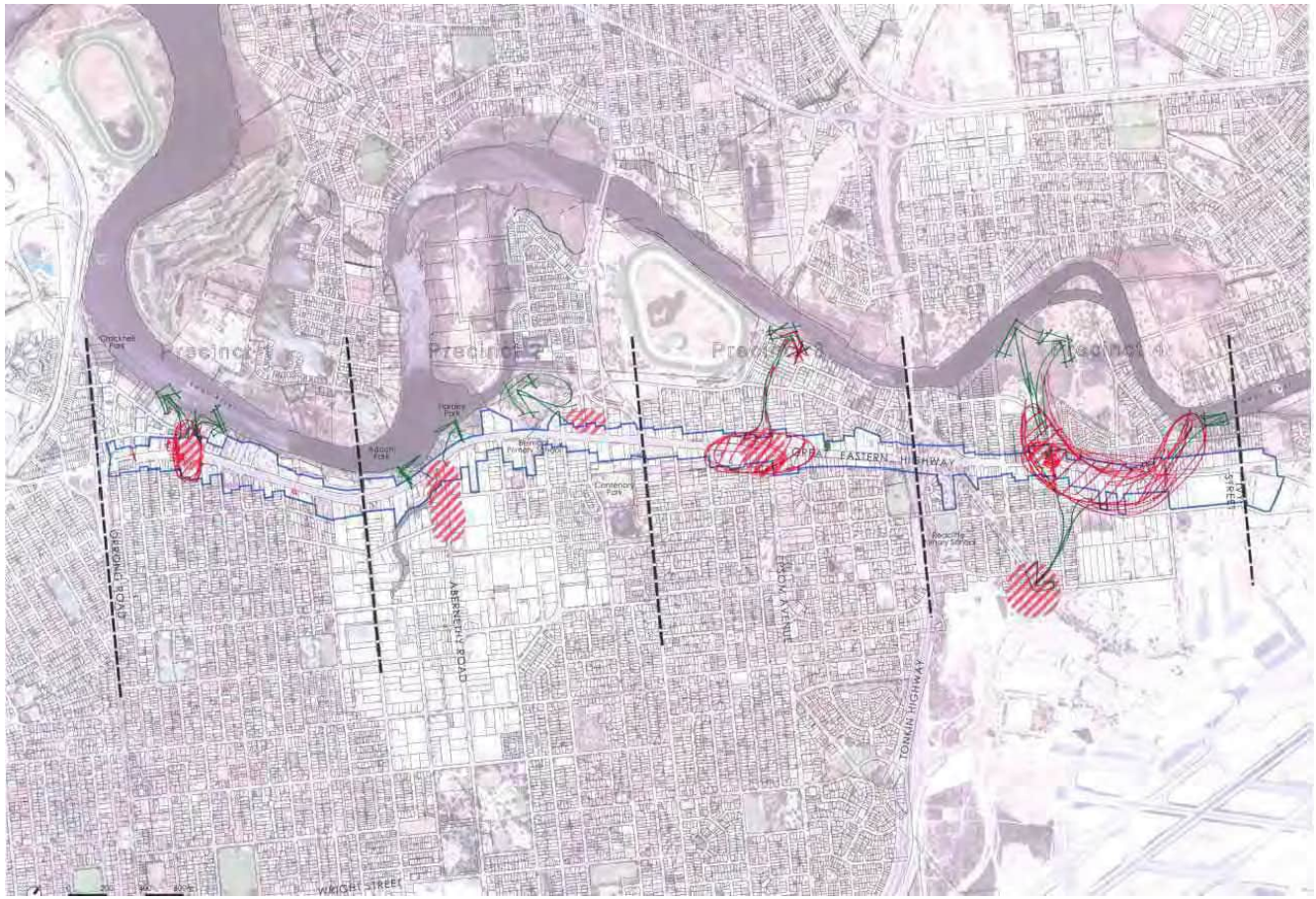
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NODES

- Alter nodes in precinct plan to:
  - Remove node on Abernethy Road, Epsom Avenue and Coolgardie Avenue
  - Add node on Belmont Avenue

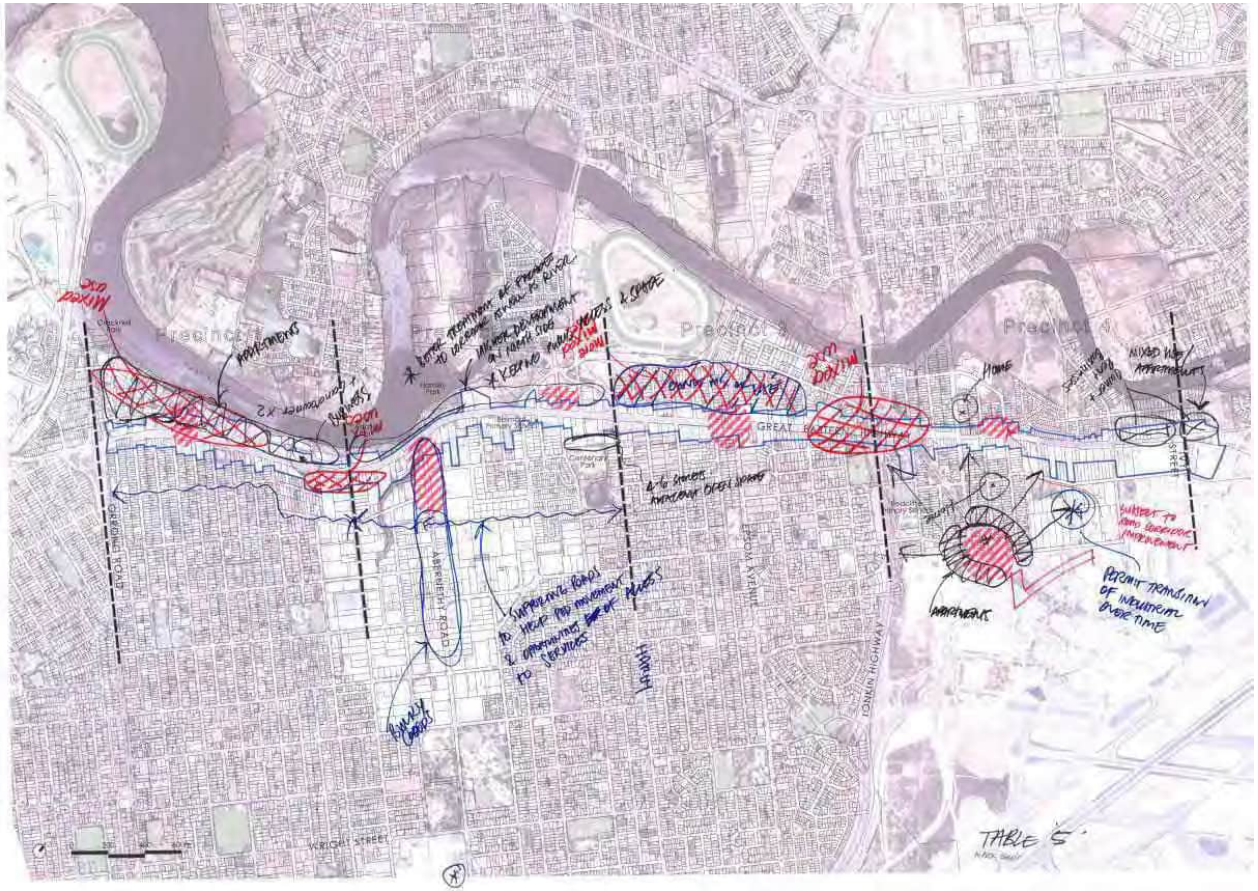
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NODES

- Keep location of nodes in 'Precinct Plan', though expand size of node on Epsom Ave and Coolgardie Avenue
- Connect all nodes to the Swan River

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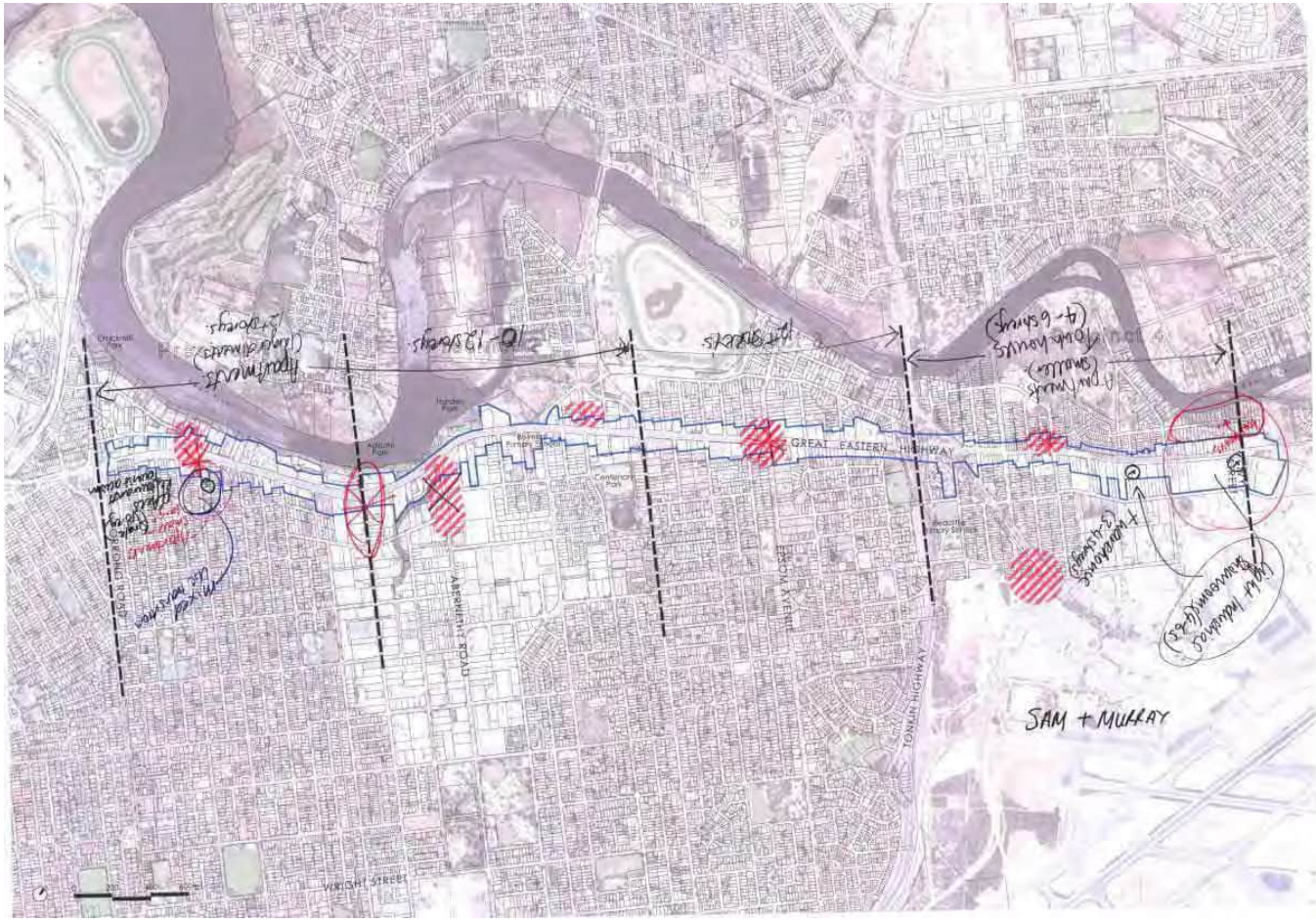
NODES
- Keep nodes in 'Precinct Plan'
- Additional node on Belmont Avenue

LAND USE
- Apartments and mixed use development located in Precinct 1
- Mixed use in all nodes
- Permit transition of industrial precinct over time
- Apartments in node near airport

MOVEMENT
- Additional supporting roads to help pedestrian movement and opportunities of access to services within Business Park
- Keep public access and space to river

BUILT FORM
- Better treatment of facades to Corridor as well as river
- Higher development on northern side of GEH
- Higher development opposite parks

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NODES

- Keep most in 'Precinct Plan' though move node from Abernethy Road to Belmont Avenue

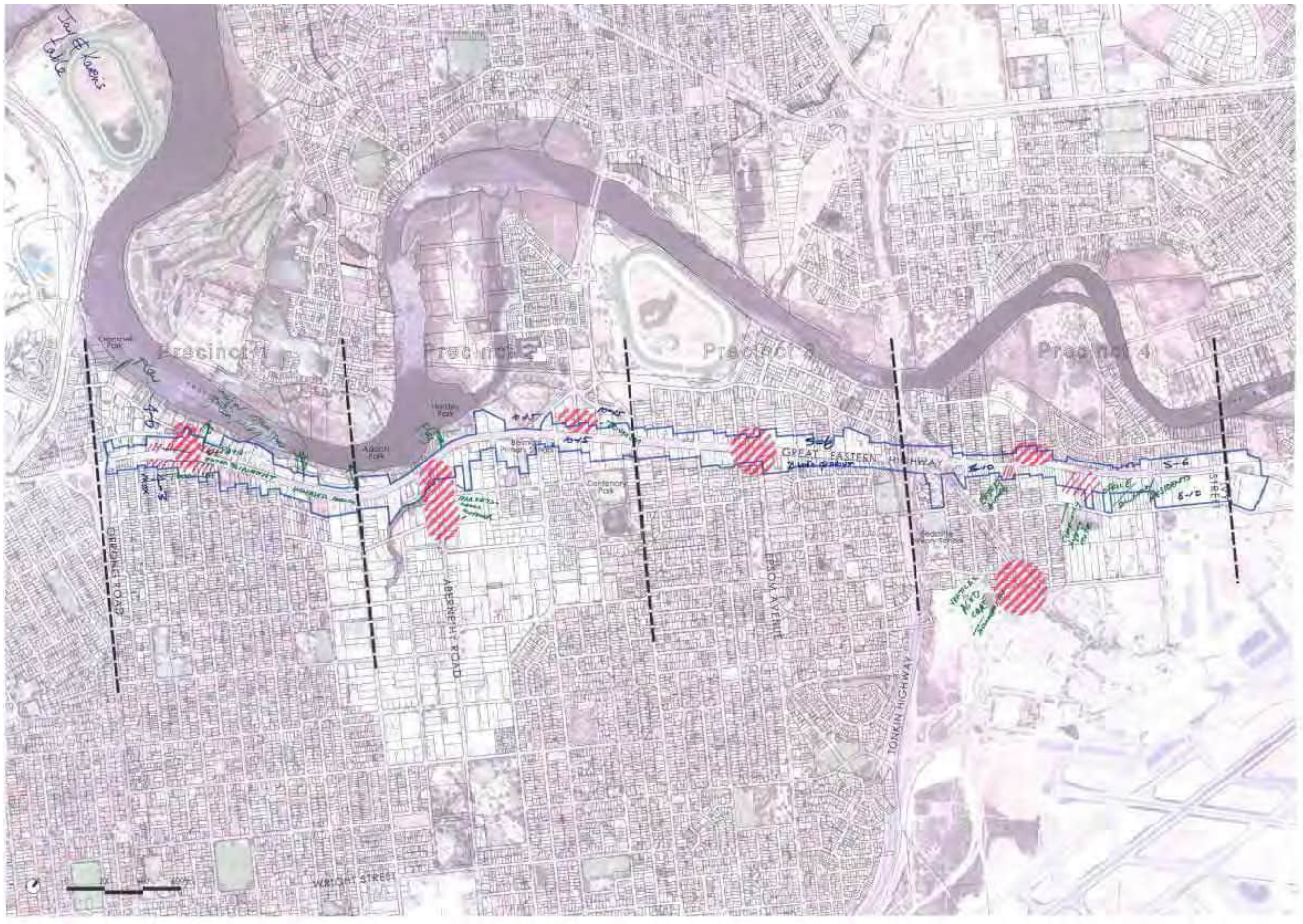
LAND USE

- Light industrial/showroom/warehouse in precinct 4
- Mixed use/ apartments on Precinct 1

BUILT FORM

- 12+ storeys in Precinct 1
- 10-12 storeys in Precinct 1
- 12+ storeys in Precinct 3
- 4-6 storeys in in Precinct 4

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NODES

- Keep nodes in 'Precinct Plan'
- Increase size of node near Orrong Road
- Additional node comprising shopping centre in Precinct 4

BUILT FORM

- 10-15 storeys in nodes in precinct 2, tapering down to 8 in precinct 3 and 5-6 in precinct 1 and 2.

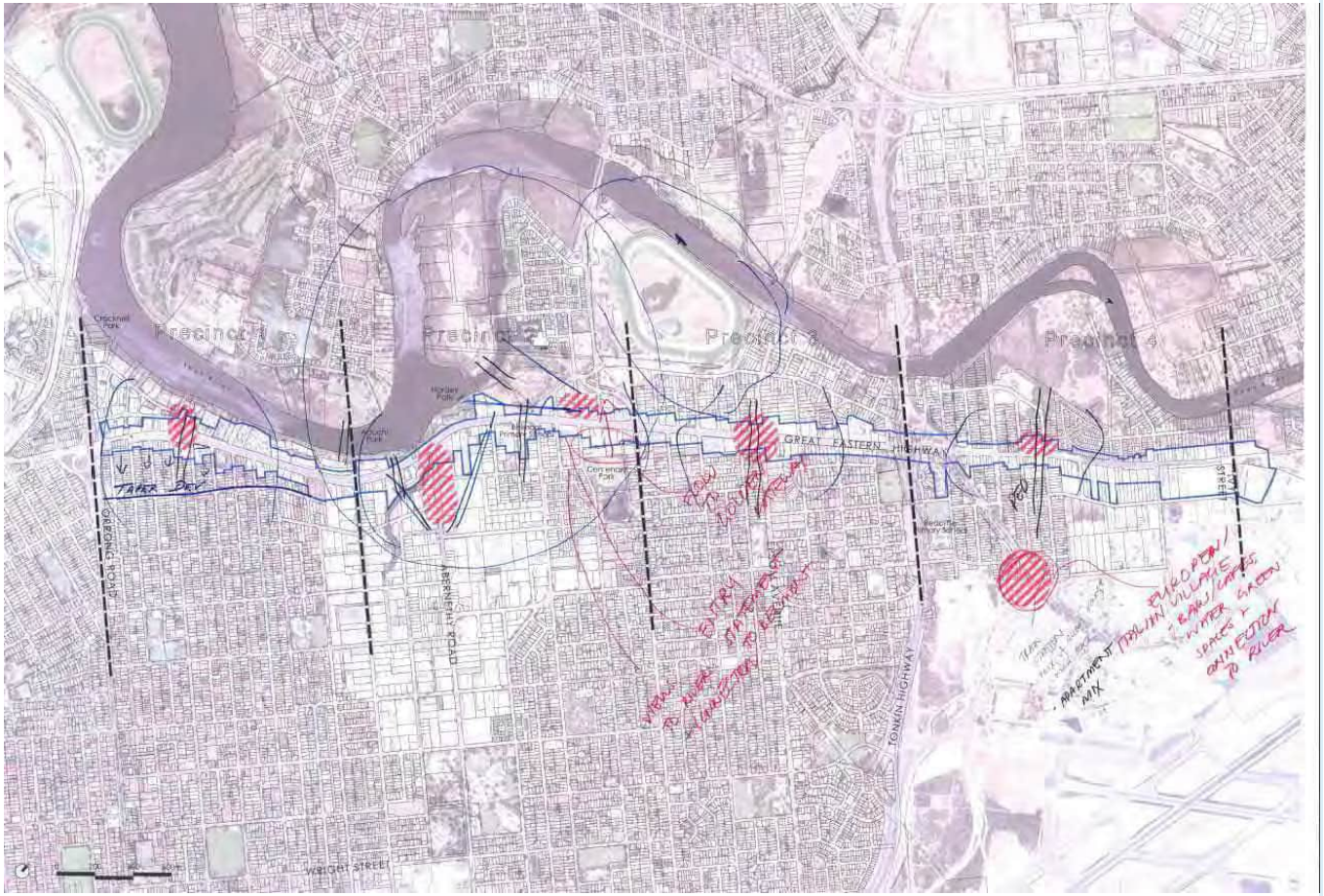
PUBLIC OPEN SPACE

- Major green space along foreshore in Precinct 1

LAND USE

- Entertainment/plaza in precinct 1
- Markets and tourism in Precinct 2
- Vertical aged care near airport
- Office/ showroom / shopping and entertainment in precinct 4

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NODES

- Increase size of nodes in 'Precinct Plan'
- Nodes on Abernethy Road and in Golden Gateway embrace views to river
- Node near apartment to become European village with bars, cafes, water, open spaces and connection to the river

MOVEMENT

- Locate pedestrian overpass at every node
- Overpasses to connect to Maylands peninsula and Ascot island
- Jetties located along river to attract tourists to stay in precinct

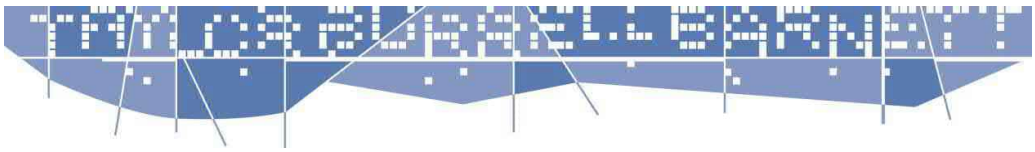
BUILT FORM

- Higher buildings adjacent to Corridor, taper down transitioning into surrounding suburbs
- Higher buildings where adjacent to River.

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APPENDIX C – WORSKHOP AGENDA

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AGENDA

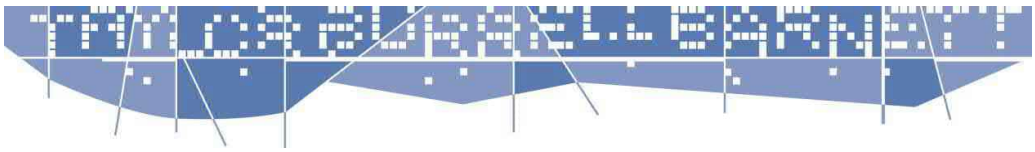
GREAT EASTERN HIGHWAY CORRIDOR PLAN
Vision and Design Workshop

Saturday 18th November 9am
Venue: City of Belmont

AGENDA

No.	Item	Responsibility	Time
1	Welcome, Introduction and Agenda	Troy Cappellucci, Coordinator Planning Services - City of Belmont	9:00 - 9:05am (5 mins)
2	Project History, Background and Context • Government Strategies • Context Analysis • Study Area	Taylor Burrell Barnett	9:05 – 9:10am (5 mins)
4	Workshop Purpose • My Place (Residence/Business) • My Corridor • Vision and Design Principles • Design Scenarios	Taylor Burrell Barnett	9:10 – 9:15am (5 mins)
5	Issues and Opportunities Analysis • Public Realm • Movement and Traffic Intersections • Land Use • Built Form	Taylor Burrell Barnett	9:15 – 9:35am (20 mins)
6	Role of Corridor • Urbanisation	Taylor Burrell Barnett	9:35-9:45am (10 mins)

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	• Infrastructure • Knowledge/ Economy • Corridor Precinct Themes		
7	Workshop Exercise 1 – Explanation of Design Principles (5 mins) a. **Values analysis** (10mins) b. **Consideration of Principles** (15mins) c. **Vision / theme statement/s** (15mins) • Feedback (All) (15 mins)	Taylor Burrell Barnett	9:45 – 10:45am (60 mins)
	Short Break		**10 minutes**
8	Workshop Exercise 2 – **Design Scenarios** • My Place o Public Realm, Movement, Land Use and Built Form • My Corridor o Public Realm, Movement, Land Use and Built Form • Feedback (All) (15 mins)	Taylor Burrell Barnett	10:55 – 11:55am (60 mins)
9	Next Steps, Thanks and Close	Troy Cappellucci, Coordinator Planning Services - City of Belmont	11:55 – 12pm (5 mins)

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APPENDIX D – ATTENDEE LIST

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No.	Visioning Workshop Attendees
Saturday 18th November	
1.	Chris Collins
2.	Carolyn Martin
3.	Christopher Borg
4.	Jeffrey Haby
5.	Karen Irving
6.	Margaret Winterson
7.	Peter Winter
8.	Peter Walkemeyer
9.	Paul Denny
10.	Ian Denny
11.	Ryan Falconer
12.	Maryanne White
13.	Loan Nguyen
14.	Alan Richardson
15.	Amos Machlin
16.	Connie de Koning
17.	Harry D'Cruze
18.	Nathan Watts
19.	Alison Balfour
20.	Chantal Charbonneau
21.	Julius Solomans
22.	Jim Ong

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No.	Visioning Workshop Attendees
Monday 20th November	
1.	Jason Wong
2.	Tze Soh
3.	Ben Killigrew
4.	David Quadros
5.	Gary Brown
6.	Kareena May - SITE Planning & Design on behalf of DEMOL INVESTMENTS PTY LTD
7.	Mike Fitzgerald - SITE Planning & Design on behalf of DEMOL INVESTMENTS PTY LTD
8.	Gene Koltasz on behalf of DUVALIA CORPORATION PTY LTD
9.	Vic Parin on behalf of DUVALIA CORPORATION PTY LTD
10.	Giuseppe Arielli
11.	Graham Downs
12.	James Farquhar
13.	Lana Moncur
14.	Adrian Lester for LESTER GROUP
15.	Stuart McIntosh
16.	Paul Davies
17.	Paul Mason
18.	Steven Hill
19.	Alan Lazarus
20.	Ian Humphrey
21.	Joshua Wong
22.	Bella Scharfenstein
23.	Dean Pettit on behalf of Perth Airport
24.	David Hayes
25.	Elizabeth Hayes
26.	Bill Warner
Total	
48 Attendees	

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APPENDIX E - VISIONING WORKSHOP POWERPOINT PRESENTATION

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Great Eastern Highway Corridor Plan and Strategy

Community Vision and Design Workshop

20th November 2017



Taylor Burrell Barnett
Town Planning & Design

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Introduction and Agenda

1. Welcome

2. Introduction and Agenda

3. Project History, Background and Context

4. Workshop Purpose

5. Issues and Opportunities Analysis
    - Public Realm
    - Movement
    - Land Use
    - Built Form
    - Traffic Intersections

6. Role of Corridor
    - Urbanisation
    - Infrastructure
    - Knowledge/Economy
    - Corridor Precinct Themes

7. **Workshop Exercise 1** – Vision and Design Principles

    10 minute break

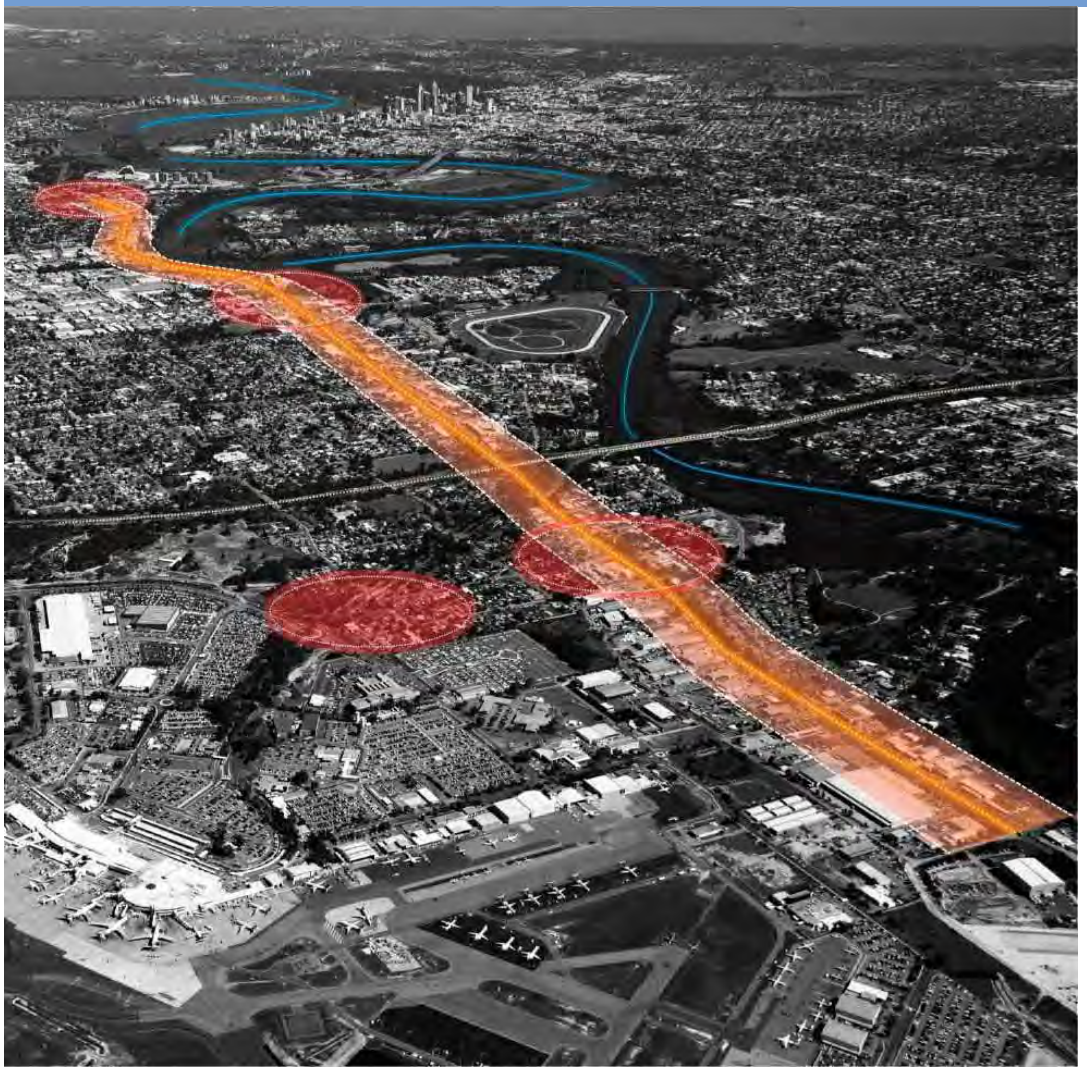
8. **Workshop Exercise 2** – Design Scenarios

9. Next Steps

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Project History and Background



- Introduction of *Local Planning Scheme No.15* has resulted in land use conflict along the corridor
- GEH is lacking a shared vision amongst the City, State Government and local community
- Lack of policy guidance provided to built form within the 'Mixed Use' zone
- Public Realm dominated by hard scaping and traffic movements

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Government Strategies

Perth and Peel @ 3.5 million

- 215,000 dwellings to be accommodated within metro-central region
- 10,500 dwellings to be accommodated within the City of Belmont

Transport @ 3.5 million

- Great Eastern Highway a High Priority Public Transit Corridor
- Metronet : Forrestfield line, Airport West Station

Activity Centres Policy (SPP 4.2)

- Perth Airport – Specialised Centre
- Burswood – District Centre
- Belmont Town Centre – Secondary Centre

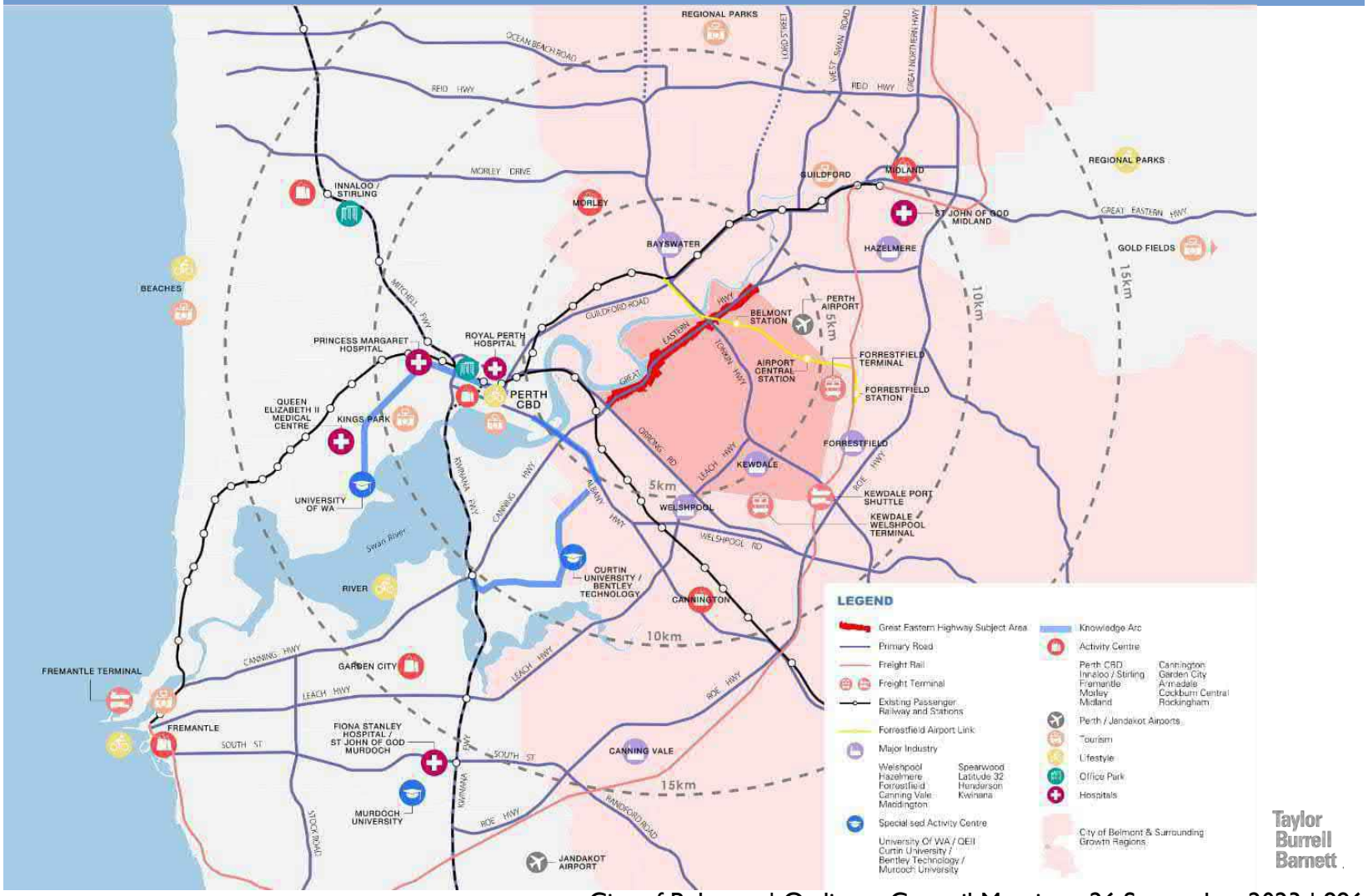
City of Belmont TPS 15

- Lack of policy guidance for ‘Mixed Use’ land

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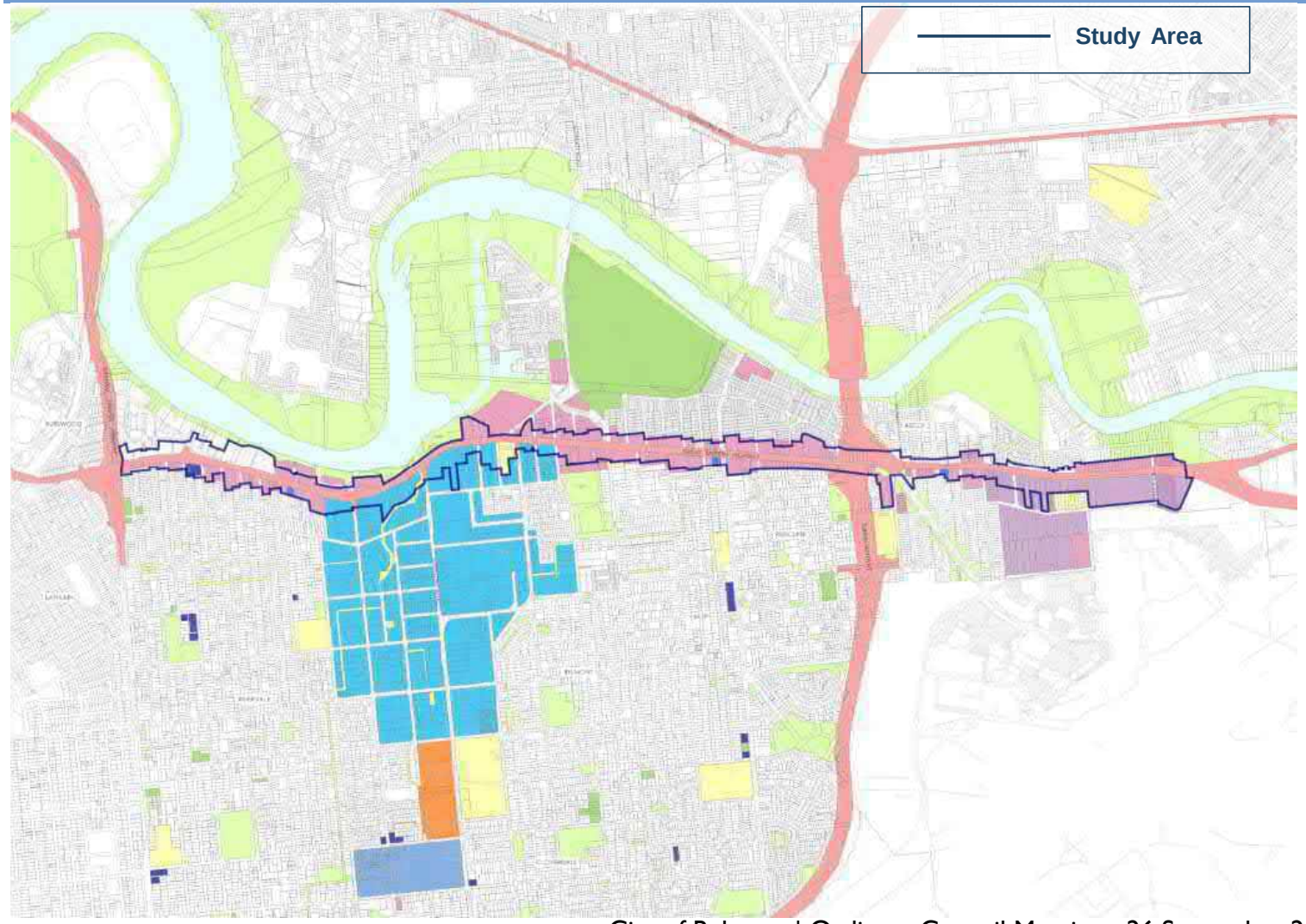
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Context Analysis



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Study Area



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Study Area













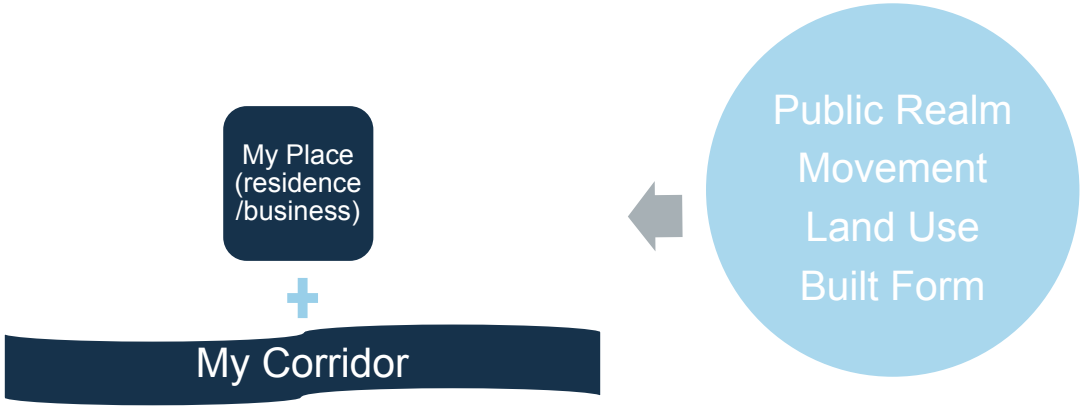
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Workshop Purpose

- Exercise 1: Vision and Design Principles
- Exercise 2: Design Scenarios

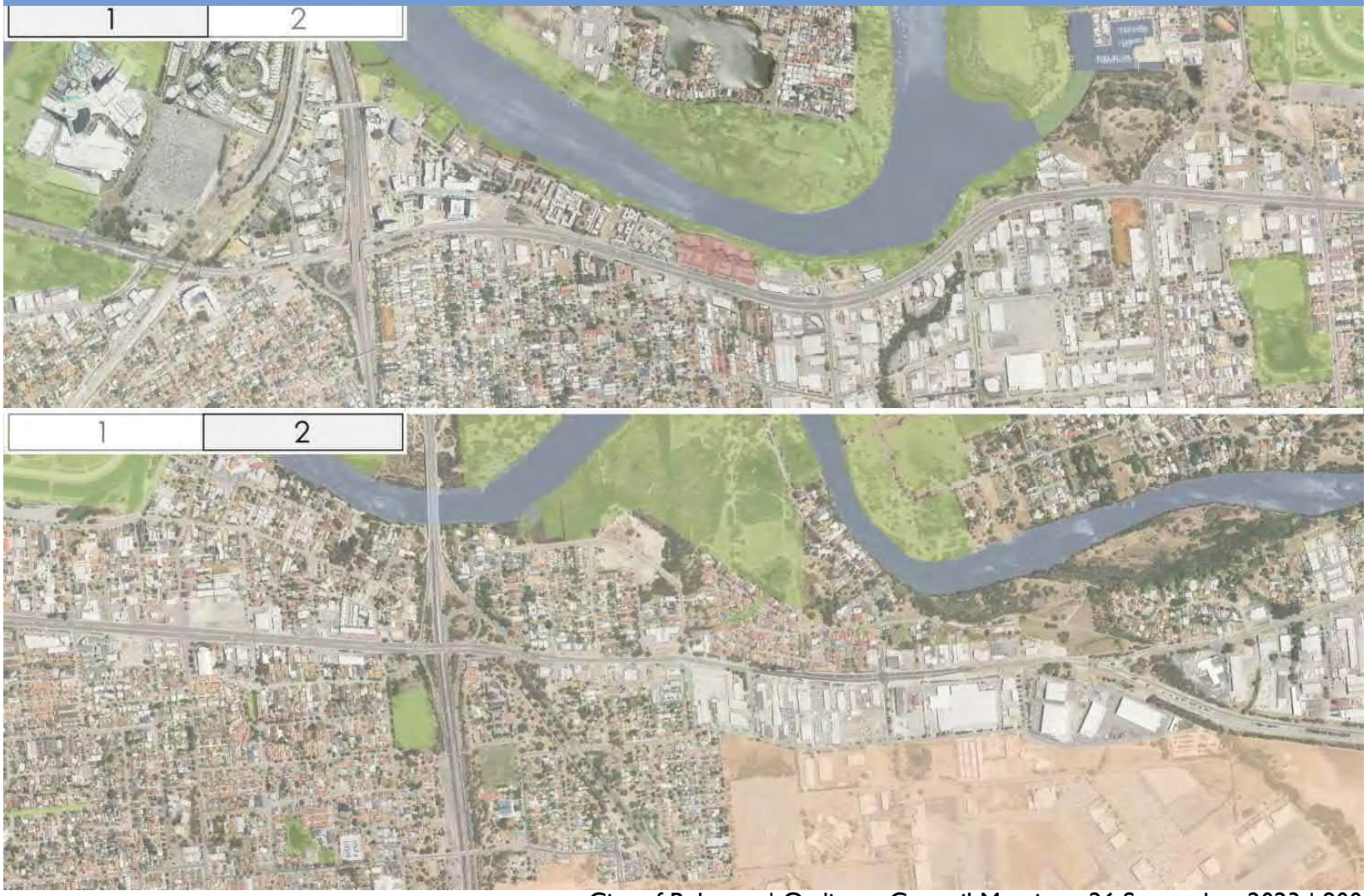
Outcome of workshops will inform a draft Strategy, which will be presented to the community again at workshops in March 2018.



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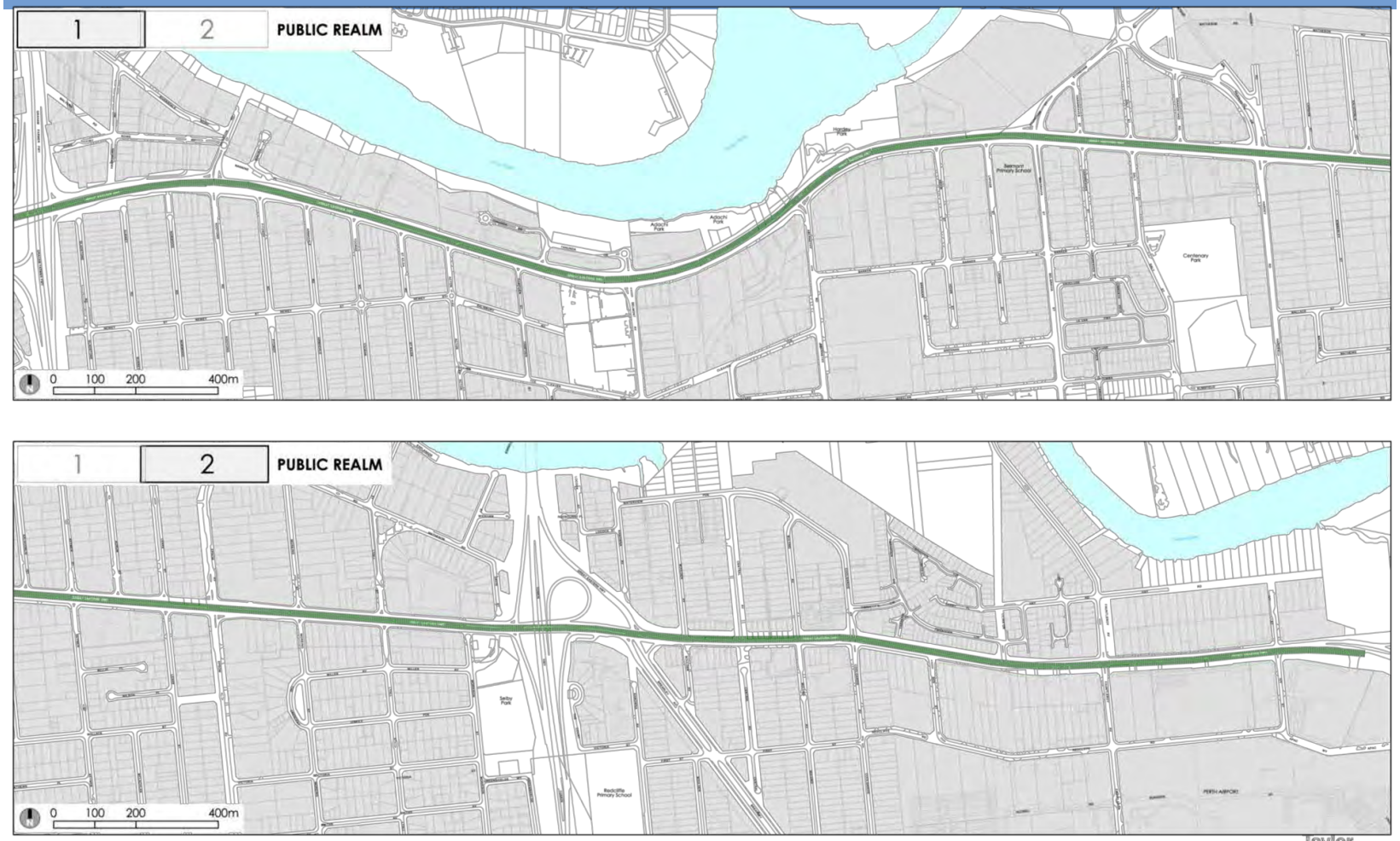
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Issues and Opportunities Analysis



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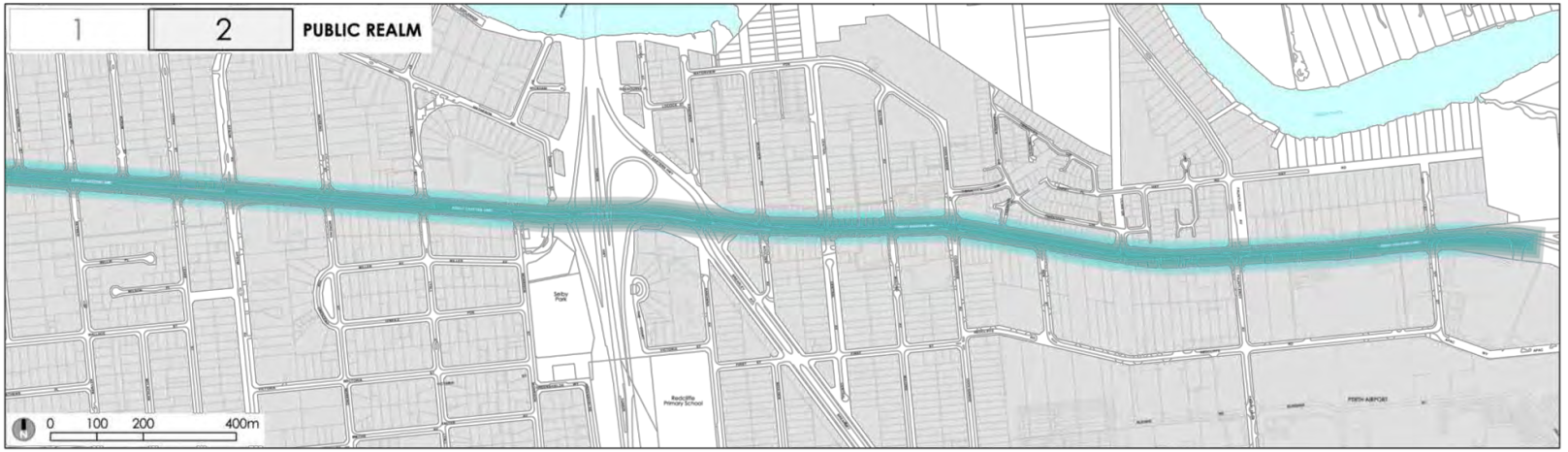
Public Realm



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Public Realm





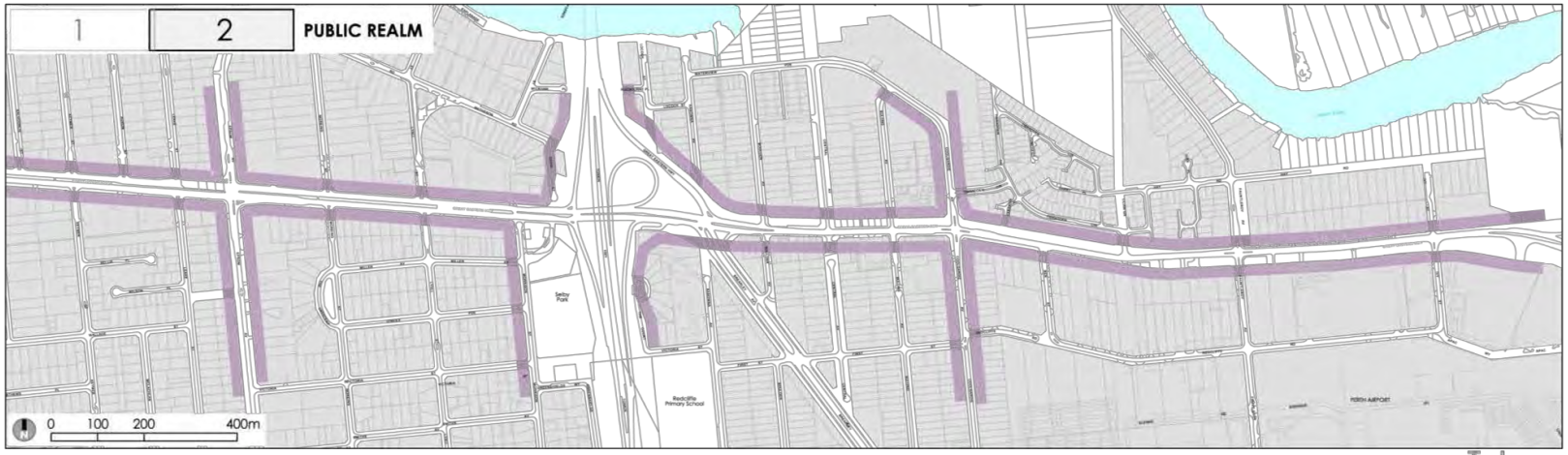
opportunity to influence the landscaping of great eastern highway to ensure that there are greater opportunities for mature trees, landscaping and public realm improvements

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Public Realm



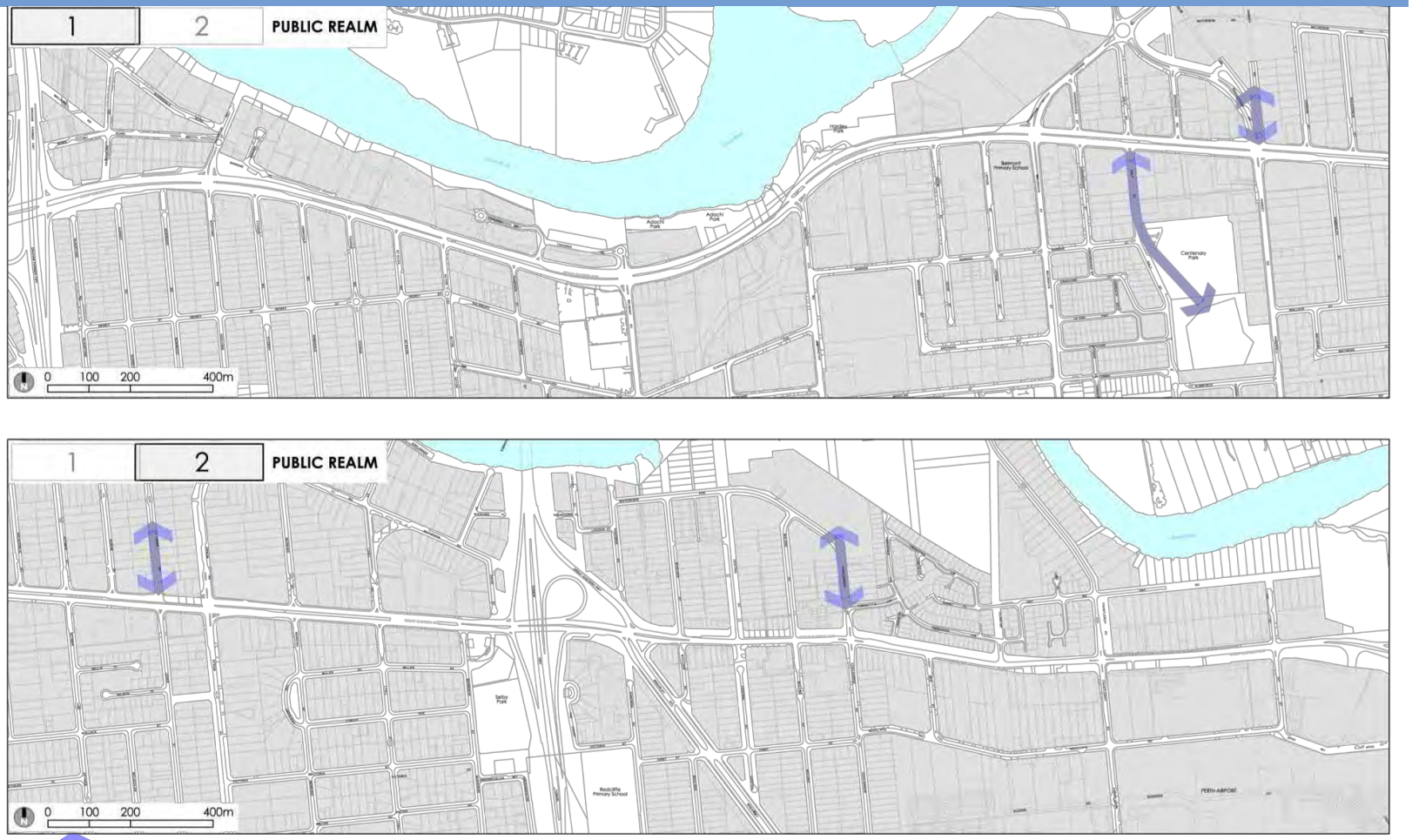


opportunity to emphasise the distinct qualities of neighbourhoods on each side of the corridor

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Public Realm



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Public Realm





opportunity to improve key pedestrian crossings

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Public Realm



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Public Realm





opportunity to improve amenity and connections to existing parks and recreation areas and schools

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Public Realm



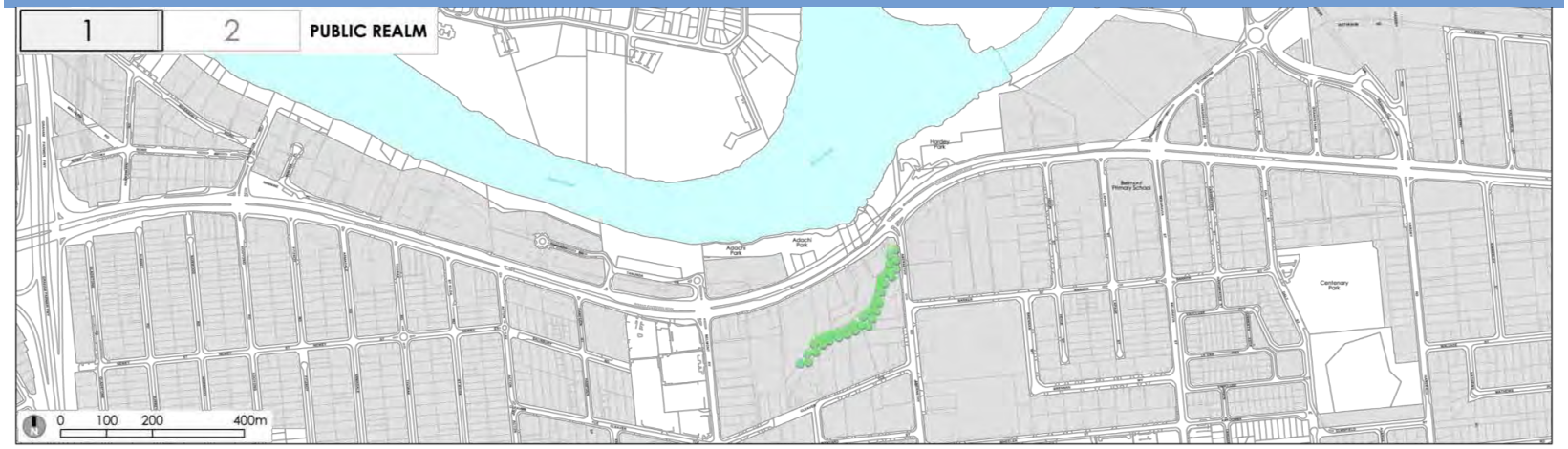


enhance popular pedestrian/cyclist linkages to the Swan River

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Public Realm



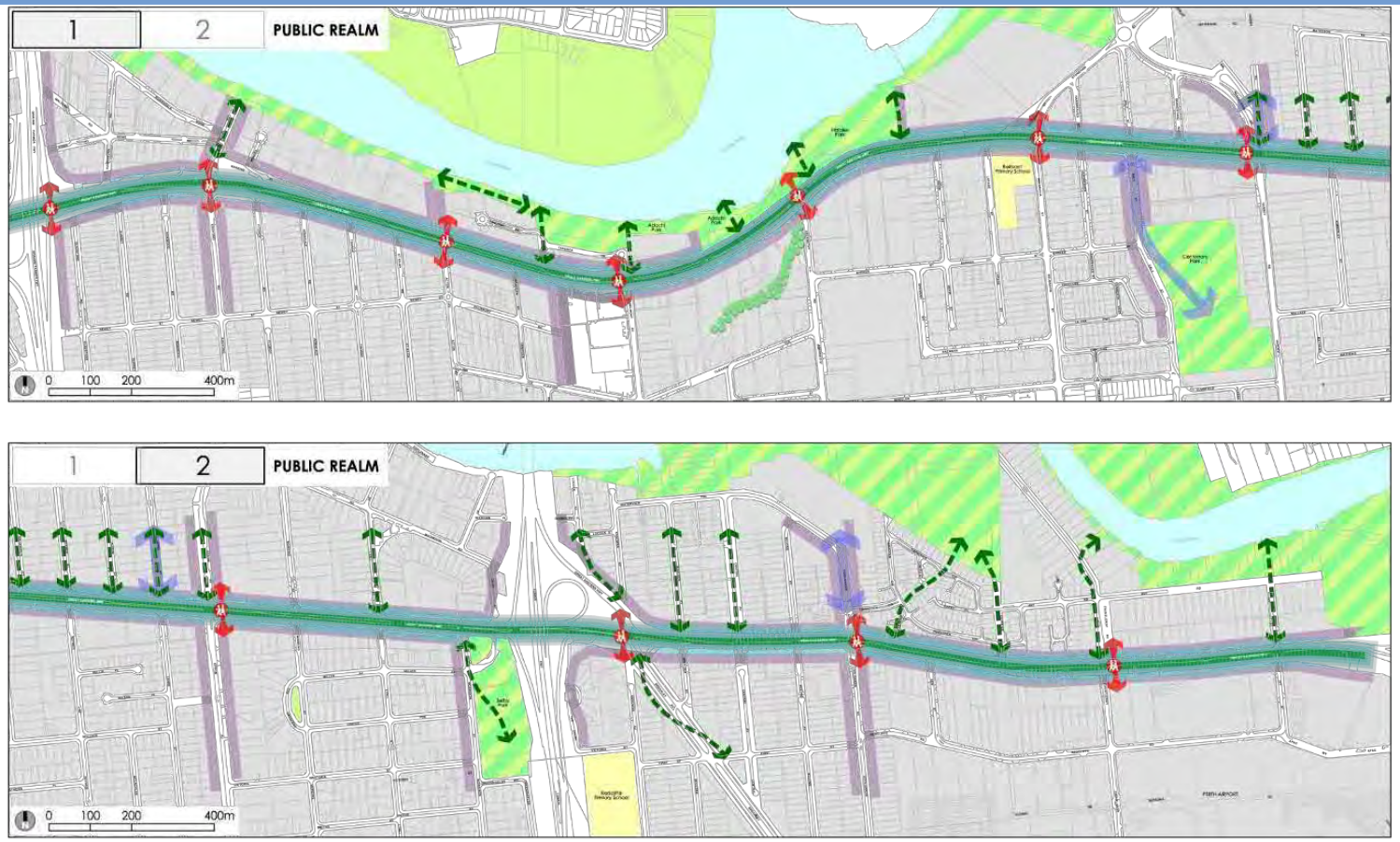


opportunity to enhance and upgrade the existing stream and severin walk

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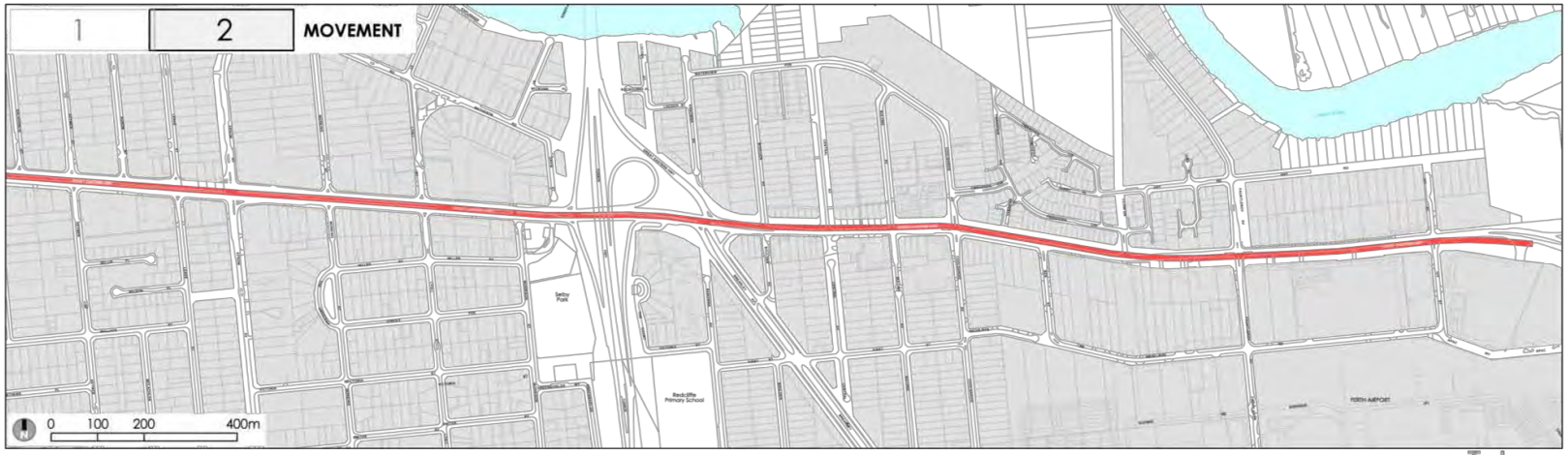
Public Realm



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Movement





acknowledge the highway as a major artery for through traffic

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Movement



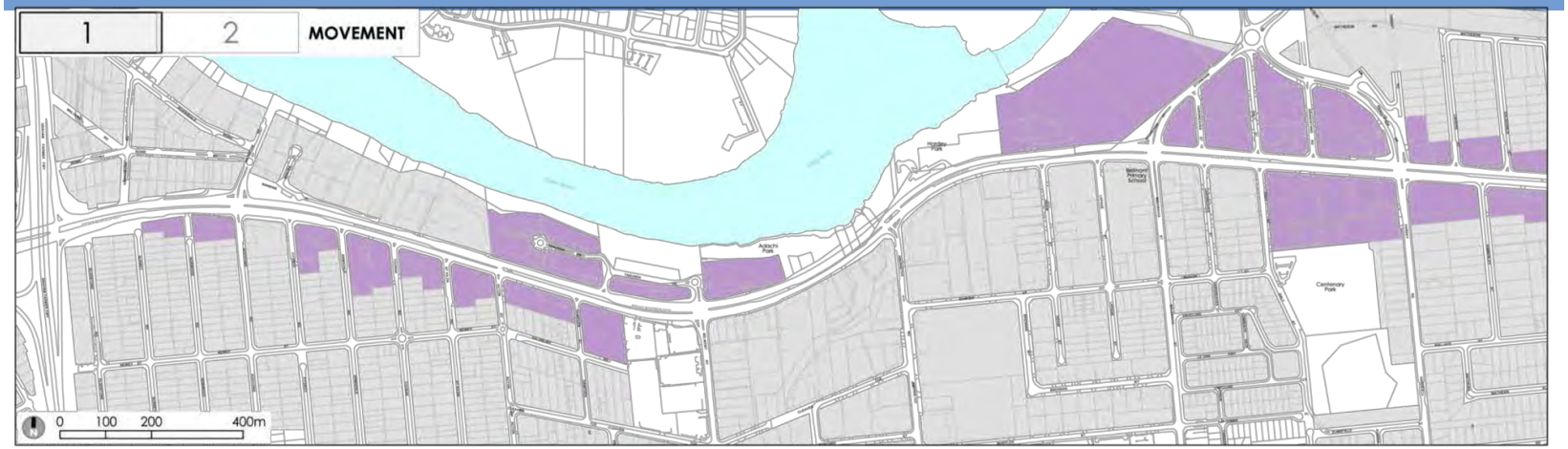


mostly inhospitable environment for pedestrians and cyclists - lack of: shade; safe paths; active land use edges; interesting built form and landscape

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Movement





promote parking for mixed use, mixed business and residential development (along Great Eastern Highway) to be at the rear of development

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Movement





promote access to mixed use, mixed business and residential development (along Great Eastern Highway) to be via secondary streets or laneways

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Movement



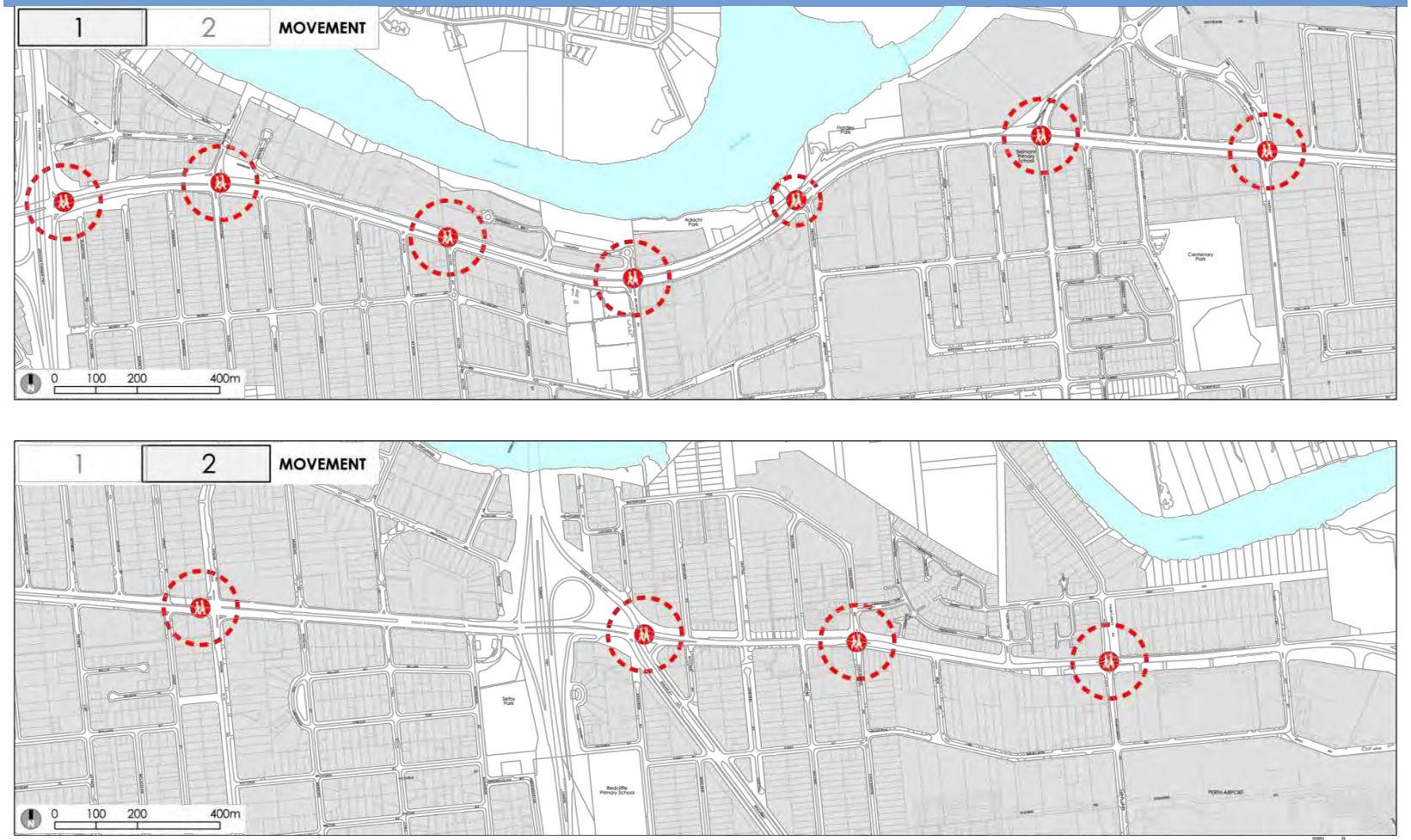


consider opportunities to capture local trade and economic interaction

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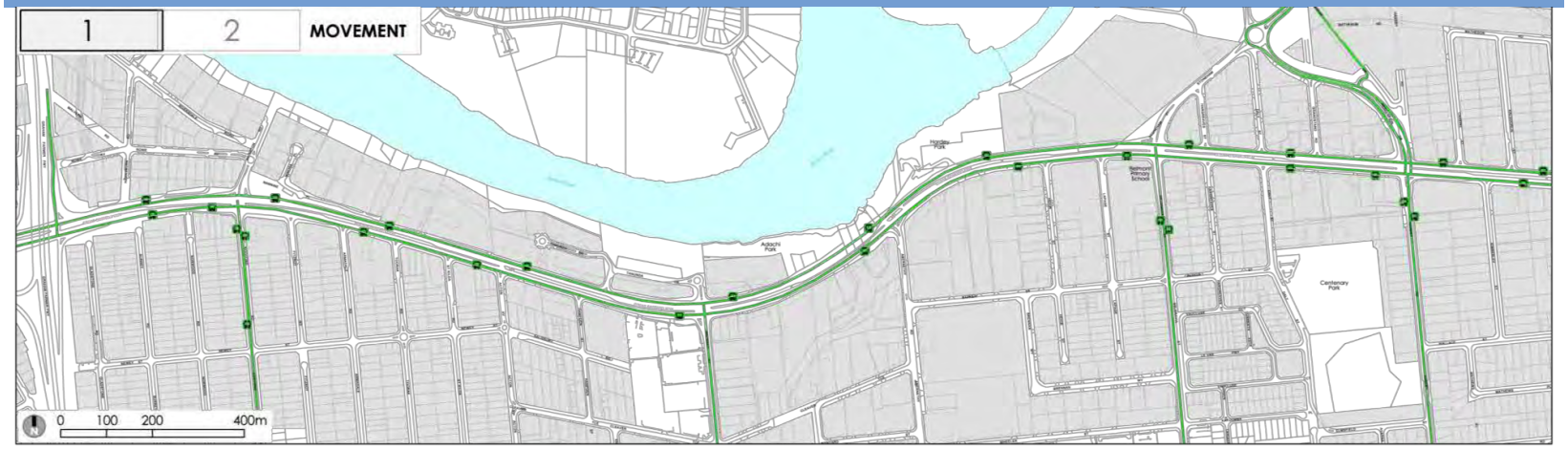
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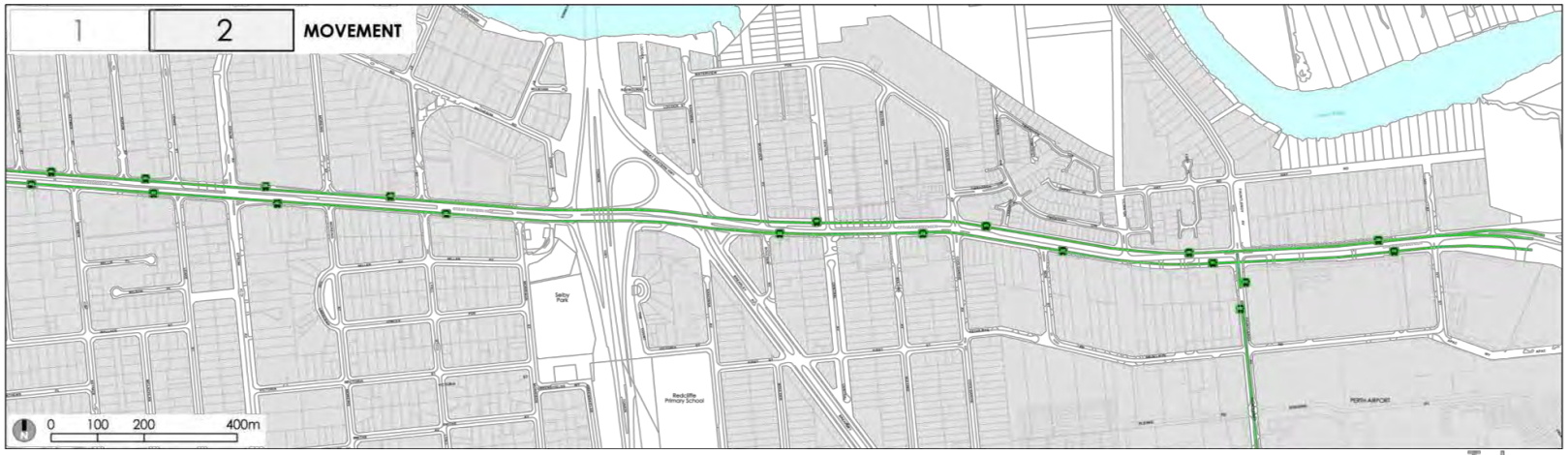
Movement



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Movement





strong public transport availability along Great Eastern Highway corridor

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Movement





underpass - tourist cycle route

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Movement



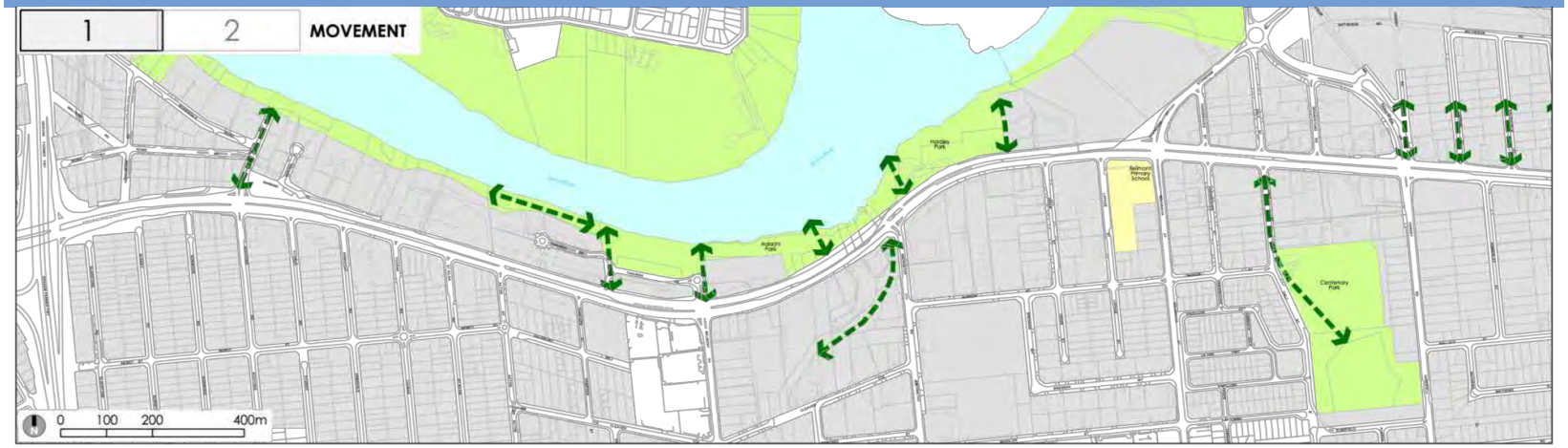


supporting east-west movement system for local traffic

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Movement



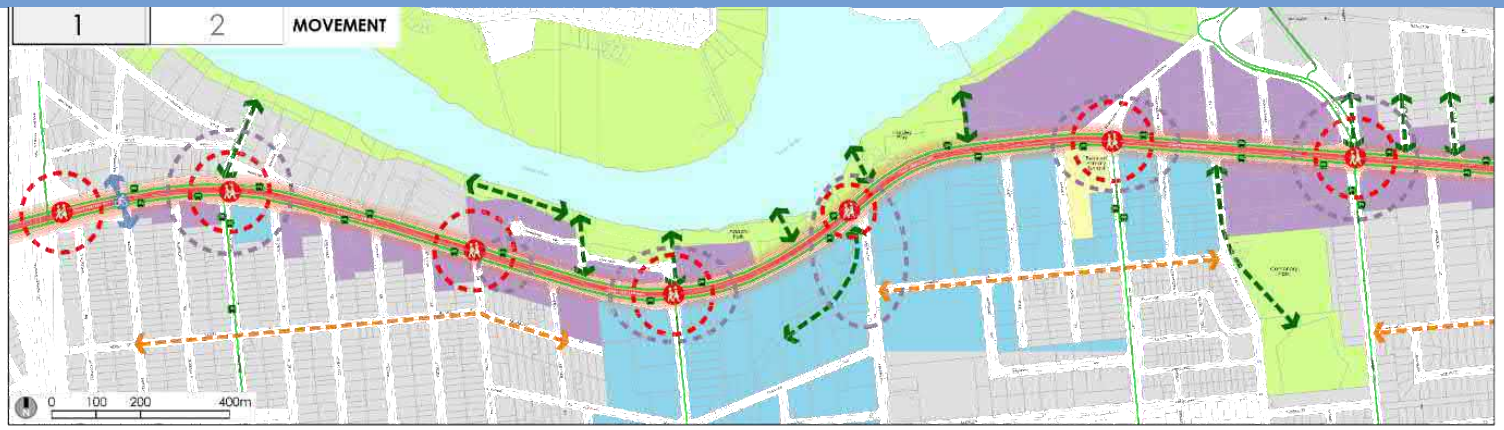


create numerous appealing, popular pedestrian / cyclist linkages to the Swan River

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Movement





acknowledge the highway as a major artery for through traffic

mostly inhospitable environment for pedestrians and cyclists - lack of: shade; safe paths; active land use edges; interesting built form and landscape

promote parking for mixed use, mixed business and residential development (along Great Eastern Highway) to be at the rear of development

promote access to mixed use, mixed business and residential development (along Great Eastern Highway) to be via secondary streets or laneways

consider opportunities to capture local trade and economic interaction

opportunities to improve pedestrian connectivity at key intersections/attractors

strong public transport availability along Great Eastern Highway corridor

underpass - tourist cycle route

supporting east-west movement system for local traffic

opportunity to improve pedestrian connections of existing parks and recreation areas and schools

create numerous appealing, popular pedestrian / cyclist linkages to the Swan River

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Traffic Intersections



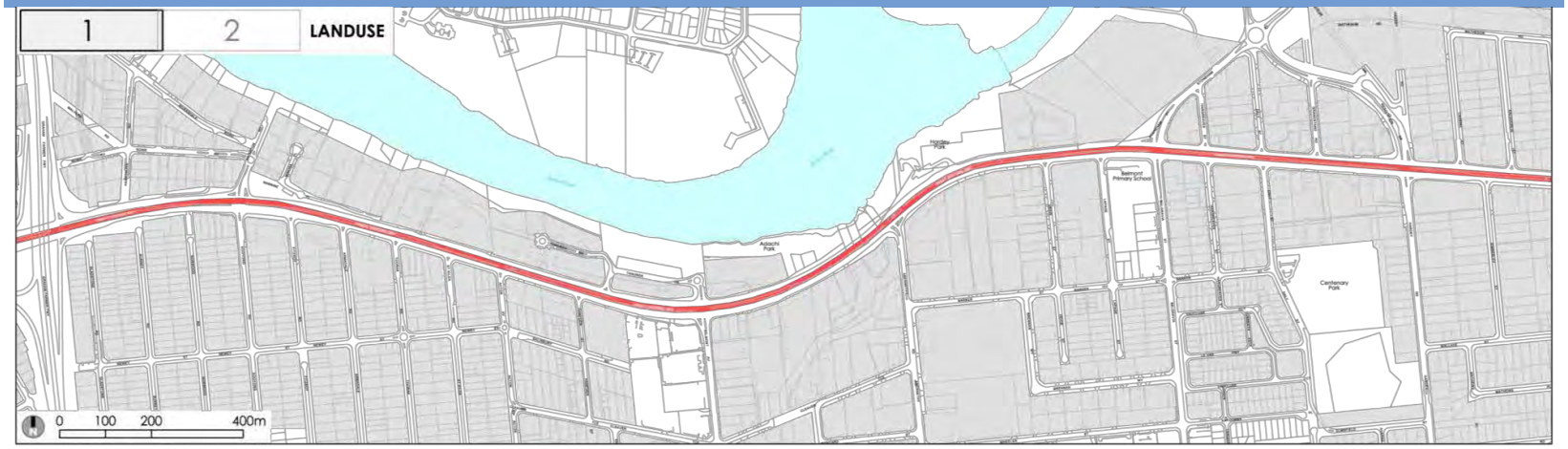
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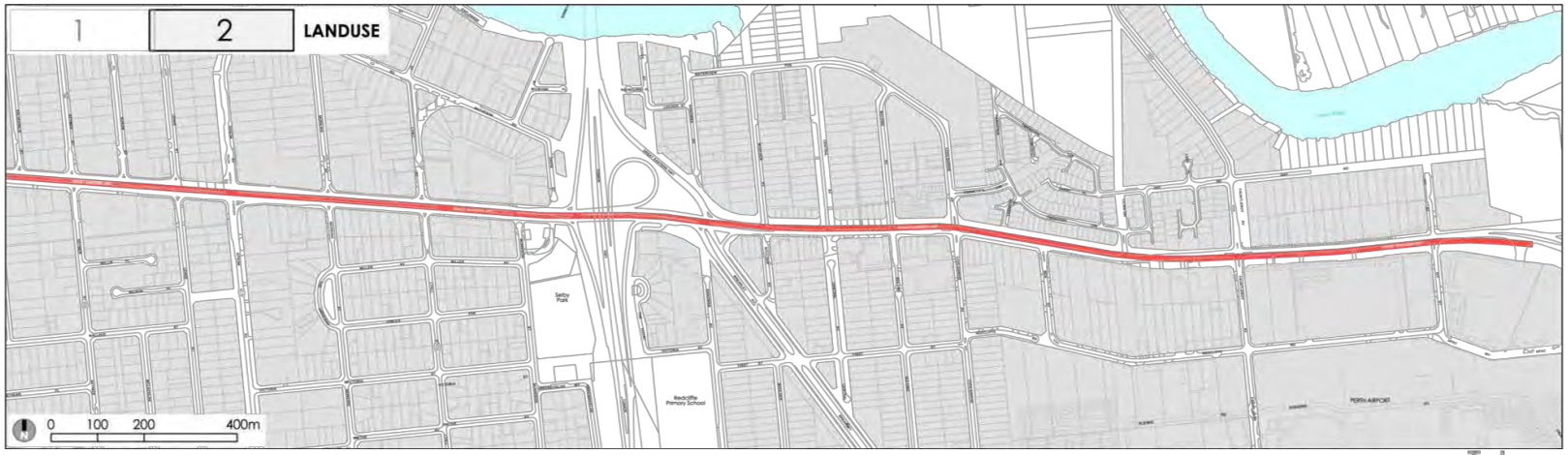
Traffic Intersections



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Land Use





acknowledge the highway as a major artery that acts a strategic trade route and gateway linking perth airport through to the city centre

Taylor Burrell Barnett

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Land Use





consider opportunities to reduce the physical impact of the highway and the barrier it creates.

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Land Use





promote mixed uses within existing mixed business zoned areas

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Land Use



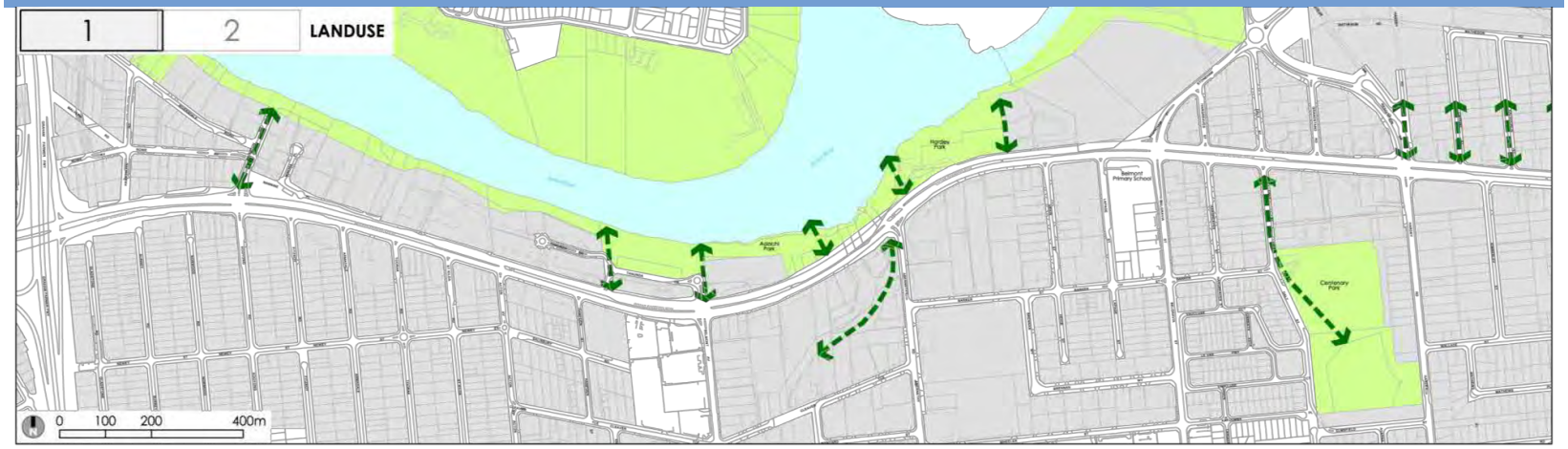


promote local mixed use nodes supporting an intensity of land uses

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Land Use





foster land use intensity and redevelopment that can take advantage of proximity to key pos areas and linkages

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Land Use





consider suitability of different residential density along great eastern highway and within proximity of activity nodes to support activation of great eastern highway

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Land Use





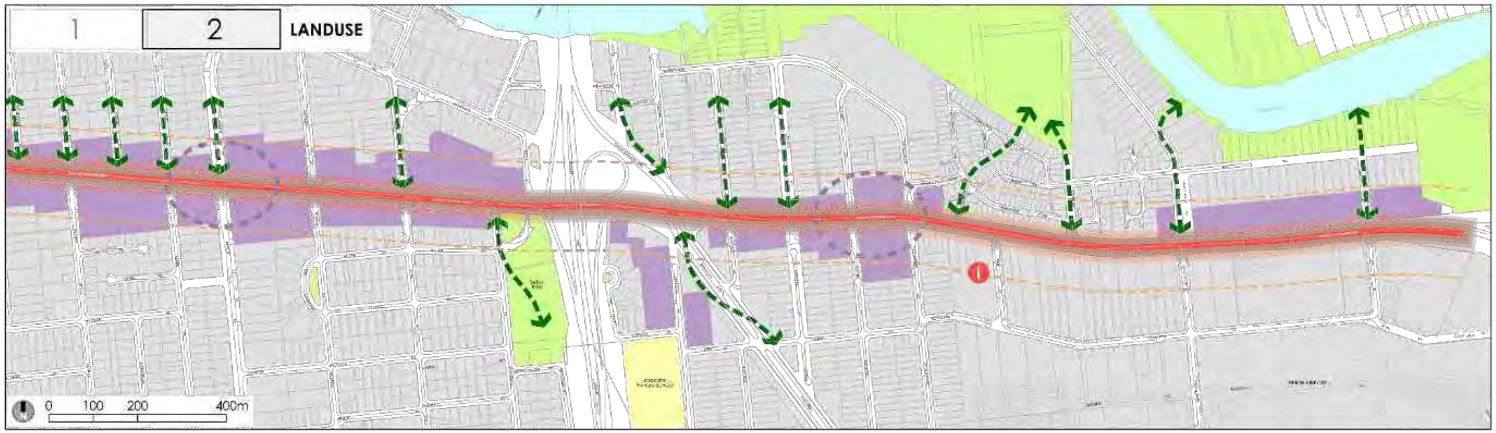
PS consider merits of relocating belmont primary school to better serve the catchment and redevelop school site for high-order uses

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Land Use





acknowledge the highway as a major artery that acts a strategic trade route and gateway linking perth airport through to the city centre

consider opportunities to reduce the physical impact of the highway and the barrier it creates.

consider extent and scale for transition of land use and development intensity from activity corridors to low-density residential

promote mixed uses within existing mixed business zoned areas

promote local mixed use nodes supporting an intensity of land uses

opportunity to improve amenity and infrastructure within existing parks and recreation areas

foster land use intensity and redevelopment that can take advantage of proximity to key pos areas and linkages

consider suitability of different residential density along great eastern highway and within proximity of activity nodes to support activation of great eastern highway

I non-residential land use intensification will be influenced by considerations including land parcel size, fragmented ownership, traffic volume and access limitations

L laneways provide opportunity to consider alternate land uses, laneway interface and activation of laneways

PS consider merits of relocating belmont primary school to better serve the catchment and redevelop school site for high-order uses

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Built Form



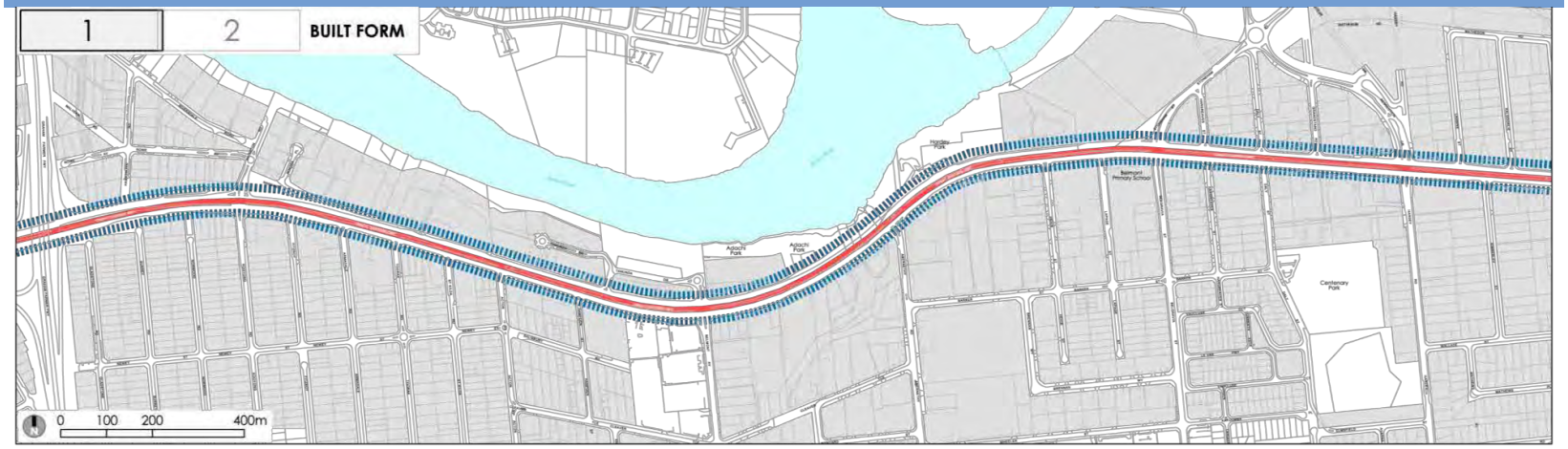


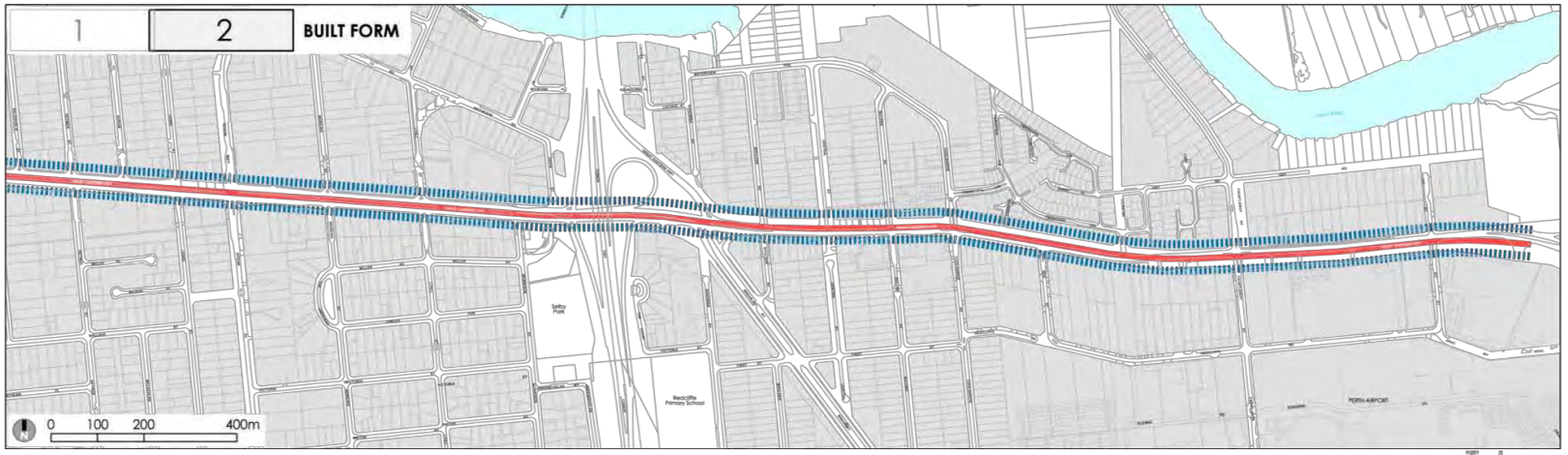
consider suitable building heights that may take advantage of river views

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Built Form



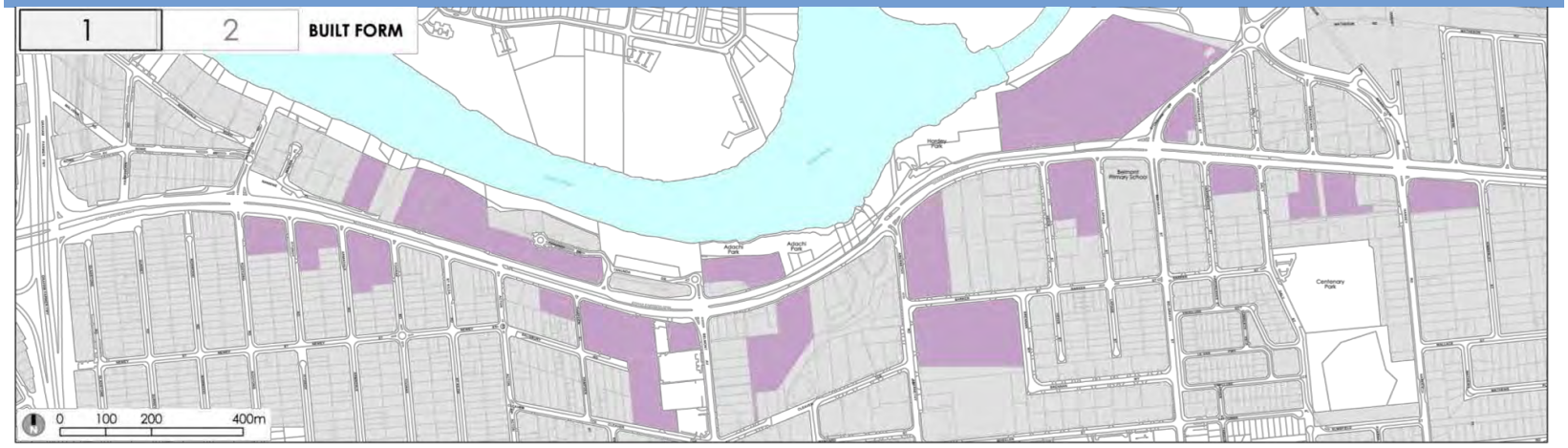


buildings along great eastern highway need to create a positive ground-level experience, particularly for pedestrians, and ameliorate the traffic-dominated nature of the road

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Built Form





large sites provide scope for comprehensive built form and land use outcomes

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Built Form





consider the transition of building height and scale from the key roads to lower density residential areas (needs to address matters such as dwelling diversity, residential amenity, overshadowing, streetscape and privacy)

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Built Form





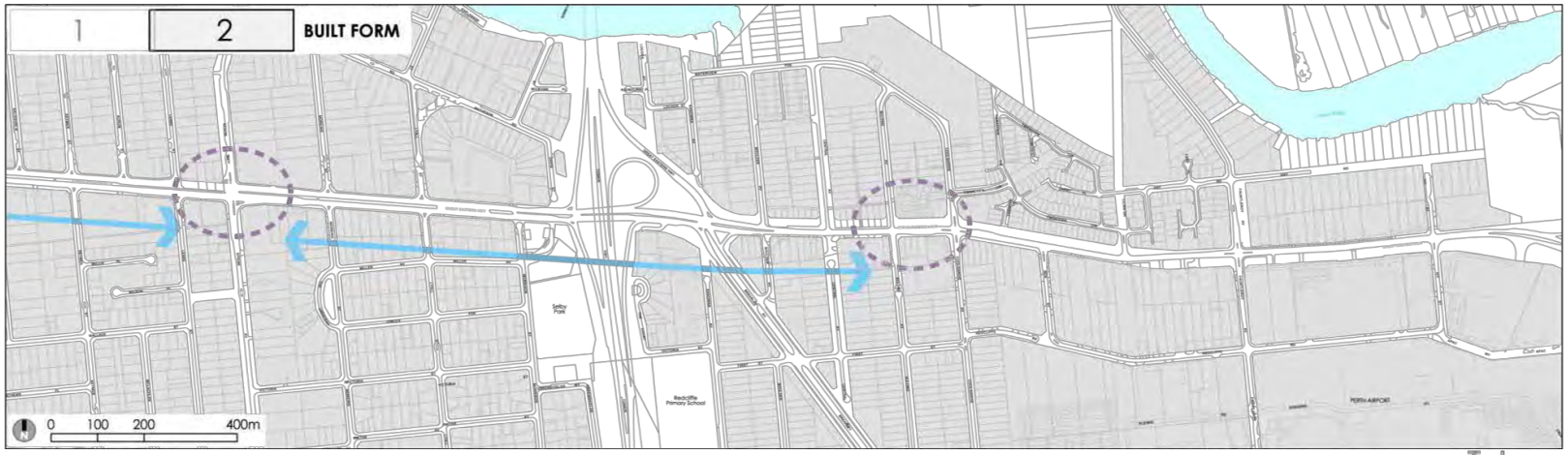
a flexible approach to ground level land uses outside of key activity centres should be incorporated in building and site design

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Built Form





the separation between activity centre nodes enables transition between lower and higher building heights and scale

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Built Form



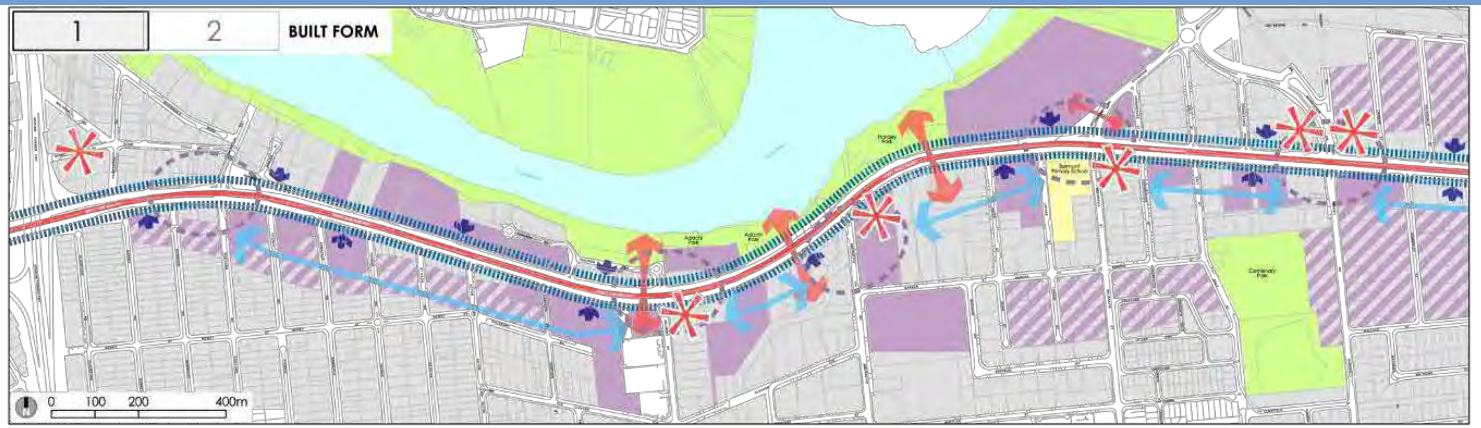


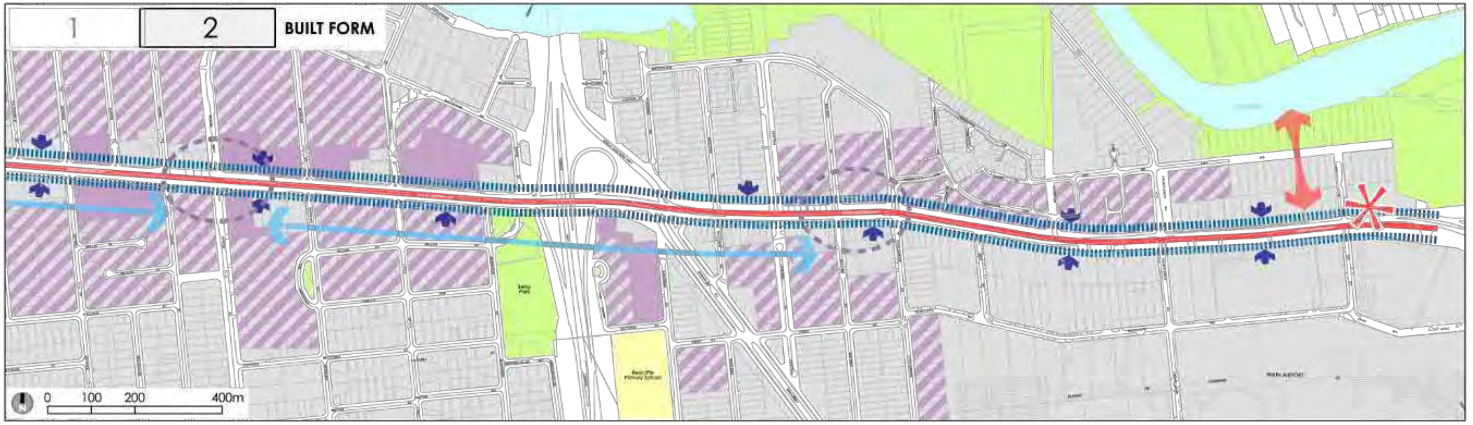
consider sites and key 'gateway' locations that would be worth considering for development bonuses, subject to performance criteria

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Built Form





consider suitable building heights that may take advantage of river views

buildings along great eastern highway need to create a positive ground-level experience, particularly for pedestrians, and ameliorate the traffic-dominated nature of the road

large sites provide scope for comprehensive built form and land use outcomes

consider the transition of building height and scale from the key roads to lower density residential areas (needs to address matters such as dwelling diversity, residential amenity, overshadowing, streetscape and privacy)

a flexible approach to ground level land uses outside of key activity centres should be incorporated in building and site design

the separation between activity centre nodes enables transition between lower and higher building heights and scale

consider sites and key 'gateway' locations that would be worth considering for development bonuses, subject to performance criteria

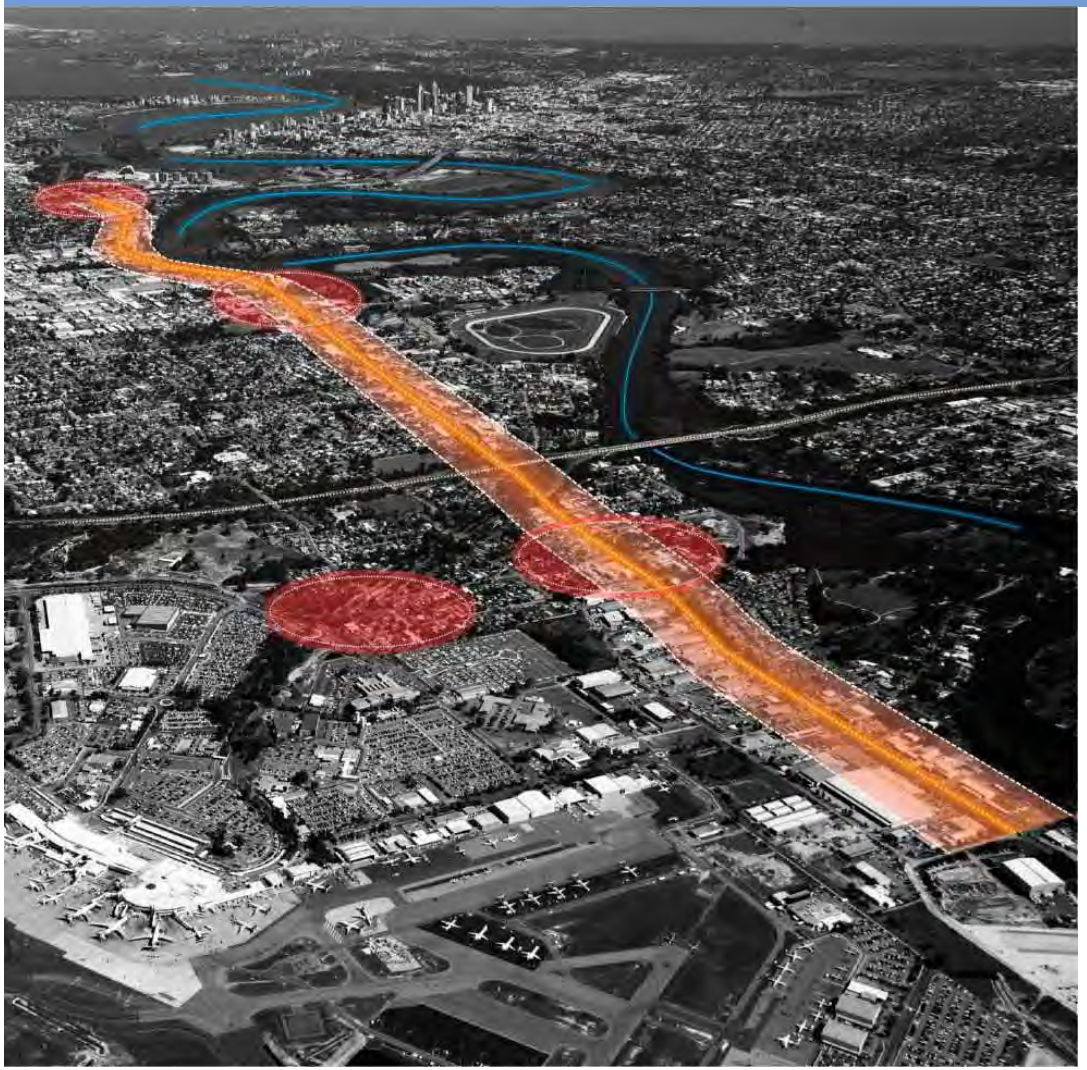
promote appropriate built form outcomes in close proximity to existing parks and recreation areas and schools

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Role of Corridor

Case Study – San Francisco
(~45,000vpd, 37m)





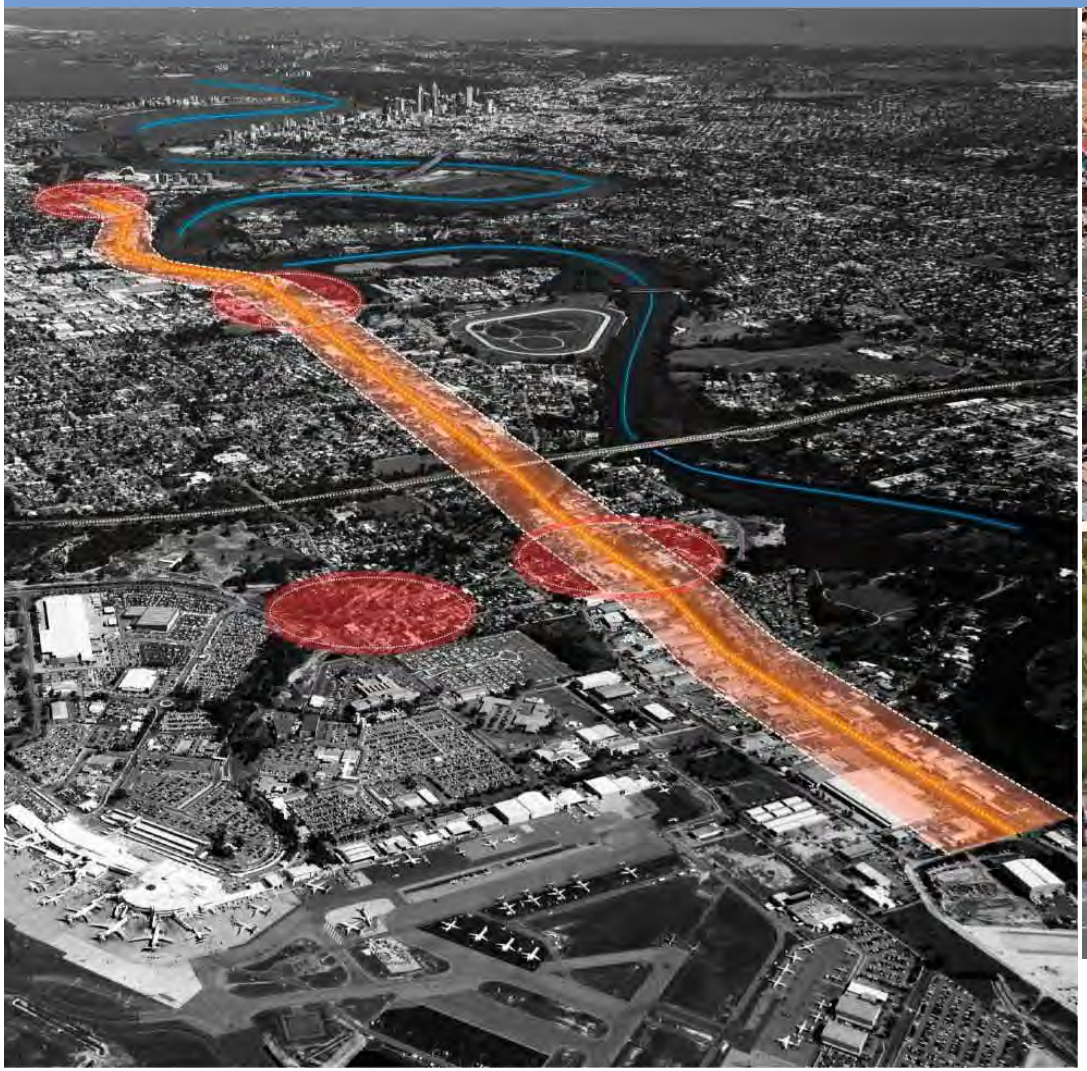


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Role of Corridor

Case Study – Barcelona
(~40,000vpd, 50m)





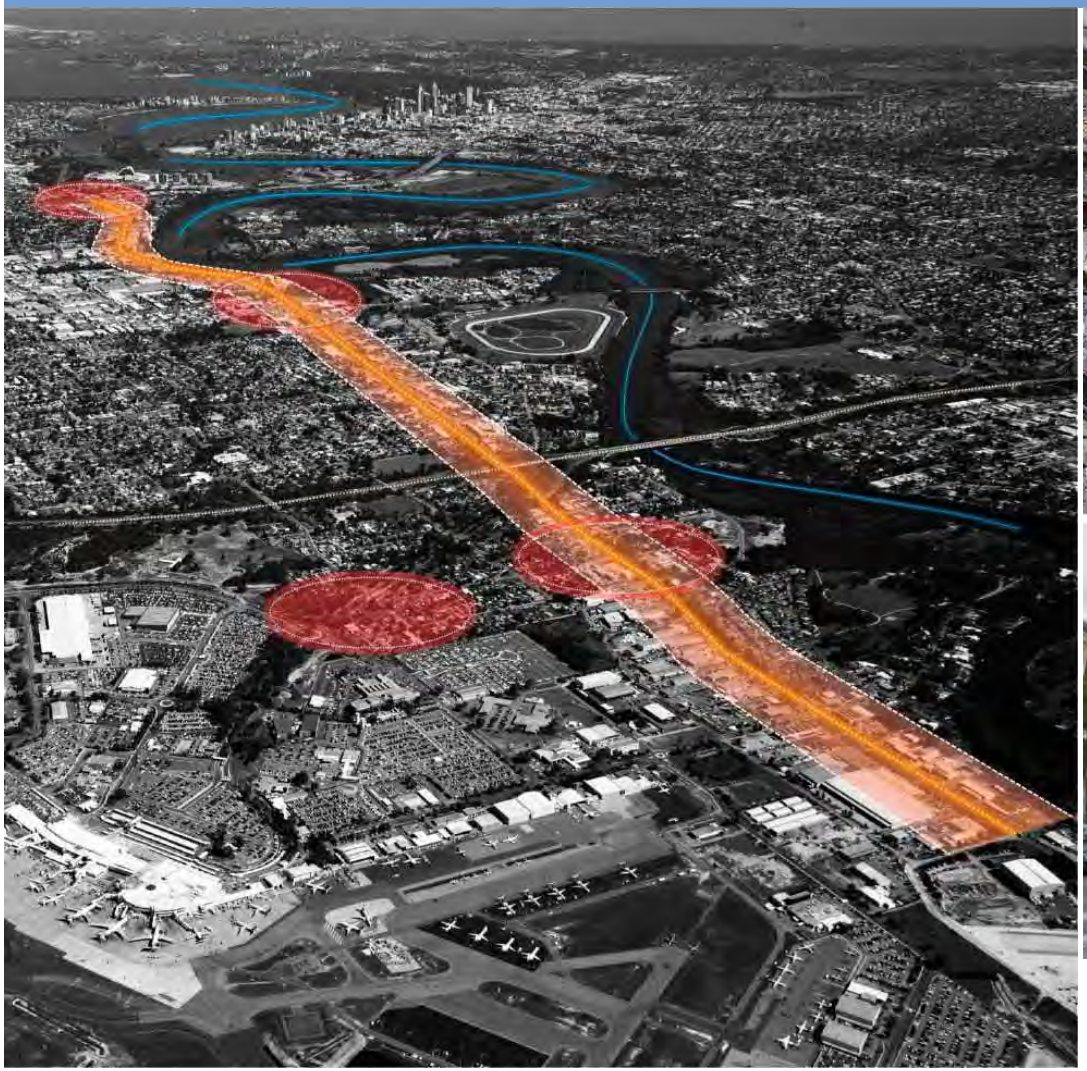


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Role of Corridor

Case Study – Paris
(~69,000vpd, 60m)



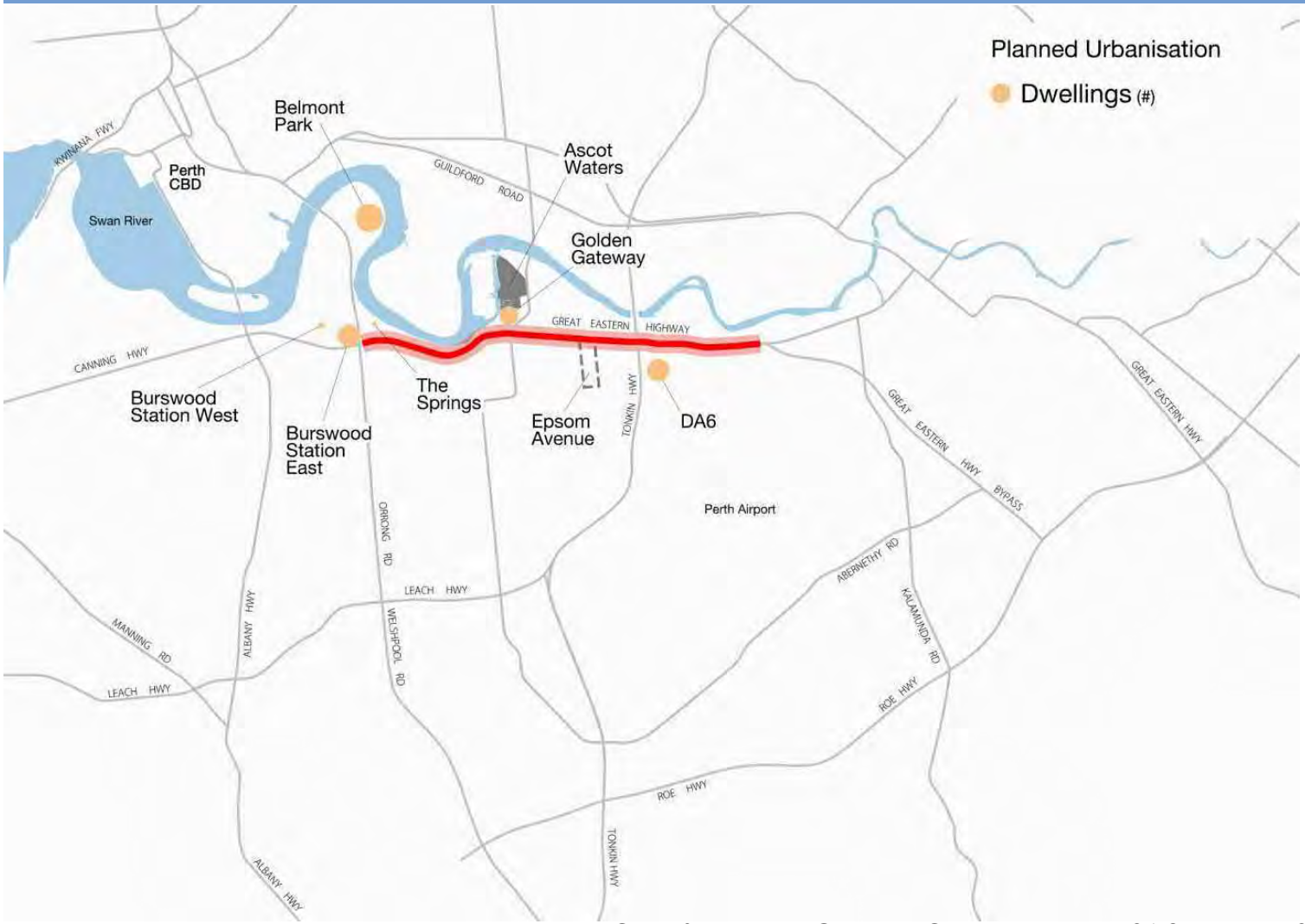




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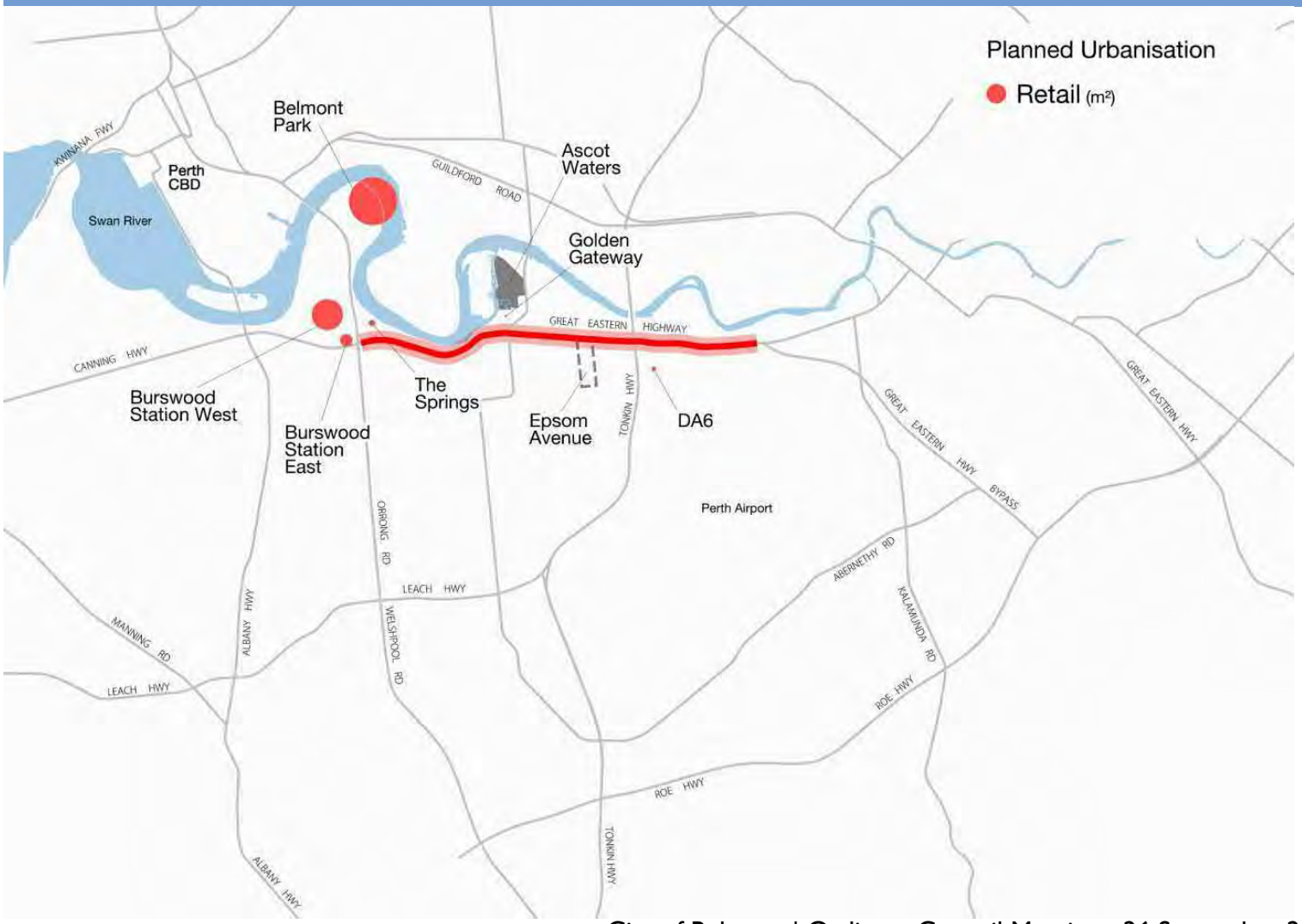
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Urbanisation



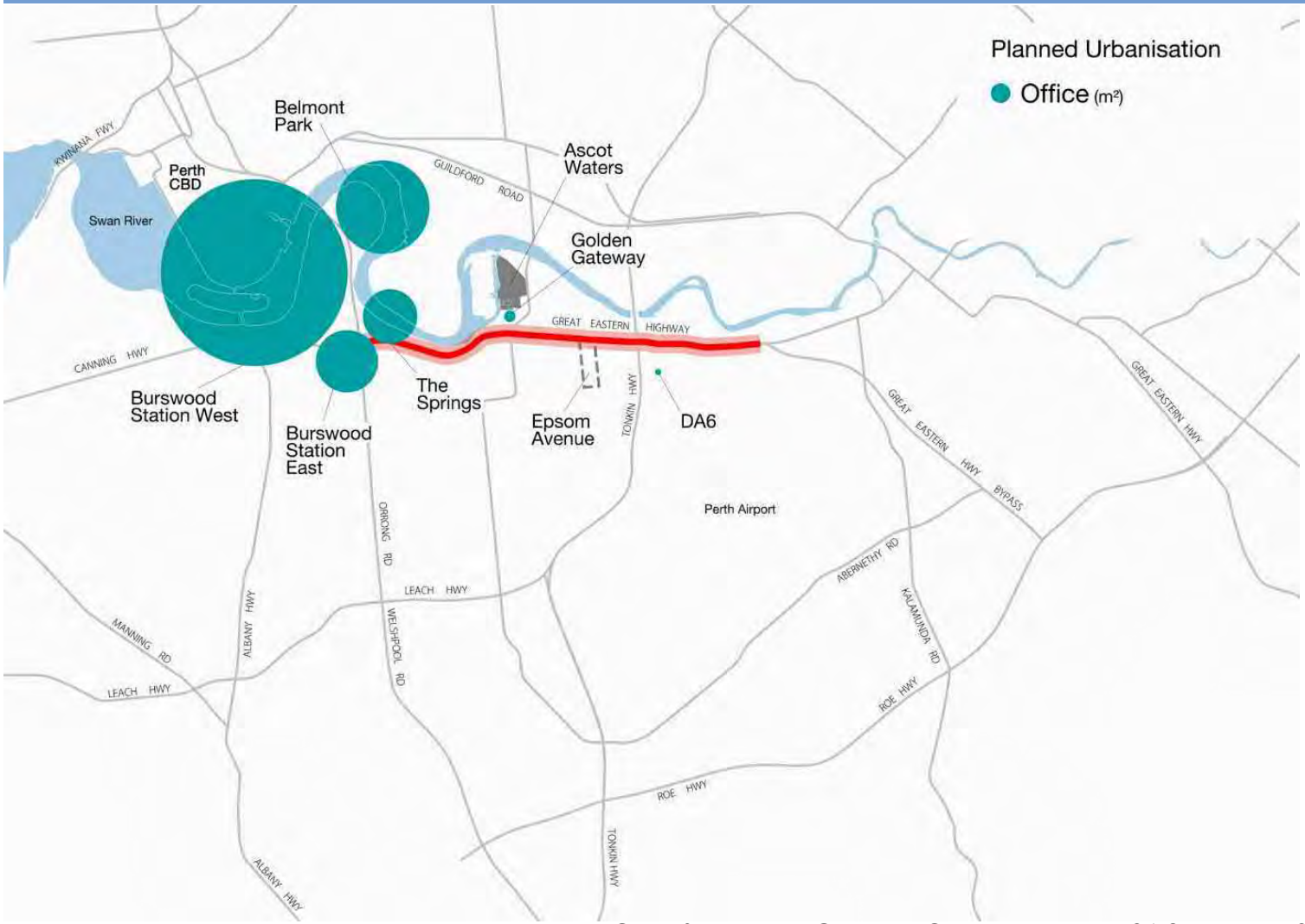
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Urbanisation



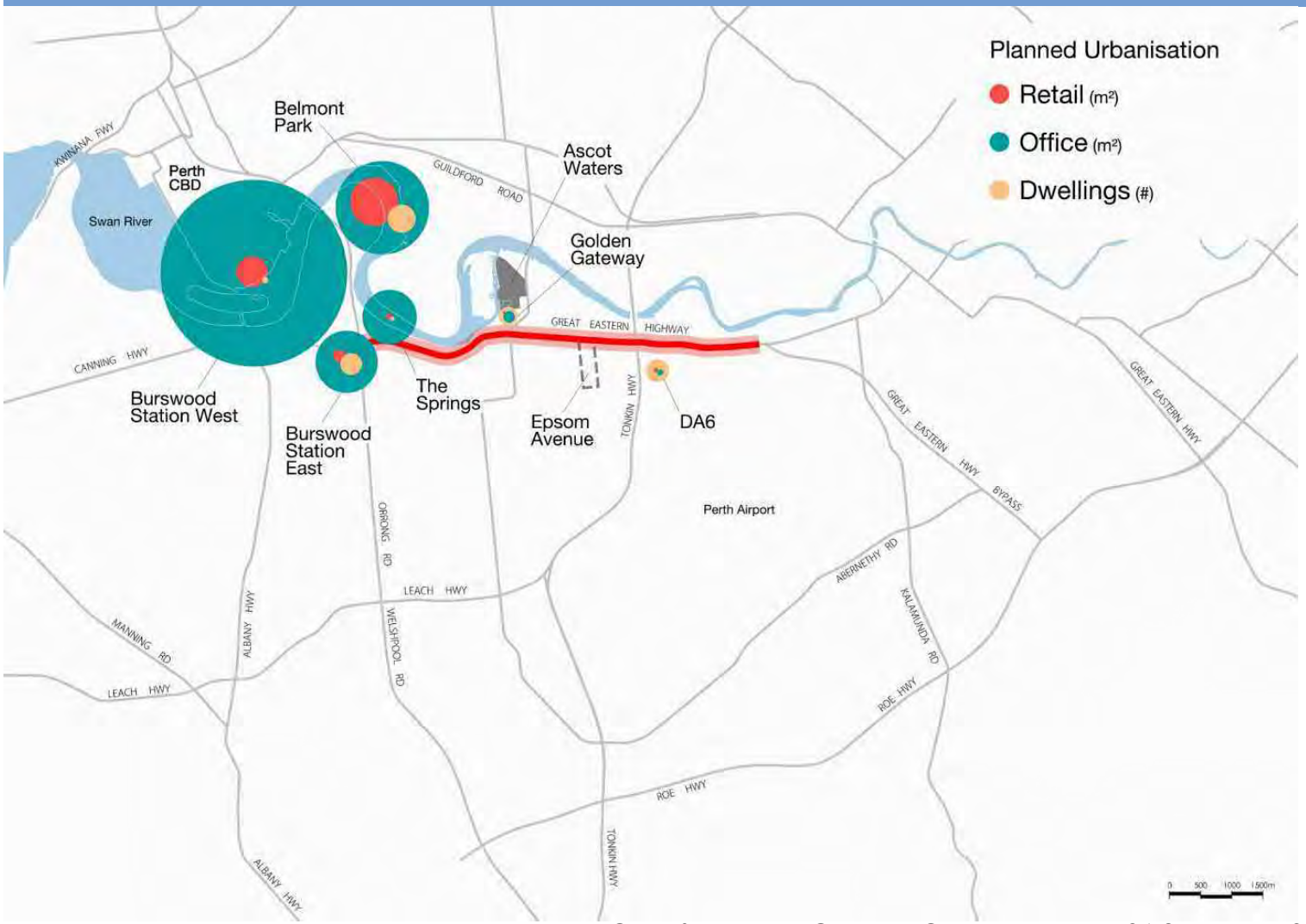
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Urbanisation



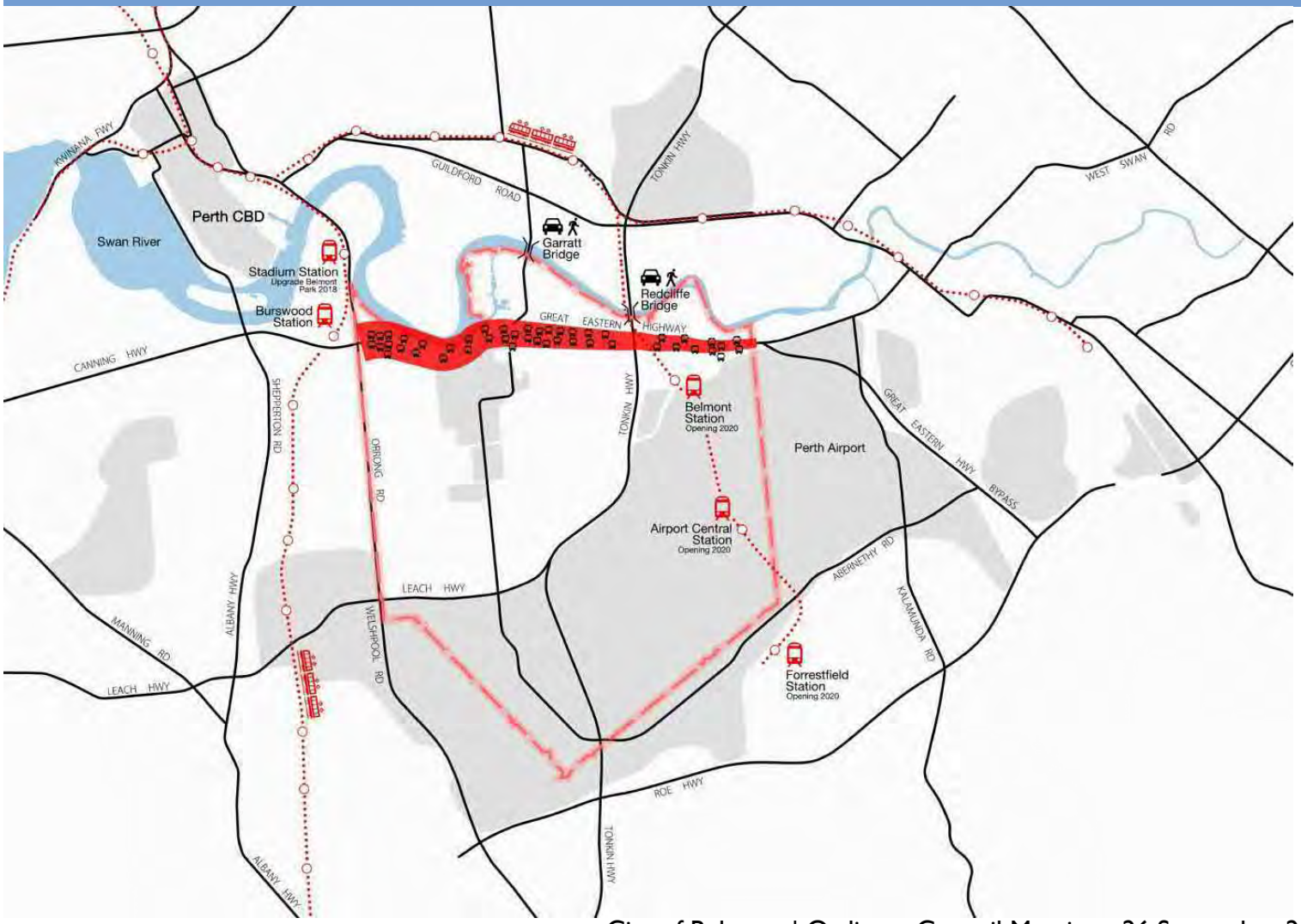
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Urbanisation



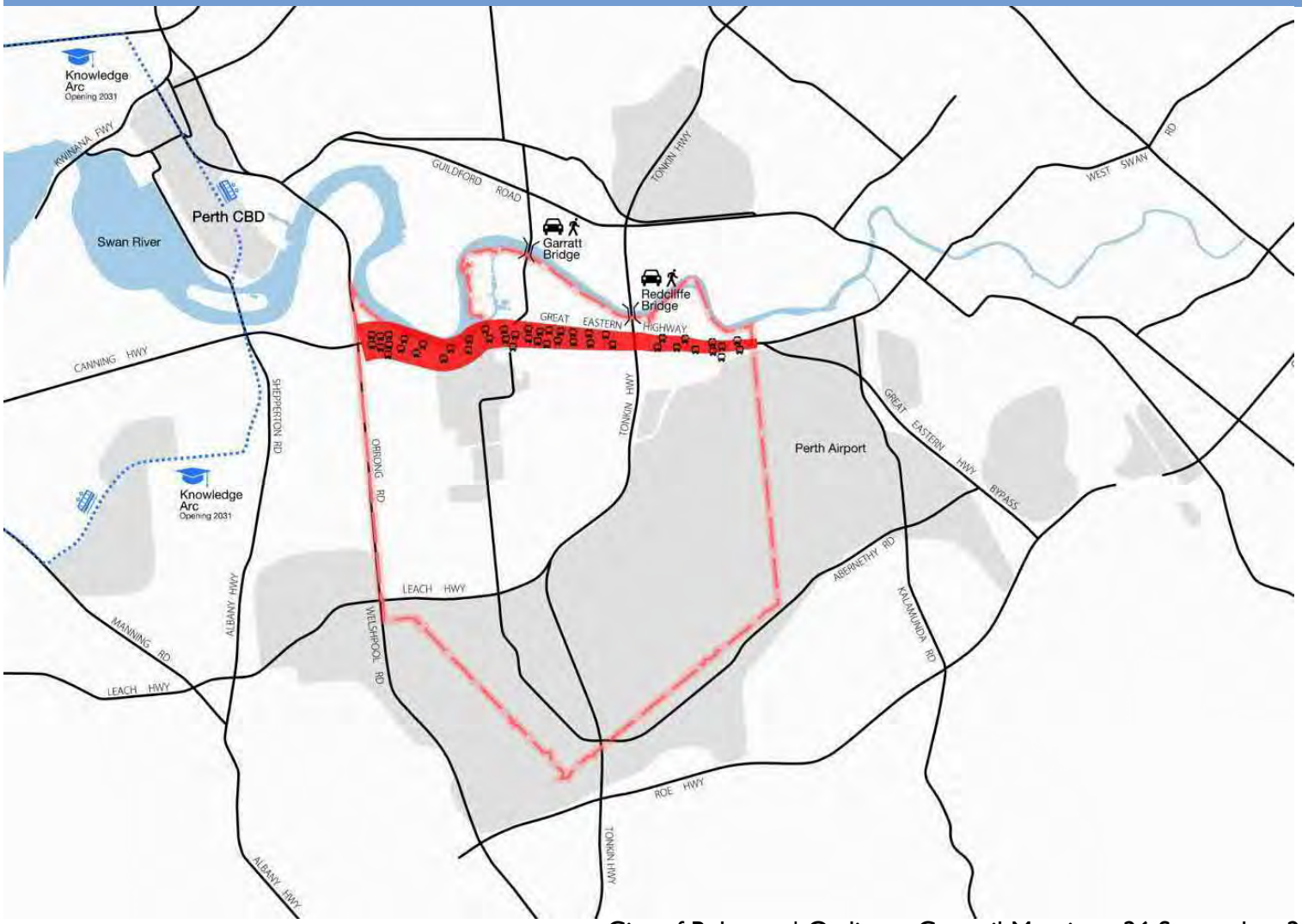
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Infrastructure – Railway



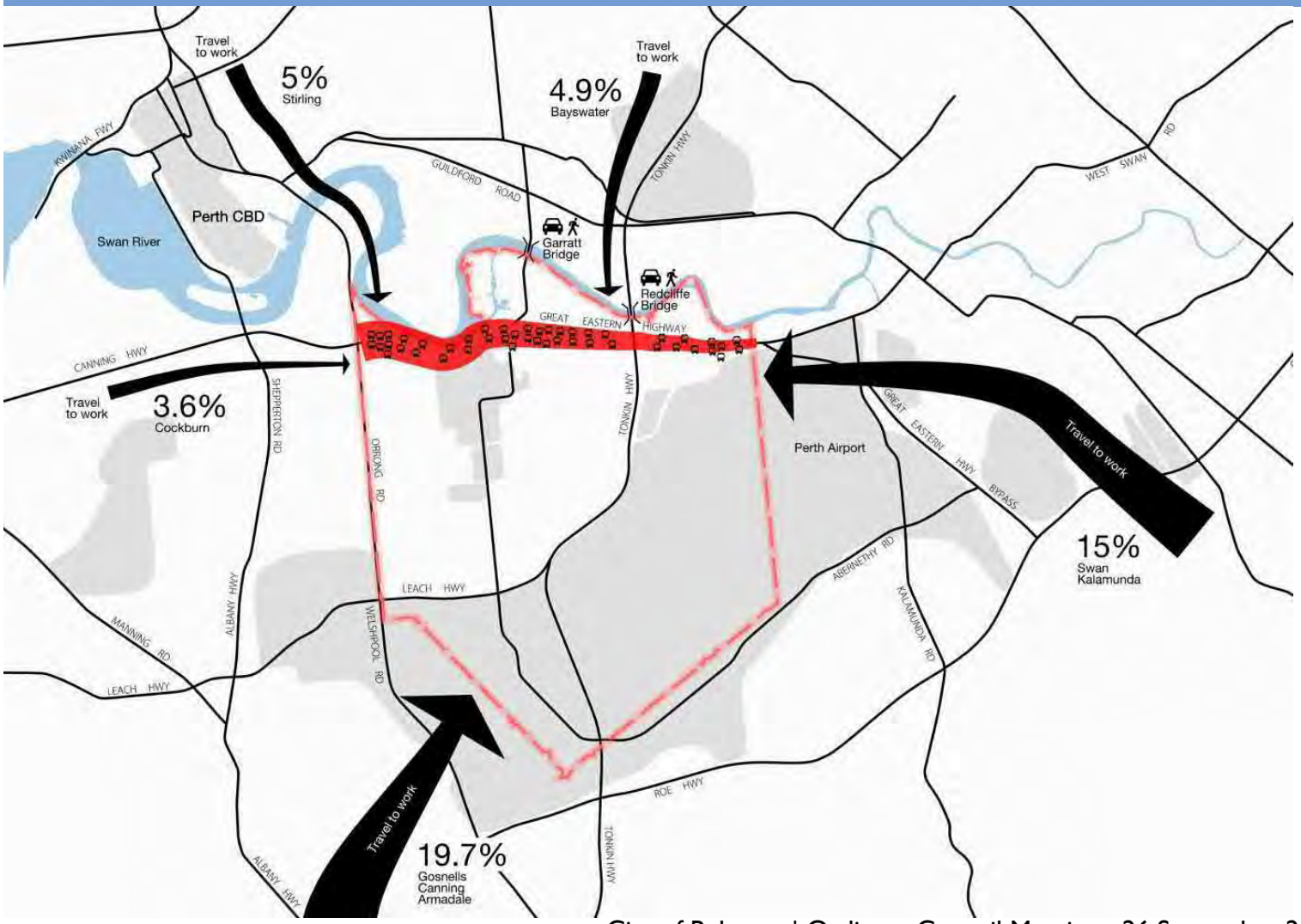
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Infrastructure – Light Rail



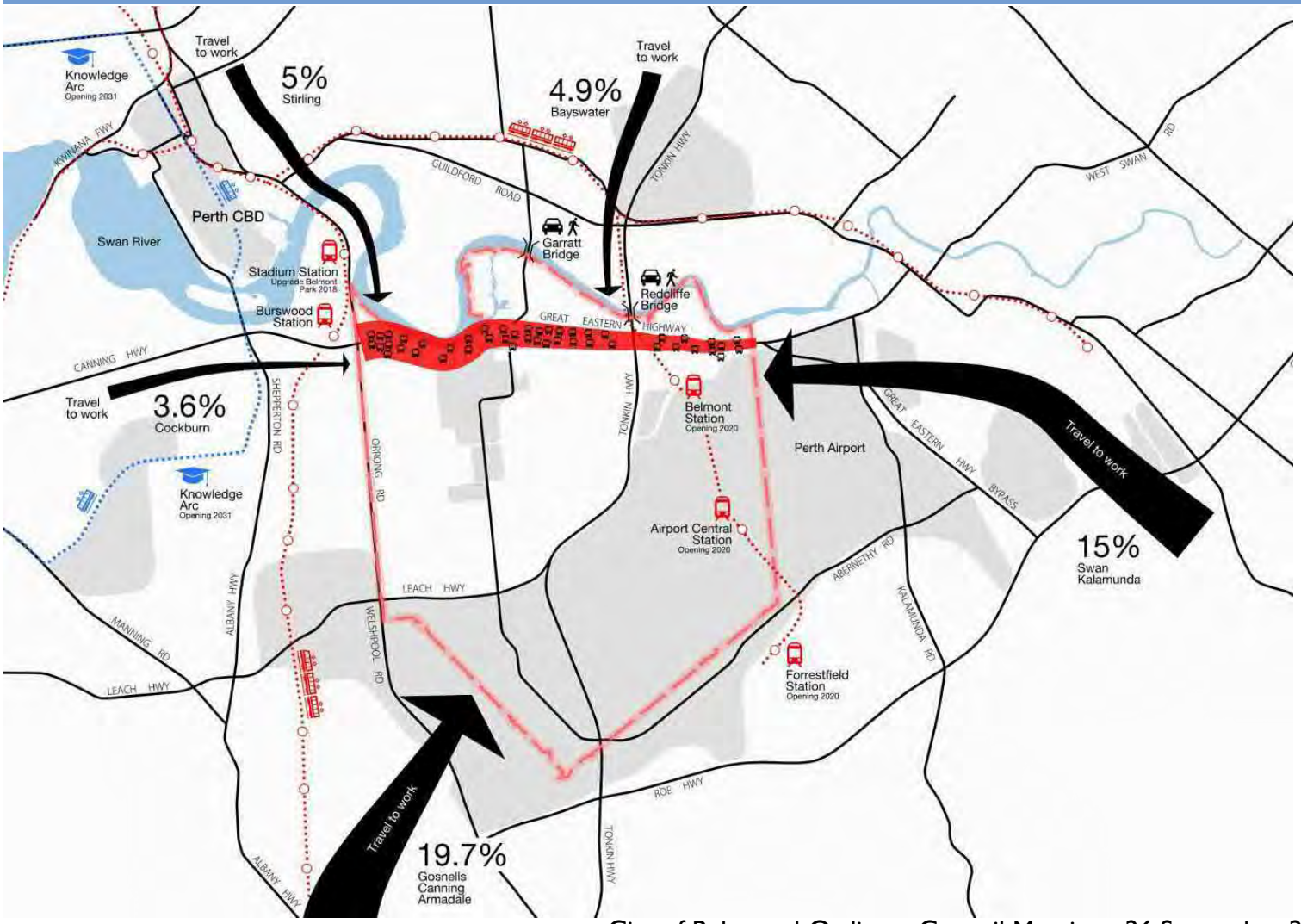
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Infrastructure - Traffic



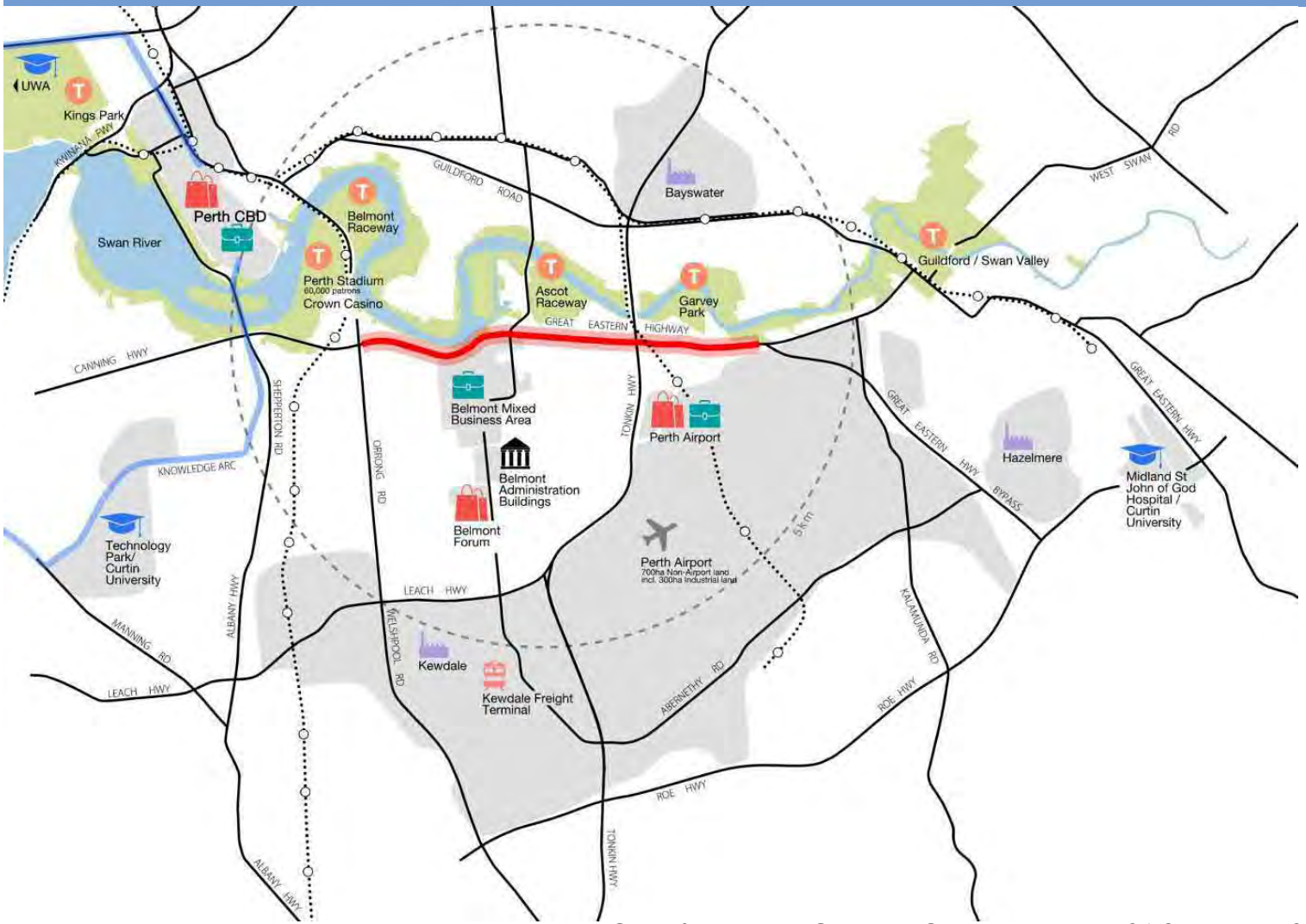
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Infrastructure



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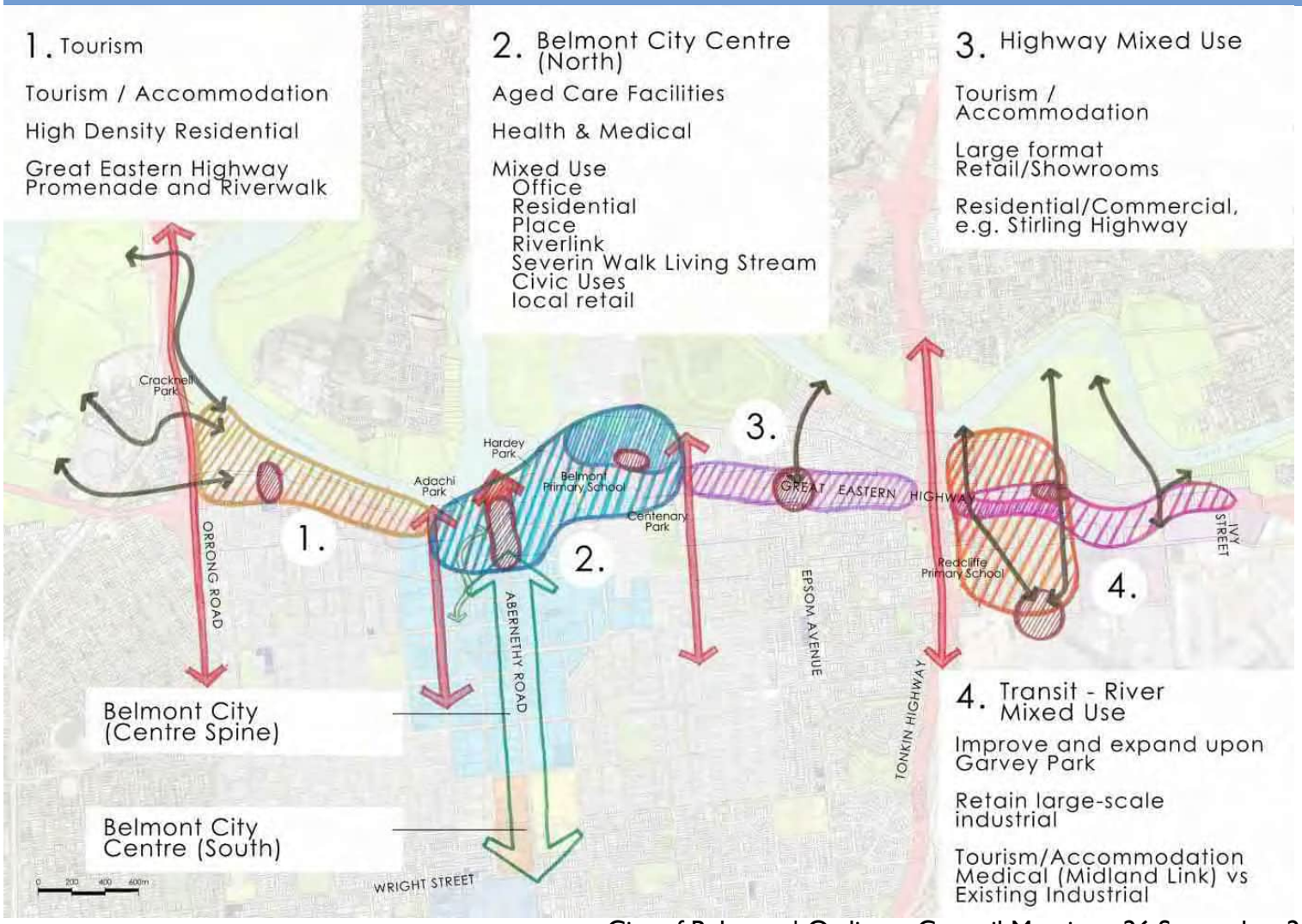
Knowledge/Economy



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Corridor Precinct Themes



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Exercise 1 – Vision and Design Principles

- Overview of Design Principles
- Values Analysis
- Design Principles

Please indicate your support of the draft design principles

- Vision / Themes

"The Great Eastern Highway Corridor is..."

For example, the DA6 Vision is:

"to create an Urban Village in a Landscaped Setting"

- Feedback

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Draft Design Principles

Draft Public Realm Principles

- Improve built form outcomes along Great Eastern Highway
- Improve public amenity and streetscape along Great Eastern Highway
- Well integrated public transport into future development framework
- Ensure appropriate extent and scale for transitioning of land use and development intensity from Great Eastern Highway to surrounding residential uses.
- Enhance and create a sense of place/community
- Provide a diversity of green spaces for passive recreation
- 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.

Draft Movement and Access Principles

- Support dedicated public transport lanes along the Corridor
- Ensure safe access and movement through the Precinct for cyclists
- Ensure safe access and movement through the Precinct for pedestrians
  - High quality pedestrian environment
  - Safe crossing points
- Effectively manage vehicular traffic flow along Great Eastern Highway 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 city centre
- Promote parking for mixed use, mixed business and residential development (along Great Eastern Highway) to be at the rear of the development
- Promote access to mixed use, mixed business and residential development (along Great Eastern Highway) to be via secondary streets or laneways (Main Roads WA Strategic Access Plan requirement)

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Draft Design Principles

Draft Land Use Principles

- Enhance the growth of mixed uses at mixed-use 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.
- Facilitate residential development that responds to the amenity of mixed-use nodes and public transport.
- Widen the range of accommodation choice and dwelling diversity

Draft Built Form Principles

- The height and scale of new buildings should have an appropriate relationship with existing built fabric.
- Allow appropriate built form height to take advantage of views towards the river
- Consider transition of building height and scale from the corridor to lower density residential areas, addressing:
  - Dwelling diversity
  - Residential amenity;
  - Overshadowing streetscape;
  - Streetscape; and
  - 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.

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Exercise 1 – Values Analysis

- What assets do we value in our local area?
  - Characteristics
  - Facilities
  - Clubs and meeting places
  - Events
- What do we want to enhance or improve?

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Exercise 1 – Design Principles

Please indicate your support of the draft design principles

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Exercise 1 – Vision / Theme

- Vision / Themes

"The Great Eastern Highway Corridor is..."

For example, the DA6 Vision is:

"to create an Urban Village in a Landscaped Setting"

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Exercise 1 – Feedback

Lets discuss your feedback on exercise 1

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Break time

Exercise 2 starting in 10 minutes

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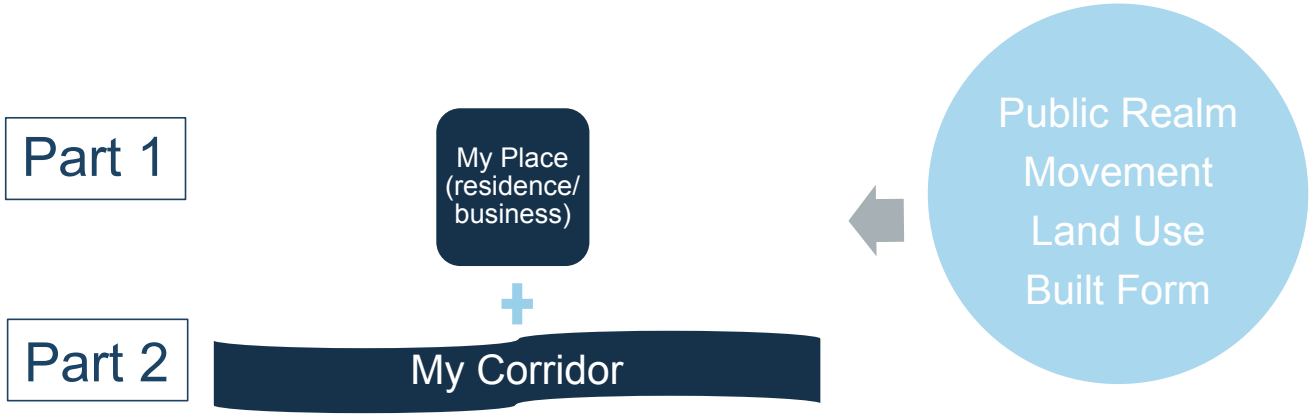
Exercise 2 – Design Scenarios

- Explanation
- My Place
- My Corridor
- Feedback

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Exercise 2 – Design Scenarios



- Types of homes/businesses
- Location of homes/businesses (nodes)
- Building heights
- Building interface
- Parking
- Trees
- Pedestrian, cyclist and public transport facilities

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Exercise 2 – Feedback

Lets discuss your feedback on exercise 2

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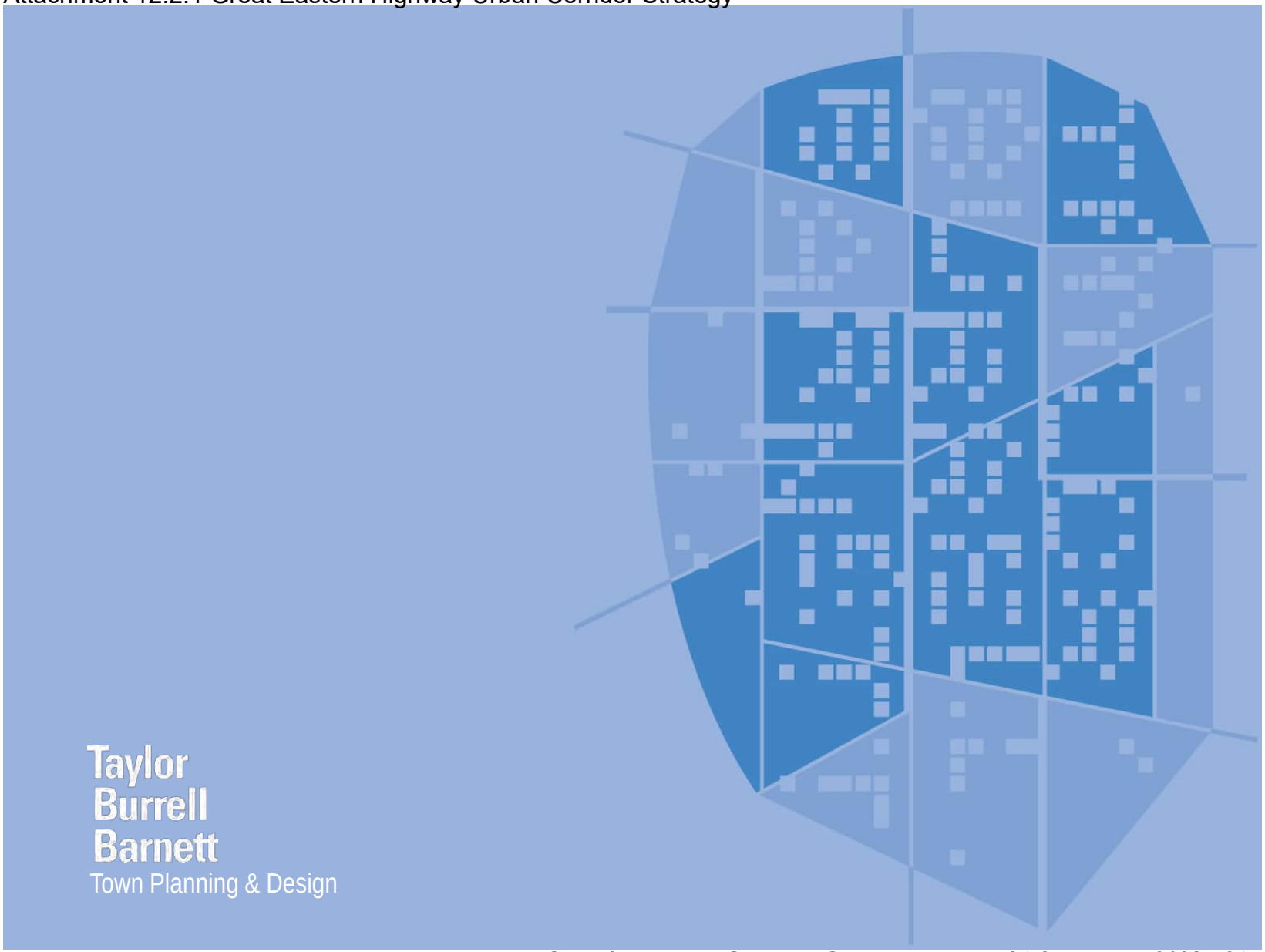
Next steps from here?

- Collation and analysis of responses
- Workshop Outcomes Report
- Preparation of draft Strategy
- Presentation of draft Strategy to community in March 2018



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Town Planning & Design

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flyt



Great Eastern Highway Corridor Plan

TRANSPORT STRATEGY

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PROJECT	81113-237-FLYT-REP-0012			
Revision	Description	Originator	Review	Date
A	First Draft	MDR	CXS	16/03/2018
0	Final	MDR	CXS	21/03/2018

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1. INTRODUCTION AND CONTEXT

This Transport Strategy has been produced by Flyt in support of the Great Eastern Highway (GEH) Urban Corridor Plan project led by Taylor Burrell Barnett (TBB) on behalf of the City of Belmont (CoB).

1.1 The Great Eastern Highway corridor

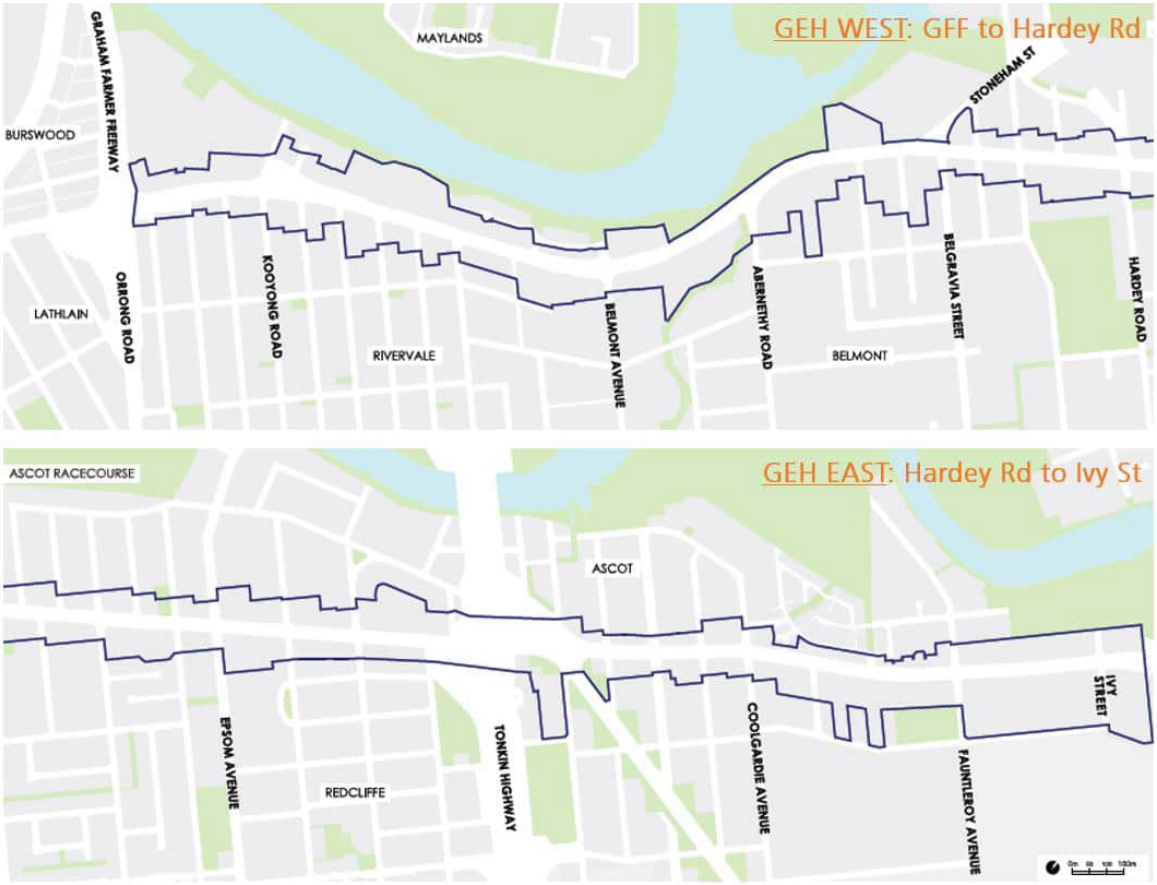
The entire GEH link is a 590km long road that connects Perth with the City of Kalgoorlie. The GEH is a key route for road vehicles accessing the eastern Wheatbelt and the Goldfields, and it is the western portion of the main road link between Perth and the eastern states of Australia.

The GEH commences at The Causeway and is a six-lane road (three lanes in each direction) from The Causeway to Tonkin Highway near Perth Airport. It continues as a four-lane road (two lanes in each direction) to Midland. There are plans in due course to upgrade the section of GEH to the east of the Tonkin Highway within the study area.

With traffic volumes within the study area averaging 65,000 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 to perform a major regional traffic function with a high number of through traffic movements along the corridor.

The geographic scope of the corridor study is centred along the GEH and comprises the lots fronting the GEH between the Graham Farmer Freeway in Rivervale to Ivy Street in Ascot, as shown in Figure 1.

Figure 1 Great Eastern Highway corridor plan study area (source: TBB, February 2018)



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1.2 Why do we need a plan for the Great Eastern Highway corridor?

The CoB 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 a sense of neighbourhoods along its length.

However, the corridor suffers from congestion in some areas, with up to 80,000 vehicle trips per day. The corridor offers little amenity for pedestrians, cyclists and businesses and access to properties is compromised. These issues have significantly eroded the Road's role as an Activity Corridor: a place to live and work. Change is needed if the full potential of the corridor is to be realised.

As set out in the GEH Urban Corridor Strategy (TBB, February 2018):

> *'Fundamental to the ambition of the Urban Corridor 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 GEH Urban Corridor Strategy 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
- To co-ordinate and deliver land use change in an orderly and efficient manner.

1.3 The opportunity of the Great Eastern Highway corridor

The Strategy seeks to transform the corridor bringing new life to Great Eastern Highway and adjacent communities through investment in homes, jobs, transport, open space and public amenity.

The strategy seeks to optimise the strategic location of the CoB 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 project. This includes day to day planning proposals and development applications, and local statutory planning documents such as Local Planning Policies (LPP's).

1.4 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 fine-grain and 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

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- 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 and cycling
- 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 to the activity corridor
- Provide land use that optimises the investment in public transport. New development should significantly assist in optimising a shift in travel choice to walking, cycling and public transport. Non-supportive land uses will be avoided.

Supportive land uses are those that:

- Include high employee and residential densities
- Recognise that the highest densities will be focused at activity nodes and railway stations with strategic opportunities for sustainability (i.e. large sites) and decrease with 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 public transport
- 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.

1.5 Report structure

This introduction and context section forms the first of five sections in this Transport Strategy. The remaining sections cover:

- An overview of the GEH urban corridor strategy
- GEH existing movement network – transport, access and parking
- GEH future movement network – transport, access and parking
- GEH strategies and implementation.

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2. OVERVIEW OF GREAT EASTERN HIGHWAY URBAN CORRIDOR STRATEGY

The vision for the GEH corridor, based on community and stakeholder engagement, for GEH to become:

'…a vibrant and attractive gateway to the Perth CBD and Belmont from Perth Airport'.

The GEH Urban Corridor Strategy is underpinned by an Urban Design Framework, which seeks to provide guidance for new development along the corridor, under four categories; public realm, land use, built form and movement. These four categories reflect the main investigation and discussion which emerged during the study analysis and community and stakeholder engagement.

Through a focus on the four categories, the Urban Design Framework will seek to ensure that new development reflects the broader vision for the corridor. The remainder of Section 2 provides an overview of the movement category within the Urban Design Framework.

2.1 Movement principles

The GEH Urban Corridor Strategy is founded upon respecting and strengthening the corridor's transport infrastructure through the provision of land uses and access arrangements that ensure ease of movement to, through and within the corridor for the various transport mode options.

The movement principles outlined in the GEH Urban Corridor Strategy include:

- Support dedicated public transport lanes along the corridor
- Ensure safe access and movement through the precinct for cyclists
- 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 GEH 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 for mixed use, mixed business and residential development (along GEH) 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 cross-overs from GEH to only provide access to mixed use, mixed business and residential development (along GEH from secondary streets or laneways (Main Roads WA Strategic Access Plan requirement)).

The fundamental movement aspects of the corridor include consideration of vehicular access arrangements and parking locations to ensure safe pedestrian and cyclist 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 cyclist 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 cover Access and Parking, and Crossings.

2.2 Vehicular access and parking typologies

The location and arrangement of access into properties and parking within properties should ensure efficient vehicular movement, while also providing safe and efficient pedestrian and cyclist movement, ensure amenity of the landscape, as well as align with the land use, built form and public realm elements of the corridor.

The Access and Parking typologies included in the Urban Design Framework are: Type 1, Type 2 and Type 3.

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- Type 1 - provides for lot access via the rear with parking provided at the rear of the lot
- Type 2 - provides for lot access via the rear with parking provided at the front of the lot
- Type 3 - provides for lot access from the front with parking provided at the front of the lot

Further details on the vehicular access and parking typologies is provided in Section 4.

2.3 Pedestrian and bike crossings typologies

The provision of a network of safe, accessible and convenient pedestrian and cyclist crossings is crucial to improving the existing pedestrian and cyclist environment of the corridor. Providing a multitude of pedestrian and cyclists crossing opportunities will encourage walking and cycling, creating a catalyst for active spaces, as well as enhance the connection of the corridor with the Swan River.

The crossings should be strategically located to facilitate access to and from existing bus stops, activity nodes, public open space and places which attract a high volume of pedestrians and cyclist activity. The crossings should be integrated with the extensive network of connections along and surrounding the corridor. The crossing typologies included in the Urban Design Framework are: at-grade crossings, underpasses and overpasses.

Further details on the pedestrian and bike crossing typologies is provided in Section 4.

2.4 Urban corridor precincts

The GEH 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 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, access and parking.

For the purposes of the project, the corridor has been 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 – Tokin Highway to Ivy Street.

Further details on the proposed access and parking and transport network within each of the four precincts is provided in Section 4.

2.5 Community and stakeholder engagement outcomes

Community Visioning and Design Workshops were held in November 2017. The workshops involved two exercises:

- Exercise 1 involved a values analysis, review of draft design principles and the preparation of a vision statement for the GEH corridor
- Exercise 2 required attendees to provide feedback in relation to their 'place', and in relation to the GEH corridor in terms of land use, public realm, movement and built form aspects to inform draft design scenarios.

A summary of the movement related key findings from the two exercises is provided below:

- Need to improve the pedestrian and cycle network within and connecting to the GEH corridor
- Improve pedestrian environment – crossing points, accessibility, walkability and shade
- Improve cycle network – preference for better cycle paths parallel to the GEH corridor, separating cyclists from the road
- Need to enhance river walks, cycle paths and connection to and along the Swan River

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- Value access/location to airport, CBD, Swan Valley, regional road network, employment and facilities, to good public transport
- Value exposure for businesses
- More pedestrian overpasses
- Wider footpaths
- Improve pedestrian/cycle access to Optus Stadium
- Enhance access to public transport within and along the GEH 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 GEH corridor to the east of Tonkin Highway
- Preference for car parking to be located either underneath or behind buildings as opposed to in front of buildings
- It was generally considered by workshop attendees that the current amount of car parking along the corridor did not seem sufficient.

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3. EXISTING MOVEMENT NETWORK – TRANSPORT, ACCESS AND PARKING

This section of the Transport Strategy sets out the existing movement network of the GEH study area. This section of the report covers:

- Corridor upgrade works
- Road network
- Vehicle access
- Pedestrian and bike networks
- Public transport networks
- Freight movements
- Parking.

3.1 Corridor upgrade works

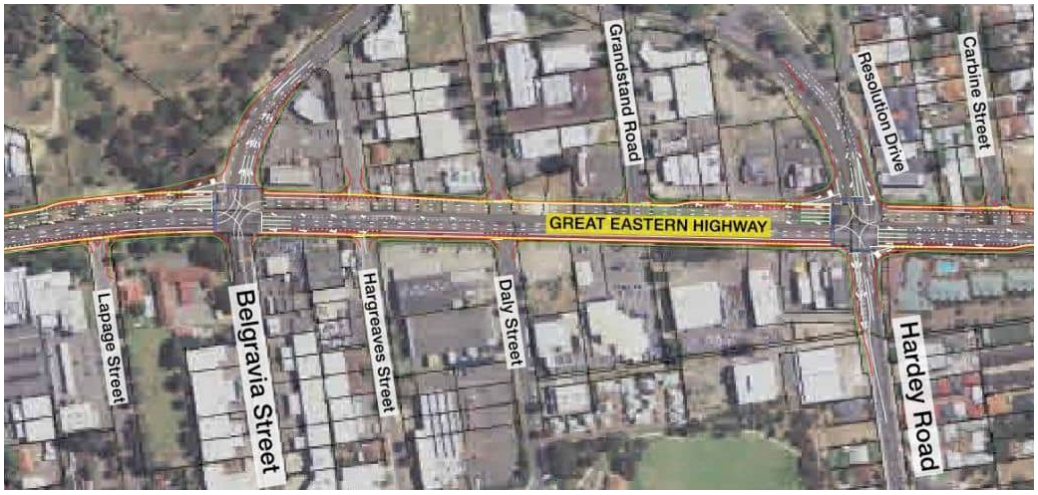
Between June 2011 and February 2013 the GEH corridor from Kooyong Road in Rivervale to Tonkin Highway in Redcliffe, was subject to significant upgrade works. These works included:

- Widening GEH, from four to six lanes, between Kooyong Road and Tonkin Highway – a distance of 4.2km
- Constructing a central median for the full length of the project
- Upgrading all major intersections to include dedicated turning movements
- Providing U-turn facilities at key locations in order to maintain access to businesses fronting GEH
- Incorporating bus priority lanes into key intersections
- Providing dedicated on-road cycling facilities
- Constructing footpaths for pedestrians
- Relocating, replacing and protecting service utilities such as telecommunications, water, power and gas.

It should be noted that Main Roads are currently working on future plans to upgrade the section of GEH between Tonkin Highway and the GEH Bypass. It is anticipated that the upgrade works will include continuous two-lanes of general traffic in each direction, bus priority lanes at key intersections, dedicated cycling facilities within the corridor and higher quality/wider footpaths.

Figure 2 shows the upgrade works completed by Main Roads in 2013. Figure 3 shows the GEH corridor between Belgravia Street and Hardey Road before and after the works.

Figure 2 Great Eastern Highway upgrades – June 2011 to February 2013 (source: Main Roads)



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Figure 3 Great Eastern Highway corridor between Belgravia Street and Hardey Road – 2009-2015 view eastbound prior to Daly Street intersection (source: Google Streetview)



3.2 Road network

3.2.1 Traffic volumes

Existing traffic count data was sourced through the Main Roads Reporting Centre. Figure 4 shows the count locations where classified or volume counts have been collected by Main Roads between 2013 and 2015 (the most recent count data available). The traffic volumes presented represent two-way average weekday traffic volumes (vpd) for each count location along the GEH corridor.

The traffic count data shows that at the eastern end of the corridor (Ivy Street) average weekday traffic is around 43,000 vpd, this volume of traffic steadily increases along the corridor towards Perth city. Through the central area of the corridor (Hardey Road) average weekday traffic is around 65,000 vpd, and at the western end of the corridor (Orrong Road) average weekday traffic is around 70,000 vpd.

Figure 4 Existing traffic count data – two-way average weekday traffic volumes (source: Main Roads)

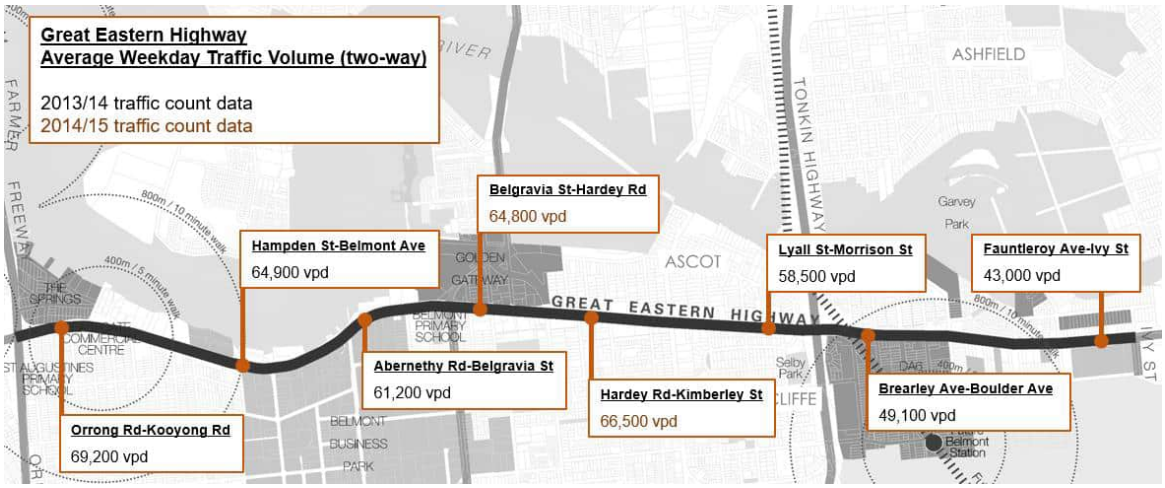


Figure 5 shows the existing traffic count data and a series of comparative traffic volumes from other corridors across Perth, to provide context in relation to the volume of traffic being moved through the GEH corridor.

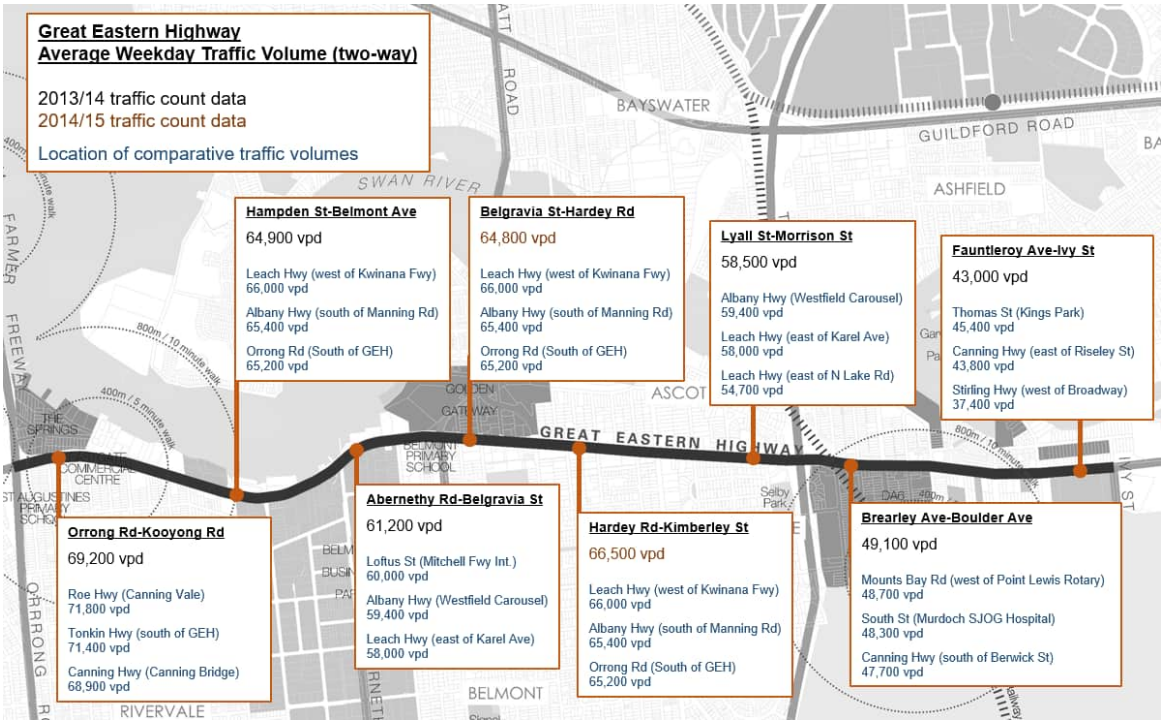
The volume of traffic moving along the eastern end of the corridor (43,000 vpd at Ivy Street) is similar to the level of traffic using Canning Highway at Riseley Street or Stirling Highway at Broadway.

The significant volume of traffic moving along the central area of the corridor (65,000 vpd at Hardey Road) is similar to the level of traffic using Leach Highway west of the Kwinana Freeway, Albany Highway at Manning Road or Orrong Road south of GEH.

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The major volume of traffic moving along the western end of the corridor (70,000 vpd at Orrong Road) is similar to the level of traffic using Roe Highway through Canning Vale, Tonkin Highway south of GEH or Canning Highway at Canning Bridge.

Figure 5 Comparative traffic count data – two-way average weekday traffic volumes (source: Main Roads)



Whilst Figure 4 provides details of existing traffic volumes at key locations along the corridor and Figure 5 provides a comparison to traffic volumes along other major metropolitan Perth road corridors, Figure 6 and Figure 7 provide context in relation to the forecast traffic volumes along the corridor.

In order to support this project, Main Roads provided the project team with outputs from their strategic transport model (ROM24) for both the base year (2016) and forecast year (2031).

For each traffic count location along the corridor, Figure 6 shows a comparison between the existing observed traffic volume, the 2016 base year ROM24 model traffic volume and the 2031 forecast year ROM24 model traffic volume. The data shows that whilst in the centre of the corridor (around Hardey Road) the existing traffic volumes and 2016 base year ROM24 traffic volumes are similar – at the two ends of the corridor there are significant differences between the existing traffic volumes and 2016 base year ROM24 traffic volumes. This is shown as follows:

- Ivy Street:
  - Existing traffic - 43,000 vpd
  - 2016 ROM24 - 50,100 vpd
- Hardey Street:
  - Existing traffic - 64,800 vpd
  - 2016 ROM24 - 66,100 vpd
- Orrong Road:
  - Existing traffic - 69,200 vpd
  - 2016 ROM24 - 77,900 vpd

In instances where the 2016 base year ROM24 model traffic volumes are higher than the existing traffic count traffic volumes, a ratio (the difference between 2016 ROM24 data and existing traffic data) has been applied to future year 2031 ROM24 model data to scale back the forecast traffic volumes to reflect the ROM24 models over prediction of traffic movements through a given section of the corridor.

Figure 7 shows the 2016 base year ROM24 model traffic volumes scaled back to the same level as the existing traffic data volumes, and the 2031 forecast ROM24 model traffic volumes scaled to reflect the recasting of the base year.

Figure 6 Existing, 2016 ROM24 and 2031 ROM24 traffic data – two-way average weekday traffic volumes (source: Main Roads)

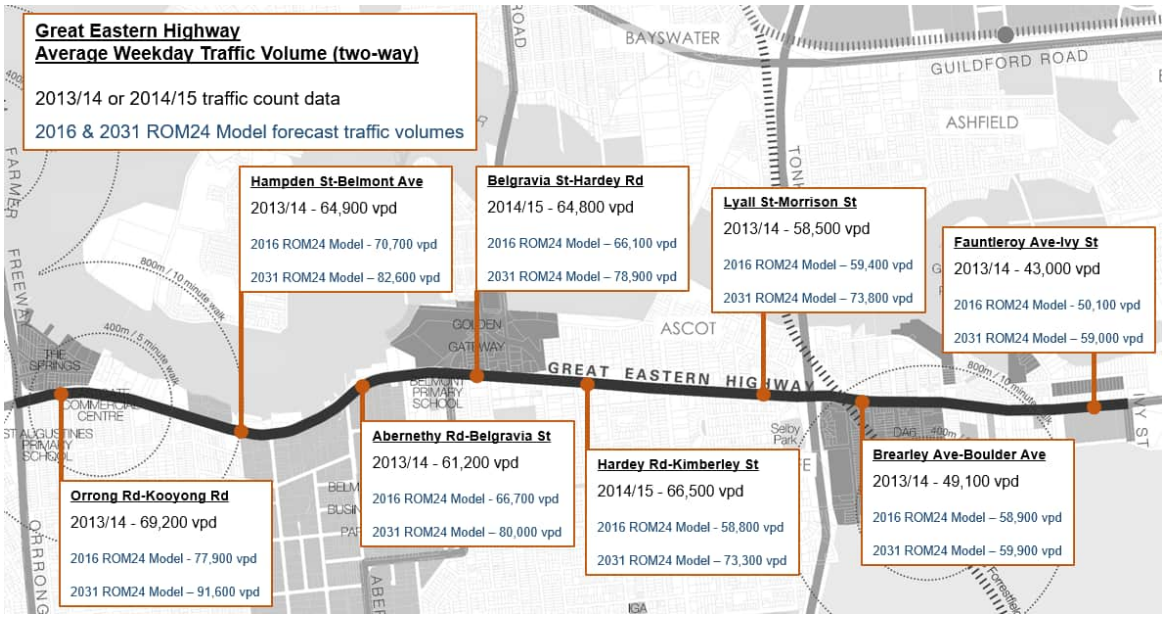
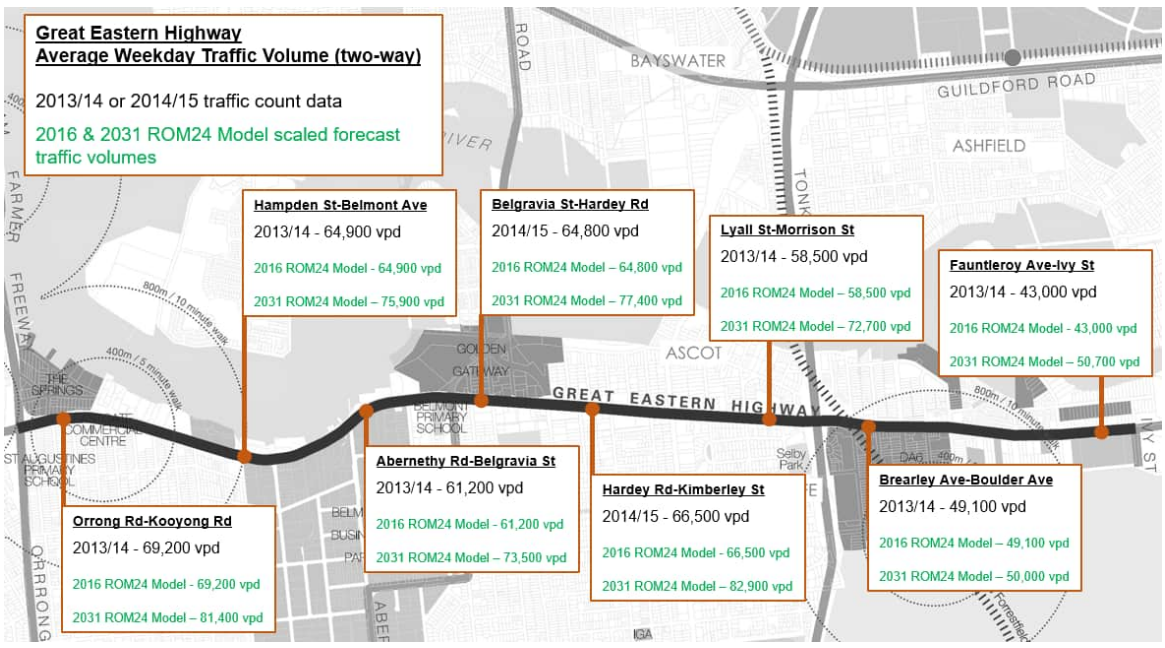


Figure 7 Recast existing, 2016 ROM24, 2031 ROM24 traffic data – two-way average weekday traffic volume (source: Main Roads)



The information below shows the existing traffic volumes, recast 2016 base year ROM24 traffic volumes and recast 2031 forecast year ROM24 traffic volumes. The 2031 traffic volumes are shown as a range, which indicates the recast volumes (lower end of the range) and ROM24 forecasts (upper end of the range).

This information shows that the Main Roads ROM24 model forecast process is predicting an average 1.3% growth in traffic per annum between 2016-2031 across the traffic count data sites (with a range of 1.2-1.6% growth per annum across the traffic count data sites).

The corridor is forecast to accommodate between 50,000-60,000 vpd at the eastern end (Ivy Street), between 77,000-80,000 vpd through the central area of the corridor, and between 81,000-91,000 vpd at the western end (Orrong Road).

- Ivy Street:
  - Existing traffic - 43,000 vpd
  - Recast 2016 ROM24 - 43,000 vpd
  - Recast 2031 ROM24 - 50,000-60,000 vpd
- Hardey Street:
  - Existing traffic - 64,800 vpd
  - Recast 2016 ROM24 - 64,800 vpd
  - Recast 2031 ROM24 - 77,000-80,000 vpd
- Orrong Road:
  - Existing traffic - 69,200 vpd
  - Recast 2016 ROM24 - 69,200 vpd
  - Recast 2031 ROM24 - 81,000-91,000 vpd

3.2.2 Road hierarchy

The overall functional hierarchy map from the Main Roads Road Information Mapping System is shown in Figure 8. Main Roads criteria for the various hierarchy of roads are detailed below:

Primary Distributor Roads: Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast moving traffic. Some are strategic freight routes and all are State Roads. They are managed by Main Roads and typically carry above 15,000 vehicles per day. Within the vicinity of the GEH corridor study area the following are classified as Primary Distributor roads; Great Eastern Highway, Graham Farmer Freeway, Orrong Road and Tonkin Highway.

Distributor A Roads: Carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by local government and typically carry between 8,000-15,000 vehicles per day. Within the vicinity of the GEH corridor study area the following are classified as Distributor A roads; Grandstand Road (Garratt Road Bridge), Resolution Drive, Stoneham Street and Belgravia Street.

Distributor B Roads: Perform a similar function to Distributor A roads, but with reduced capacity due to flow restrictions caused by frequent property accesses and roadside parking in many instances. These are often older roads with a traffic demand in excess of that originally intended. They are managed by local government and typically carry between 6,000-8,000 vehicles per day. Within the vicinity of the GEH corridor study area the following are classified as Distributor B roads; Belmont Avenue and Hardey Road.

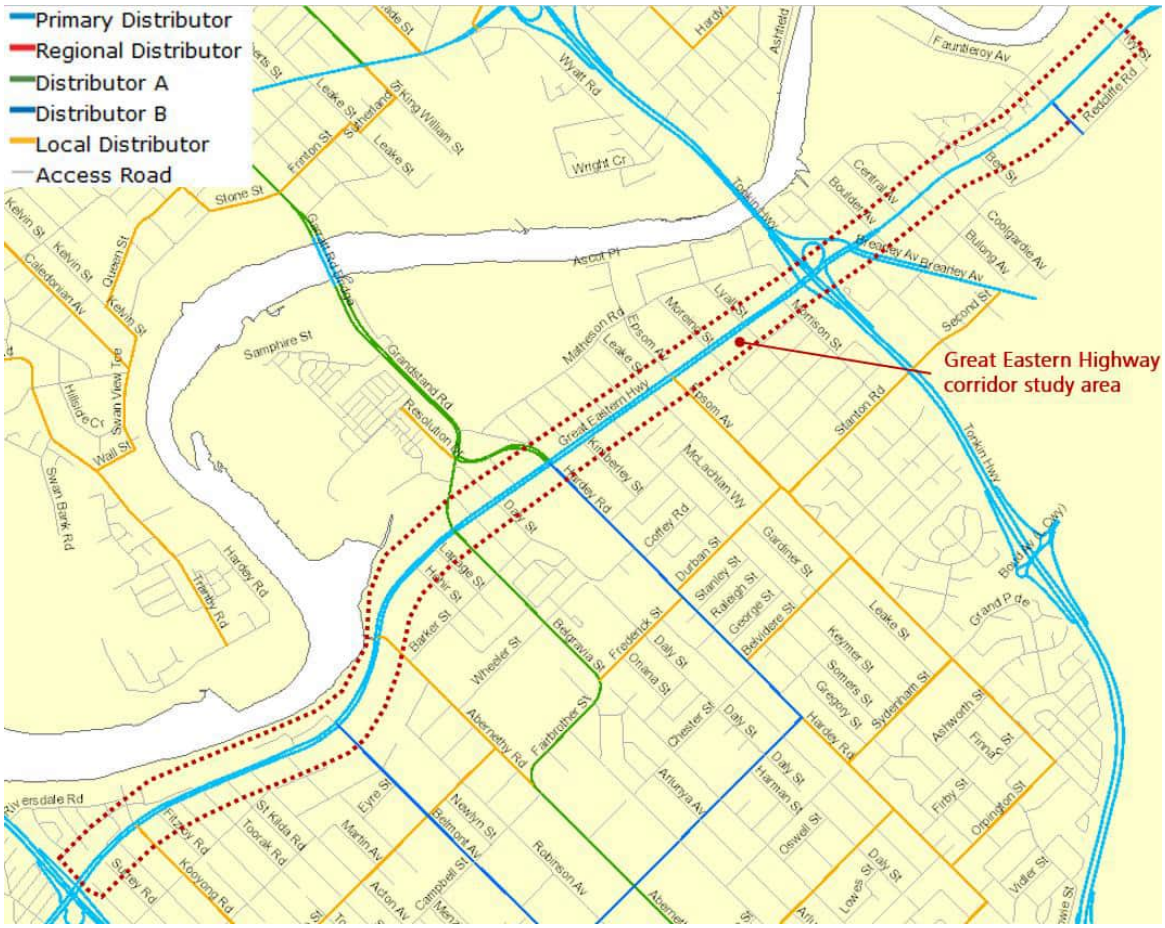
Local Distributor Roads: Roads that carry traffic within a cell and link District Distributors or Regional Distributors at the boundary, to Access Roads. The route of Local Distributors should discourage through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to, or serving the area. These roads should accommodate buses, but discourage trucks. They are managed by local government and typically carry between

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3,000-6,000 vehicles per day. Within the vicinity of the GEH corridor study area the following are classified as a Local Distributor roads; Kooyong Road, Abernethy Road and Epsom Avenue.

Access Roads: Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by local government and typically carry less than 3,000 vehicles per day. All other roads are classified as Access Roads.

Figure 8 Main Roads functional road hierarchy within the vicinity of the Great Eastern Highway corridor (source: Main Roads)



3.2.3 Posted speed limits

The Great Eastern Highway corridor operates with a 60km/h posted speed limit through the study area.

The higher order Tonkin Highway corridor has a posted speed limit of 100km/h, the Orrong Road corridor has a posted speed limit of 70km/h and the Graham Farmer Freeway corridor has a posted speed limit of 80km/h.

The Grandstand Road (Garratt Road Bridge), Resolution Drive, Stoneham Street, Hardey Road, Abernethy Road and Belmont Avenue corridors all have a posted speed limit of 60km/h.

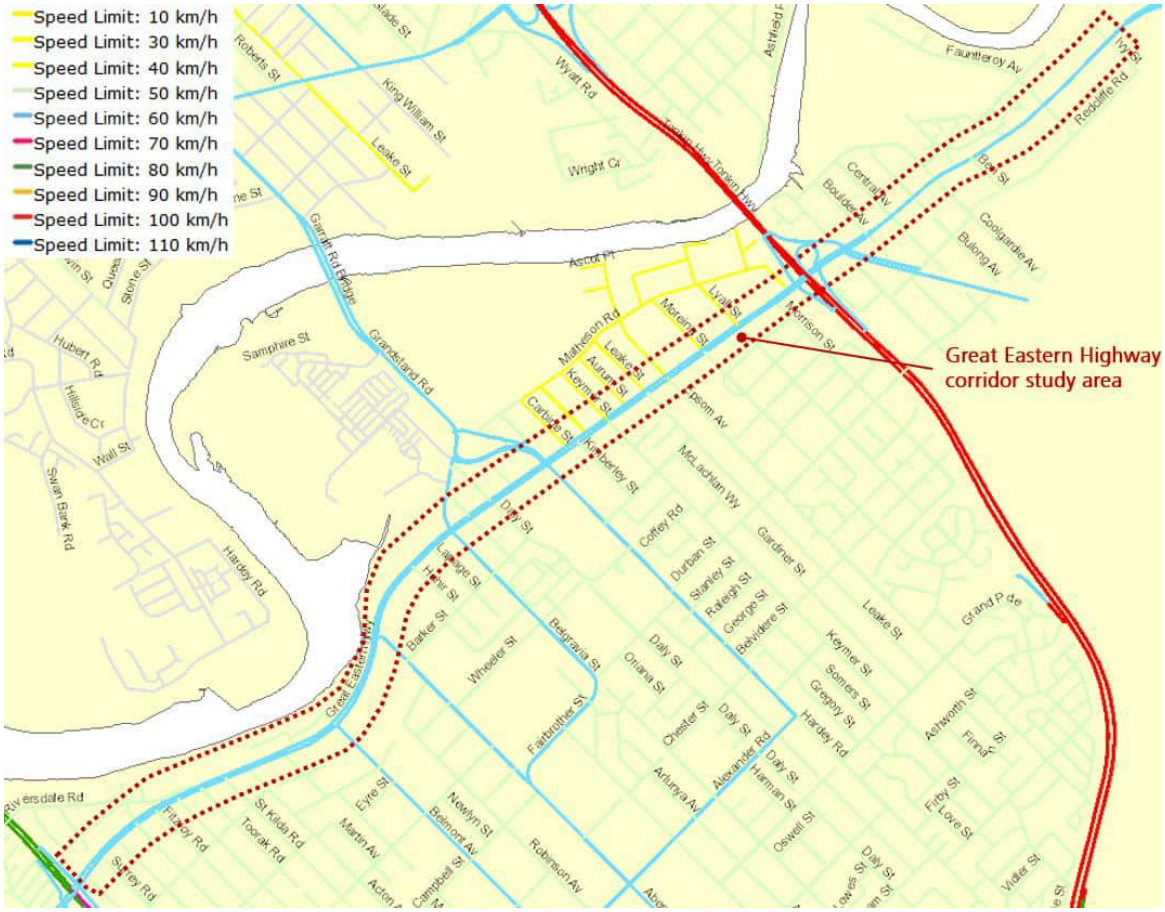
All other roads leading from the GEH corridor have a posted speed limit of 50km/h, accept for the area known as the 'Residential and Stables' area, which has a posted speed limit of 40km/h. This special area is bounded by the Swan River, Tonkin Highway, GEH, Hardey Road, Matheson Road and the Ascot Racecourse. The special area is unique and close to the Ascot Racecourse which is firmly ingrained in Belmont history and character. Due to the nature of the

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vehicle activity and movements within this special area (transportation of horses by horse box/float) and horses being walked between residential stables and the racecourse, a lower posted speed limit of 40km/h is used to restrict vehicles speeds.

Figure 9 shows the posted speed limit on the road network within the vicinity of the GEH corridor study area.

Figure 9 Posted speed limits within the vicinity of the Great Eastern Highway corridor (source: Main Roads)



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3.3 Vehicle access

The Austroads *Guide to Traffic Management Part 5: Road Management (2017)*, provides guidance in relation to traffic management at mid-block locations along individual roads. The Guide defines mid-block as being a location 'between significant intersections', so that issues associated with vehicles turning to enter or leave minor roads or access driveways to roadside properties (for example) are addressed.

The Austroads Guide sets out that the road network needs to provide for all users of the network in an equitable and balanced manner. This is a challenge in along urban corridors such as GEH where there are various types of users of the road network and their needs vary depending on their mode of travel.

The Austroads Guide sets out a Movement and Place framework to consider the relative priorities of the movement of people and goods to their destination.

3.3.1 Movement and Place framework

The Movement and Place framework recognises that roads serve two primary roles for users:

- To facilitate the movement of people and goods
- To act as places for people.

The movement function is determined by the strategic significance of the road within the network. This is identified by the volume of people and goods moved and the longer journeys that it serves. Movements include all forms including those of pedestrians and cyclists.

The place function is determined by the strategic significance and community value of a place. Roads can be places and are often located within areas such as urban activity centres, strip shopping centres, transport hubs, educational institutes and community centres.

Figure 10 shows the Movement and Place framework – this has been illustrated (in orange) to show that the existing situation along GEH is a corridor with a significant traffic movement function and limited place function. Over time the objective of the GEH Urban Corridor Strategy is to maintain the significant traffic movement function but enhance the place function in transition area either side of major nodes of activity, and within the nodes themselves the objective is to maintain the significant traffic movement function as well as significantly enhance the place function.

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Figure 10 Movement and Place framework in relation to the Great Eastern Highway context (source: Austroads 2017)



The Austroads Guide sets out that the implementation of the Movement and Place framework will enable more effective management of infrastructure to prioritise the user's needs, reduce potential conflicts and facilitate safe and timely journeys with minimum disruption.

In relation to the GEH corridor the primary objective is the safe movement of people and goods, however the road serves a combination of other functions including:

- provision of access to abutting land
- provision for loading, unloading and parking
- use of the road as public open space and space for trading and commerce, entertainment, informal recreational use, and in more densely populated areas is seen as part of the living space.

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Therefore, the two essential functions of a road when viewed from the movement component of the Movement and Place framework are to provide:

- 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 roads can enter or leave the road.

3.3.2 Road type and function

Historically the road type and function were considered in a 'two class model' whereby roads were separated by those that provided high levels of mobility and those that provided high levels of access. The two-class model typically leads to a high level of mobility on arterial roads but was considered to not result in roads systems/environments desired by the broader community.

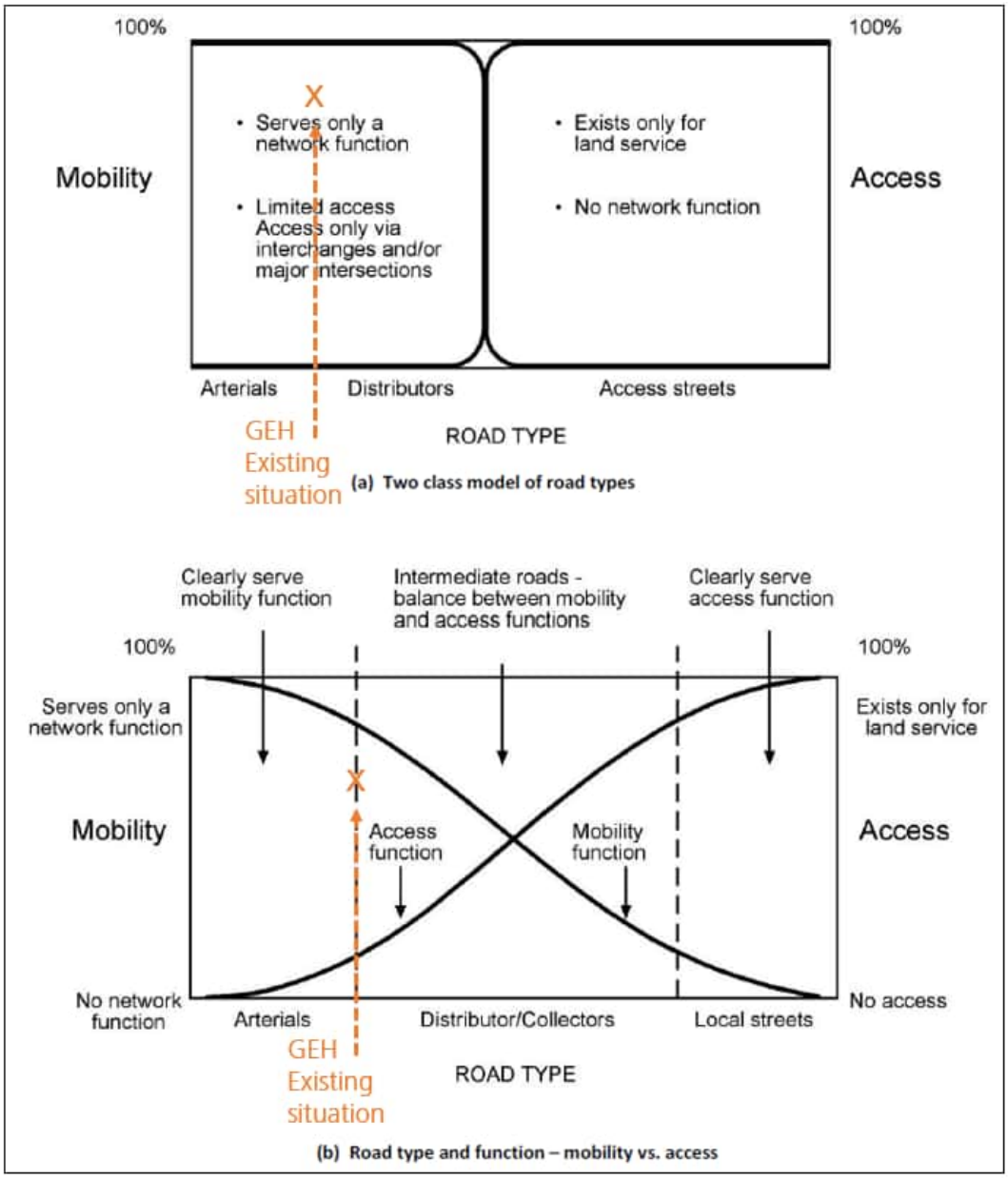
As such, over time a model of mobility versus access was developed, which attempted to develop road corridors with a dual function of providing for both mobility and access. This model was employed extensively across Australia and led to the development of many corridors similar to GEH, which has a mixed function of providing for both mobility and access.

For some road corridors there is a legitimate demand for a strong emphasis on mobility and an increased emphasis on local amenity. However, the dual function model has typically led to conflict and difficulty in achieving an appropriate balance.

Figure 11 shows the two road type/road function models and has been illustrated (in orange) to show where on each model the GEH corridor currently sits in relation to mobility and access.

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Figure 11 Road type and function in relation to the Great Eastern Highway context (source: Austroads 2017)



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3.3.3 Access management strategic approach

There is a trend in Australia towards going back to the two-class model, whereby roads are separated by those that provided high levels of mobility and those that provided high levels of access.

Austroads has developed a framework for arterial road access management based on more refined road corridor categories. The framework provides the basis for categorising and managing specific routes and sections of roads within arterial networks, and the framework seeks to resolve the balance to be achieved between the mobility and access functions.

The framework identifies the following arterial road categories:

- Cat 1A: roads with minimal access – motorways and expressway
- Cat 1B: roads with minimal access – rural or urban roads
- Cat 2A: roads with restricted access – higher speed urban arterials
- Cat 2B: roads with restricted access – intermediate speed urban arterials
- Cat 3A: roads with frequent but regulated direct access – mixed function urban or rural secondary arterials
- Cat 3B: roads with frequent but regulated access – mixed function secondary urban arterial
- Cat 4: roads with unrestricted access – local roads providing local access to properties.

For each road category the framework provides a generic description, typical road type and function, specific access control tools and details regarding good practice for implementation.

Whilst Section 3.2.1 sets out details of the traffic volumes along the corridor and how busy the corridor is from a traffic movement perspective compared to other major traffic corridors in metropolitan Perth – when reading the description of the road categories in the framework, based on existing access arrangements and other factors, you would conclude that the GEH corridor is operating currently as a Category 3A type road:

- Description: Road with frequent but regulated direct access and median control/protection of right turns
- Typical road type/function: Mixed function urban arterial road, serving both community and traffic roles
- Access control: Medians preventing right turns except for selected locations, some u-turn facilities.

Over time the objective of the GEH Urban Corridor Strategy is to restrict direct access to lots, which would result in the corridor moving up from a Category 3A road to a Category 2B road, which have the following characteristics:

- Description: Road with restricted access, with medians with restricted provisions of access (200-500m)
- Typical road type/function: Intermediate speed urban arterial road
- Access control: Use of service roads with limited number of access points to the major road.

It is important that whilst the GEH Urban Corridor Strategy seeks to restrict direct lot access over time, that the reduction in friction along the corridor does not lead to an increase in speed limits. As such the existing 60km/h speed limit should be retained along the corridor.

Table 1 shows the full details for the Category 2b and 3A road corridors – this has been illustrated (in orange) to shows the transition over time of the GEH corridor.

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Table 1 – Access categories as a basis for planning policy and development control (source: Austroads 2017)

Category	Generic description	Typical road type and function	Specific access control tools	Good practice in implementation
2B	**Roads with restricted access** – roads with no direct access to a major road except via service road exit/entry, minor road junction or driveway constructed as a junction (70–80 km/h). With medians and subject to restricted provision of access points (e.g. 200 to 500 m) and median design standards, consistent with intermediate speed and moderate traffic service.	Intermediate-speed urban arterial providing a primary arterial function at a lesser level of service to Category 2A roads, with more frequent median breaks, minor junctions and regulated driveways. Not normally applicable to non-urban areas.	• Service roads with a limited number of access points to the major road. • Some minor side roads have access only to the service road. • Medians preventing right-turns except at selected locations. • Median-opening geometry allowing right-turns in one direction only. • Indented turn lanes in median where turns are allowed. • Some median openings for U-turns only. • Turn bans may apply at specified times.	• All driveways, some side roads have access to service road only, as for Category 2A. • Closer spacing of access points from service roads than for Category 2A but still check effects on the major road traffic flow. • At lower major-road speeds, angled median openings can be used to allow exiting right-turns while preventing entering right-turns. This may be appropriate, for example, where sight distance is restricted in one direction. • At the lower speeds for Category 2B roads compared with 2A, long deceleration lengths are not needed in right-turn or U-turn slots indented in the median. • Locate U-turn slots and apply time-specific right-turn bans as advised for Category 2A roads.
3A	**Roads with frequent but regulated direct access** and median control/protection of right-turns.	Mixed function urban or rural secondary arterial roads with medians, serving both community and traffic roles.	• Median preventing right-turns except at selected locations. • Some median opening geometry allowing right-turns in one direction only. • Some median openings for U-turns only. • Right-turn bans may apply at specified times.	• As property driveways directly access the major road, use a median to ensure that, generally, only left-turns are used to enter or exit driveways of abutting properties. • Good practice for Category 2B roads in relation to angled median openings, median right-turn or U-turn slots and time-specific right-turn bans, also apply to Category 3A roads.

GEH Transition over time

This should be kept to 60km/h. Speed is the primary reason why Cat 2A is not appropriate.

GEH Existing situation

3.3.4 Access and intersection density

Austroads has developed a methodology to calculate the average number of standard vehicle assesses per 100m of a corridor, based on driveways, business access points, minor and major intersections.

The methodology requires the total number of accesses to be counted on both sides of the road for the full length of the section being reviewed. Crossroads are counted once on each side of the road. Each type of access is weighted as per Table 2 to convert it to equivalent standard driveways. The total is summed and divided by the road section length in kilometres x 0.1.

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Table 2 – Access and intersection weighting (source: Austroads 2017)

Access category	Weighting
Residences, small commercial establishments, small public buildings and other units that generate light and/or occasional activity.	1
Average commercial establishment, local schools, caravan parks, light industries, public buildings and units generating activity, which is either: • continuously light • moderate at certain times, such as commuting hours • substantial at infrequent intervals.	2
Heavy industry, schools, shopping centres and other units generating continuous moderate activity or substantial activity at certain regular times.	3
Large shopping centres and other units generating substantial and continuous activity. Some large industries, which are tourist attractions or for some other reason generate substantial traffic volumes, would be included in this activity.	4
Unsignalised intersecting roads of substantially lesser importance than the road being assessed, or intersecting roads where side traffic and turning movements have little effect on the traffic flow pattern of the road being considered.	1
Unsignalised intersecting roads of lesser importance than the road being assessed but where the side-road traffic and turning movements are such that the intersection has an appreciable effect on the traffic flow pattern of the road being considered.	2
Unsignalised intersecting roads of comparable or greater significance than the road being assessed. Intersections that have a pronounced effect on the traffic flow pattern of the road being considered.	3
Roundabouts, signalised intersecting roads and any at-grade rail crossings.	3

Table 3 shows the raw data for each section of the GEH corridor between Orrong Road and Ivy Street.

Table 3 – Great Eastern Highway corridor intersection density assessment

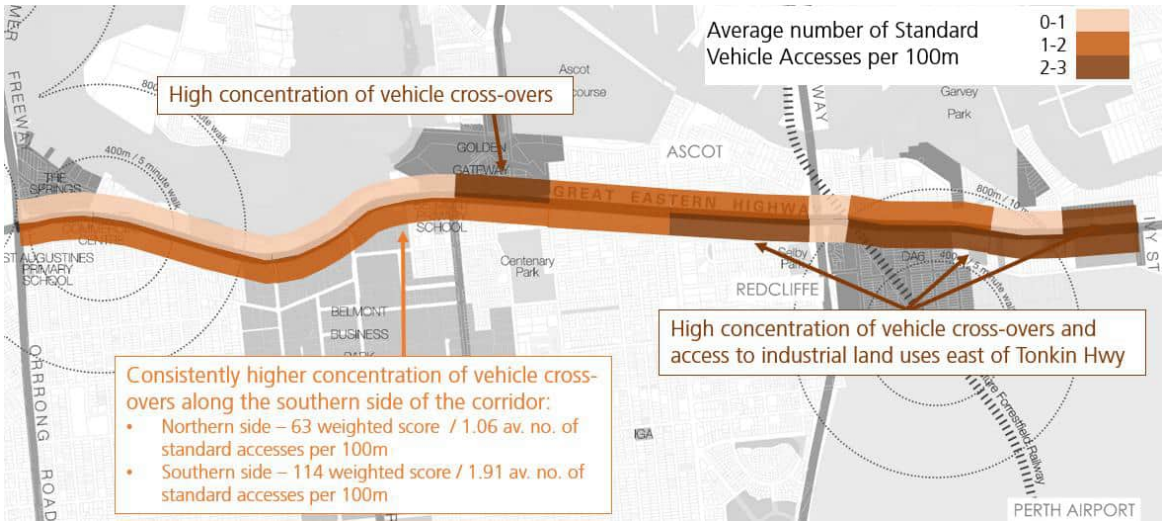
GEH Road Section		Side of Corridor	KM	Total Veh Accesses/Crossovers	Total Veh Accesses Weighted Score	Av. No. of Standard Veh Accesses per 100m	Comparison to the Corridor Average
Orrong Rd	Kooyong Rd	North	0.37	1	2	0.54	-0.92
		South	0.37	4	5	1.35	-0.11
Kooyong Rd	Belmont Ave	North	1.00	6	6	0.60	-0.86
		South	1.00	14	19	1.90	0.44
Belmont Ave	Abernethy Rd	North	0.44	1	2	0.45	-1.01
		South	0.44	6	8	1.82	0.36
Abernethy Rd	Belgravia St	North	0.58	2	3	0.52	-0.94
		South	0.58	7	9	1.55	0.09
Belgravia St	Hardey Rd	North	0.49	7	10	2.04	0.58
		South	0.49	5	6	1.22	-0.24
Hardey Rd	Epsom Ave	North	0.65	7	8	1.23	-0.23
		South	0.65	7	10	1.54	0.08
Epsom Ave	Tonkin Hwy	North	0.71	7	9	1.27	-0.19
		South	0.71	17	18	2.54	1.07
Tonkin Hwy	Brearley Ave	North	0.24	1	1	0.42	-1.04
		South	0.24	2	2	0.83	-0.63
Brearley Ave	Coolgardie Ave	North	0.50	9	9	1.80	0.34
		South	0.50	11	14	2.80	1.34
Coolgardie Ave	Fauntleroy Ave	North	0.59	1	1	0.17	-1.29
		South	0.59	9	15	2.54	1.08
Fauntleroy Ave	Ivy St	North	0.40	11	12	3.00	1.54
		South	0.40	3	8	2.00	0.54
		Total KM	**5.97**			**1.46**	
						GEH Corridor Average	
Orrong Rd	Ivy St	North	5.97	53	63	1.06	-0.41
Ivy St	Orrong Rd	South	5.97	85	114	1.91	0.45

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Figure 12 shows the raw data displayed along a map of the corridor. The data is displayed in bands of 0-1, 1-2 and 2-3 equivalent standard driveways (cross-overs). The data shows the following:

- Consistently a higher concentration of vehicle cross-overs along the southern side of the corridor
- High concentration of vehicle cross-overs along the Golden Gateway frontage to GEH
- High concentration of vehicle cross-overs and access to industrial land uses east of Tonkin Highway along the southern side of the corridor.

Figure 12 Great Eastern Highway corridor intersection density assessment



The information displayed above will assist with identifying sections of the GEH corridor where restricting direct lot access will have the biggest impact upon the reducing access and intersection density.

3.4 Pedestrian network

The extent and quality of the existing pedestrian infrastructure along the GEH corridor is of a standard commensurate with the form of the transport corridor, extent of existing development, form of land uses and recent (2011-2013) upgrade works. The existing pedestrian infrastructure is summarised in the following section.

3.4.1 Pedestrian infrastructure

As part of the 2011-2013 upgrade works along the GEH corridor between Kooyong Road and Tonkin Highway, footpaths of 3.0m were installed on both sides of the corridor. The footpaths are typically located adjacent to the on-road bike lanes with no buffer between the footpath and on-road bike facility.

Along the southern side of the corridor between Orrong Road and Tonkin Highway there is typically a planted buffer between the footpath and property boundary – in some locations this is a wide planted strip featuring street tress, in other locations this is a narrower planted strip featuring small native planting.

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

Along both the northern and southern sides of the corridor between Tonkin Highway and Ivy Street the footpath is older and narrower – typically 1.5m wide. For the majority of this section of the corridor that is a planted buffer between the footpath and the road, typically between 1.5-2.5m wide.

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It is anticipated that the future Main Roads upgrade of the GEH corridor between Tonkin Highway and the GEH Bypass will feature higher quality footpaths wider than the existing 1.5m paths.

Crossing the GEH corridor as a pedestrian is currently facilitated by at-grade pedestrian crossing facilities at traffic signal controlled intersections and by grade-separated pedestrian underpasses.

At-grade pedestrian crossings facilitates are provided at the following locations through the study area:

- Graham Farmer Freeway/Orrong Road ramps and GEH – across all approaches
- Kooyong Road/Brighton Road and GEH – across only the north, east and south approaches
- Acton Avenue and GEH – two-stage pedestrian crossing facility to the east of the intersection
- Belmont Avenue/Tanunda Drive and GEH – across only the north, south and west approaches
- Abernethy Road and GEH – two-stage pedestrian crossing facility to the east of the intersection
- Belgravia Street/Stoneham Street and GEH – across only the north, south and west approaches
- Hardey Road/Resolution Drive and GEH – across only the north, south and west approaches
- Epsom Avenue and GEH – across only the north, south and west approaches
- Brearley Avenue and GEH – across all approaches
- Coolgardie Avenue and GEH – across all approaches
- Fauntleroy Avenue and GEH – across all approaches.

Grade-separated pedestrian underpasses are provided at the following locations through the study area:

- Underpass between Surrey Road and The Springs
- Underpass between Selby Park and Davis Street (to the west of the Tonkin Highway interchange.

Figure 13 shows the typical arrangements of footpaths and pedestrian crossing facilities along the GEH corridor.

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Figure 13 Typical pedestrian infrastructure along the Great Eastern Highway corridor (source: Nearmap and Google Streetview)



At-grade pedestrian crossing facilities across only the north, south and west approaches to the intersection



At-grade pedestrian crossing – requiring pedestrians to cross 8 lanes (38m) in a single movement. No pedestrian call button in the central median



At-grade two-stage pedestrian crossing facility. With pedestrian call buttons in the central median



Grade-separated pedestrian underpass

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3.4.2 Pedestrian accessibility

Walkscore is a commercial product that provides a geographical based rating score of a location based on availability of services within a walking catchment. Walkscore measures the walkability of a location based on the distance to nearby places and pedestrian facilities, the overall scoring is ranked as follows:

- 90–100 Walker's Paradise: Daily errands do not require a car
- 70–89 Very Walkable: Most errands can be accomplished on foot
- 50–69 Somewhat Walkable: Some errands can be accomplished on foot
- 25–49 Car-Dependent: Most errands require a car
- 0–24 Car-Dependent: Almost all errands require a car.

For the purposes of the GEH corridor study, three locations (addresses) along the corridor have been analysed to provide context in relation to the existing walkability of locations along the corridor. The three locations (addresses) analysed are:

- Eastern end of the GEH corridor: Airport Apartments Hotel by Aurum (100 Coolgardie Avenue)
- Central location along the GEH corridor: Country Comfort Intercity Hotel (49 Hardey Road)
- Western end of the GEH corridor: The Springs (8 Hawksburn Road).

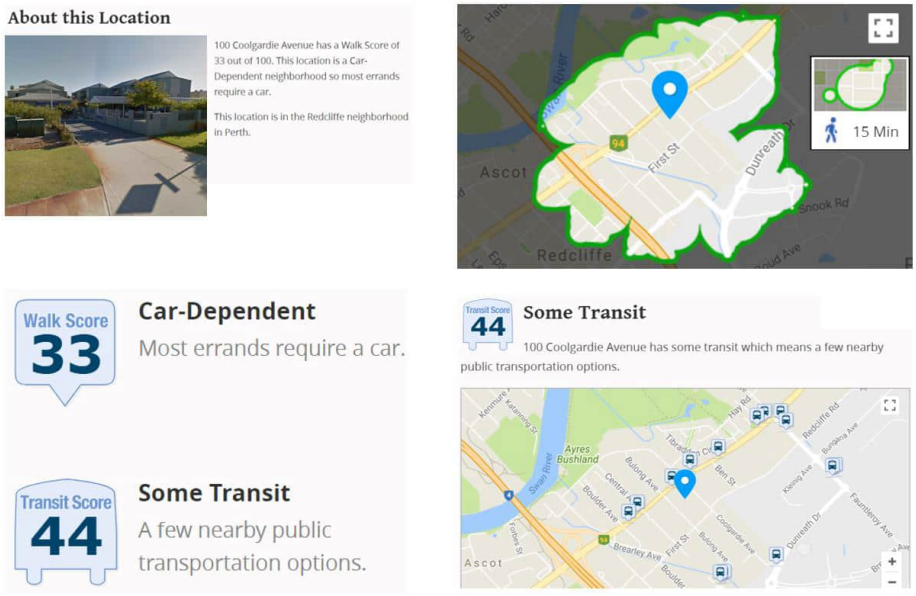
Eastern end of the GEH corridor

The Walkscore rating for a location towards the eastern end of the GEH corridor is 33 out of 100 (the address used for the purposes of this analysis was 100 Coolgardie Avenue, Redcliffe) – this is summarised in Figure 14.

As such the eastern end of the GEH corridor is considered on the Walkscore ranking system to be 'Car Dependent – most errands require a car'. Whilst the subject location benefits from good access to dining and drinking, shopping and general errands, the location is less well situated to access groceries, culture and entertainment, parks and schools.

The subject site scores a below average 44 out of 100 in terms of access to transit services (public transport services). The Transperth bus network provides services along the GEH corridor (bus route numbers 36, 40, 295, 296 and 299), which provides access to the west to Perth city and to the east to Perth Airport, Midland, Walliston and Kalamunda.

Figure 14 Walkscore rating for a location at the eastern end of the Great Eastern Highway corridor (source: Walkscore.com)



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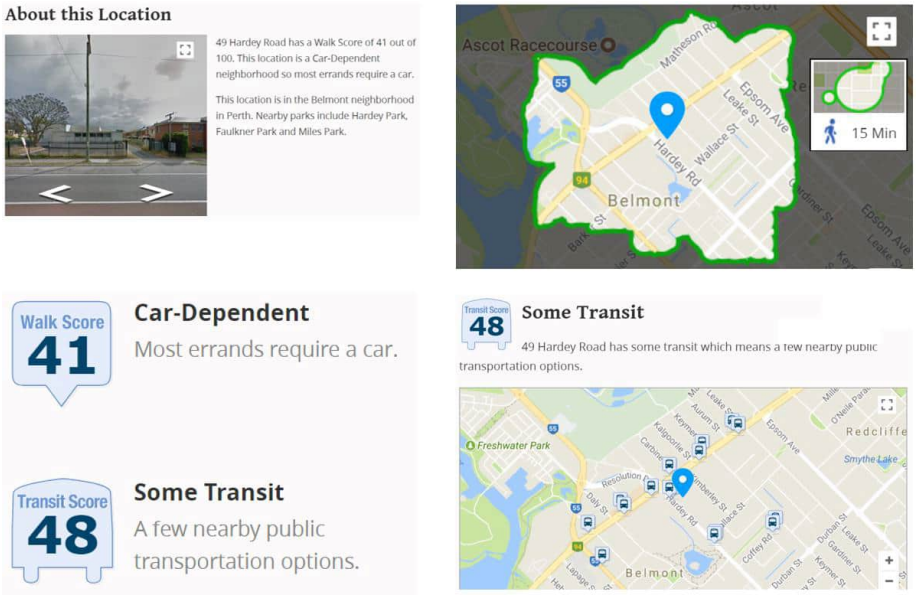
Central location along the GEH corridor

The Walkscore rating for a central location along the GEH corridor is 41 out of 100 (the address used for the purposes of this analysis was 49 Hardey Road, Belmont) – this is summarised in Figure 15.

As such the central area of the GEH corridor is considered on the Walkscore ranking system to be 'Car Dependent – most errands require a car'. Whilst the subject location benefits from good access to dining and drinking, shopping, general errands and schools, the location is less well situated to access groceries and parks.

The subject site scores a below average 48 out of 100 in terms of access to transit services (public transport services). The Transperth bus network provides services along the GEH corridor (bus route numbers 36, 40, 295, 296 and 299), which provides access to the west to Perth city and to the east to Perth Airport, Midland, Walliston and Kalamunda.

Figure 15 Walkscore rating for a central location along the Great Eastern Highway corridor (source: Walkscore.com)



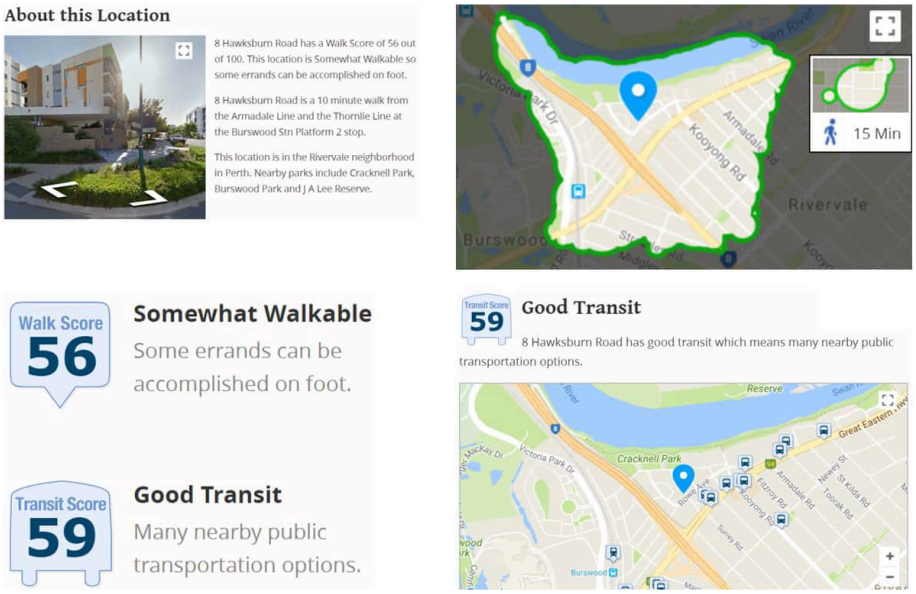
Western end of the GEH corridor

The Walkscore rating for a location towards the eastern end of the GEH corridor is 56 out of 100 (the address used for the purposes of this analysis was 8 Hawksburn Road, Rivervale) – this is summarised in Figure 16.

As such the western end of the GEH corridor is considered on the Walkscore ranking system to be 'Somewhat Walkable – some errands can be accomplished on foot'. Whilst the subject location benefits from good access to parks, schools, dining and drinking, groceries, shopping and general errands, the location is less well situated to access culture and entertainment.

The subject site scores a slightly above average 59 out of 100 in terms of access to transit services (public transport services). The Transperth bus network provides services along the GEH corridor (bus route numbers 36, 40, 286, 287, 293, 295, 296, 299, 380 and 935), which provides access to the west to Perth city and to the east to Belmont Forum, Perth Airport, Maida Vale, Forrestfield, Kewdale, Midland, Walliston and Kalamunda.

Figure 16 Walkscore rating for a location at the western end of the Great Eastern Highway corridor (source: Walkscore.com)



3.5 Cycling network

As part of the 2011-2013 upgrade works along the GEH corridor between Kooyong Road and Tonkin Highway, dedicated on-road cycling facilities were installed. The on-road cycling facilities installed are as follows:

- Typically consist of on-road kerb side bike lanes at 1.5m wide (eastbound and westbound)
- Mid-block arrangement:
  - On-road kerb side bike lane with solid edge line
  - Bike lane in red asphalt
  - Bike lane either adjacent to near side general traffic lane or adjacent to bus lane (where provided)
- Intersection arrangements:
  - On approach to traffic signal controlled intersections the on-road bike lane transitions from red asphalt to green asphalt – with dashed edge line to permit left turning vehicles to cross the bike lane
  - On approach to traffic signal controlled intersections the on-road bike lane is typically adjacent to a bus lane (used by left turning general traffic)
  - At mid-block left in/left out intersections the on-road bike lane continues through the intersection in red asphalt – with dashed edge line to permit left turning vehicles to cross the bike lane
  - At mid-block left in/left out intersections the on-road bike lane is typically adjacent to the near side general traffic lane, with no buffer provided by a bus lane

Figure 17 shows the typical arrangements of the on-road bike lanes along the GEH corridor. Figure 18 and Figure 19 show the bike network along the GEH corridor and along parallel routes, including the continuous high quality shared path along the Swan River between Cracknell Park (The Springs) and Resolution Drive (Ascot Waters), and a broken shared path between Ascot Racecourse and Garvey Park.

It is anticipated that the future Main Roads upgrade of the GEH corridor between Tonkin Highway and the GEH Bypass will feature dedicated cycling facilities within the corridor.

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Figure 17 Typical bike lane arrangements along the Great Eastern Highway corridor (source: Nearmap and Google Streetview)



On-road bike lane on approach to traffic signal controlled intersection:

- Green asphalt treatment
- Dashed edge line to permit left turning vehicles to cross the bike lane



On-road bike lane mid-block adjacent to bus lane:

- Red asphalt treatment
- Solid edge line



On-road bike lane at mid-block left in / left out intersection:

- Red asphalt treatment
- Dashed edge line to permit left turning vehicles to cross the bike lane



On-road bike lane mid-block adjacent to general traffic lane:

- Red asphalt treatment
- Solid edge line

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Figure 18 Bike network along the western section of the Great Eastern Highway corridor (source: Belmont Local TravelSmart Map)

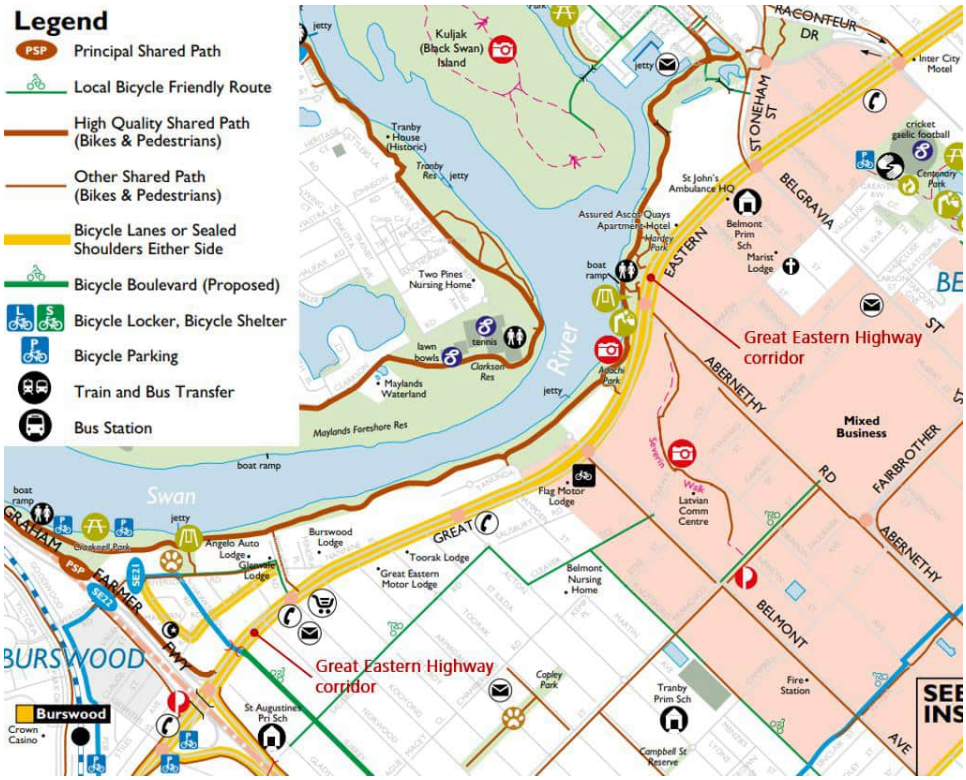
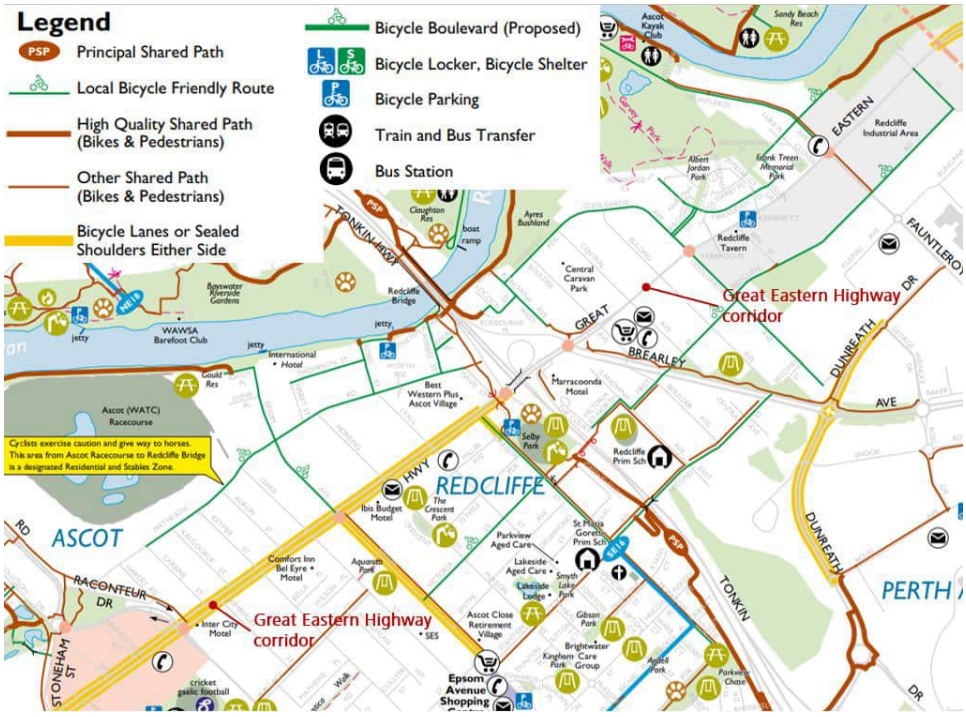


Figure 19 Bike network along the eastern section of the Great Eastern Highway corridor (source: Belmont Local TravelSmart Map)



3.6 Public transport network

The GEH corridor is serviced by frequent bus services with weekday AM peak period frequencies towards Perth city and PM peak period frequencies towards Perth Airport of 1 bus every 3 minutes at the western end of the corridor, 1 bus every 5 minutes along the centre of the corridor and 1 bus every 6 minutes at the eastern end of the corridor.

The GEH corridor has a number of bus routes that operate along its entire length, or through part of the study area, in addition the Circle Route bus crosses the GEH corridor at a central location in the study area (Resolution Drive to Hardey Road). The bus routes that operate along the corridor are:

- Bus Route 36 – Perth to Midland Station via Great Eastern Highway
- Bus Route 40 – Perth to Perth Airport Terminals 3 and 4 via Great Eastern Highway
- Bus Route 286 – Perth to Maida Vale via Belmont Forum
- Bus Route 287 – Perth to Forrestfield via Belmont Forum
- Bus Route 293 – Perth to Kewdale via Belgravia Street and Belmont Forum
- Bus Route 295 – Perth to Walliston
- Bus Route 296 – Perth to Kalamunda via Gooseberry Hill Road
- Bus Route 299 – Perth to Walliston via Kalamunda Road
- Bus Route 380 – Perth to Perth Airport Terminals 1 and 2 via Great Eastern Highway and Belmont Forum
- Bus Route 935 – Perth to Perth Airport Terminals 3 and 4 via Kings Park, Belmont Forum and Perth
- Circle Route – 998 clockwise / 999 anti-clockwise crosses GEH corridor via Resolution Drive/Hardey Road

  Circle Route services provide a high frequency orbital public transport connection around Perth, linking inner suburbs, major activity centres, key land uses and public transport hubs including; Belmont Forum, Oats Street Station, Curtin University, Murdoch Activity Centre, Fremantle, Cottesloe, Claremont, UWA, QEII Medical Centre, Stirling Station and Morley Galleria

Figure 21 shows the Transperth bus route network within the vicinity of the GEH corridor. This figure shows the route of each bus services along the GEH corridor, and which side roads each bus route uses to access the GEH corridor.

Figure 22 shows the bus route service frequency overlaid on the GEH corridor. The bus service frequency information displayed in this format highlights that from a public transport service perspective the existing GEH corridor can be considered as four separate sections of the corridor, as follows:

- Orrong Road to Kooyoog Road:
  - 280 weekday bus services in each direction
  - 170 Saturday services in each direction
  - 125 Sunday services in each direction
- Kooyong Road to Belgravia Street:
  - 180 weekday bus services in each direction
  - 110 Saturday services in each direction
  - 80 Sunday services in each direction
- Belgravia Street to Fauntleroy Avenue:
  - 125 weekday bus services in each direction
  - 75 Saturday services in each direction
  - 40 Sunday services in each direction
- Fauntleroy Avenue to Ivy Street:
  - 85 weekday bus services in each direction
  - 45 Saturday services in each direction
  - 20 Sunday services in each direction

Figure 23 shows the bus passenger boardings and alightings at bus stops along the GEH corridor study area. The data shows the tidal nature of weekday bus passenger movements with a higher number of AM peak period boardings towards Perth city, and higher PM peak period alightings from Perth city (towards Perth Airport). The data shows a

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total of 950 passengers using eastbound bus services (towards Perth Airport) and 1,200 passengers using westbound bus services (towards Perth city).

Figure 24 shows the combined bus service provision along the GEH corridor and bus passenger boardings and alightings at bus stops along the GEH corridor.

The GEH corridor features bus priority measures at all main traffic signal controlled intersections. The bus priority measures consist of bus lanes along GEH on the approach to and exit from the traffic signal controlled intersections. These bus priority measures provide bus services with queue jump facilities, ensuring bus services avoid any delays associated with traffic congestion along the corridor. Figure 20 shows the typical bus lane arrangement.

The following intersections feature bus lanes on the GEH approach to and exit from the intersection:

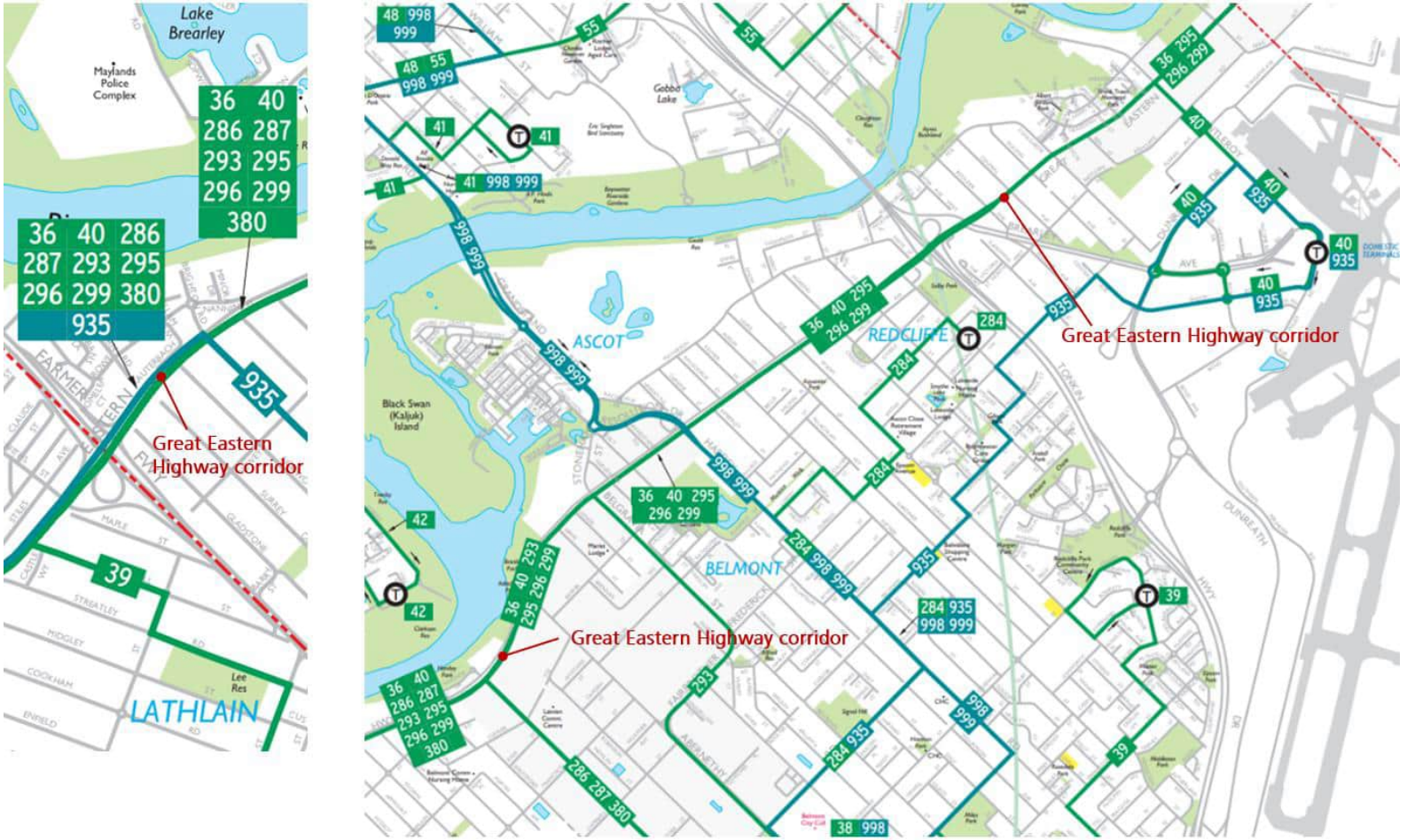
- Kooyong Road/Brighton Road and GEH intersection
- Belmont Avenue/Tanunda Drive and GEH intersection
- Stoneham Street/Belgravia Street and GEH intersection
- Resolution Drive/Hardey Road and GEH intersection
- Epsom Avenue and GEH intersection *(note: there is no bus lane on the westbound approach)*
- Fauntleroy Avenue and GEH intersection

Figure 20 Typical bus lane arrangements at traffic signal intersections along the Great Eastern Highway corridor (source: Nearmap)



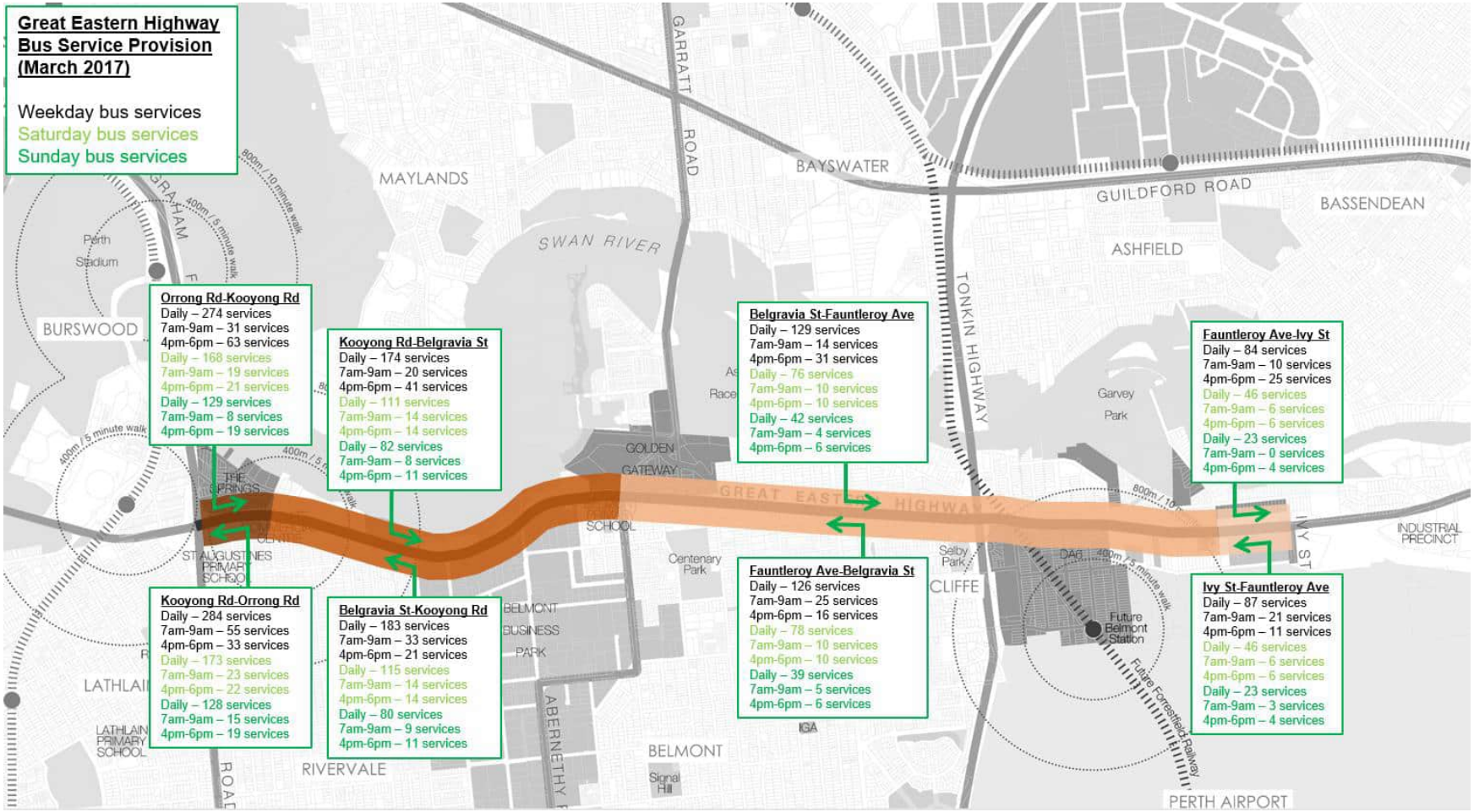
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Figure 21 Transperth bus route map within the vicinity of the Great Eastern Highway corridor (source: Transperht)



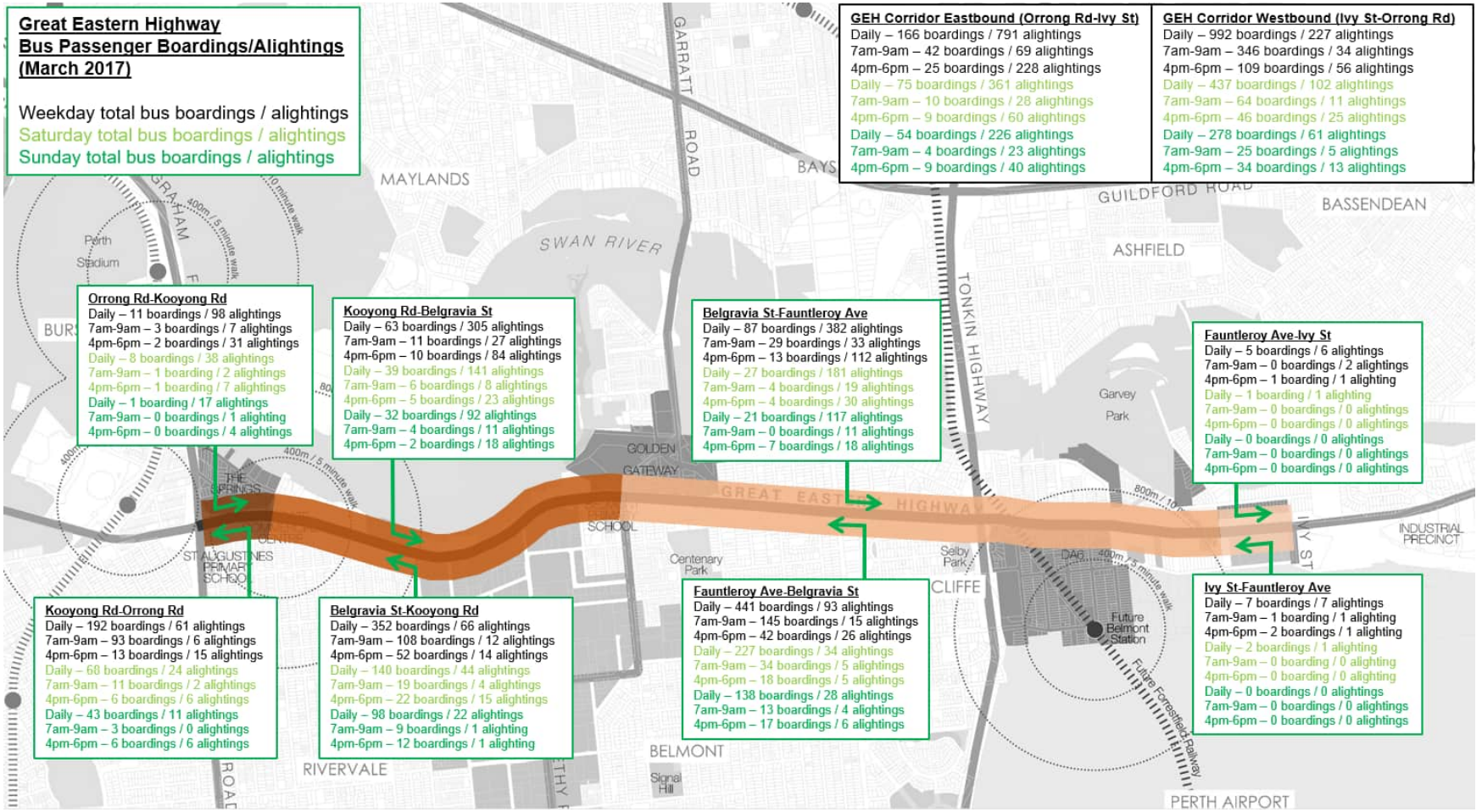
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Figure 22 Existing bus service provision along the Great Eastern Highway corridor (source: Transperth)



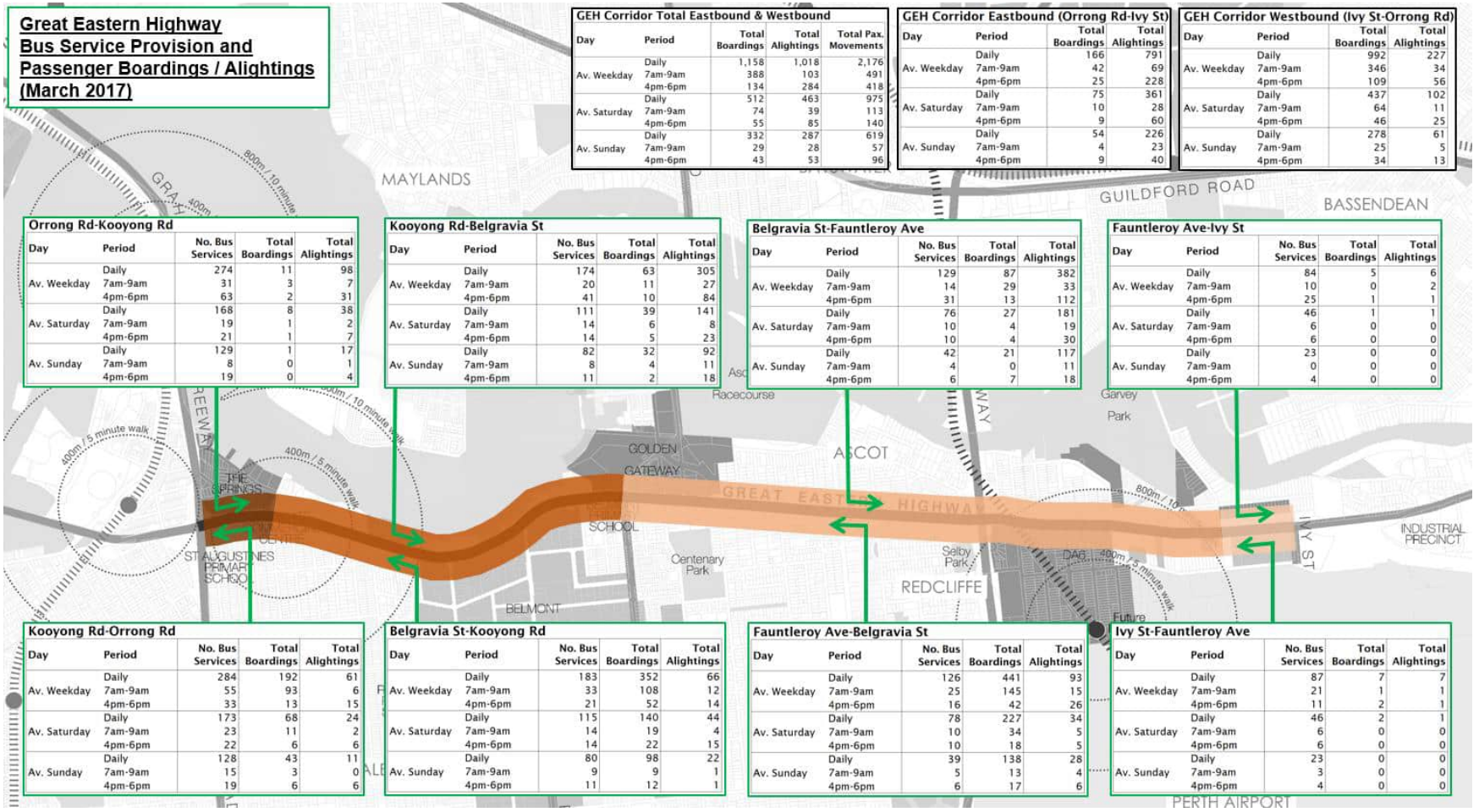
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Figure 23 Existing bus passenger boardings and alightings at bus stops along the Great Eastern Highway corridor (source: Transperth)



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Figure 24 Combined existing bus service provision and bus passenger boardings and alightings at bus stops along the Great Eastern Highway corridor (source: Transperth)



GEH Corridor Total Eastbound & Westbound

Day	Period	Total Boardings	Total Alightings	Total Pax. Movements
Av. Weekday	Daily	1,158	1,018	2,176
	7am-9am	388	103	491
	4pm-6pm	134	284	418
Av. Saturday	Daily	512	463	975
	7am-9am	74	39	113
	4pm-6pm	55	85	140
Av. Sunday	Daily	332	287	619
	7am-9am	29	28	57
	4pm-6pm	43	53	96

GEH Corridor Eastbound (Orrong Rd-Ivy St)

Day	Period	Total Boardings	Total Alightings
Av. Weekday	Daily	166	791
	7am-9am	42	69
	4pm-6pm	25	228
Av. Saturday	Daily	75	361
	7am-9am	10	28
	4pm-6pm	9	60
Av. Sunday	Daily	54	226
	7am-9am	4	23
	4pm-6pm	9	40

GEH Corridor Westbound (Ivy St-Orrong Rd)

Day	Period	Total Boardings	Total Alightings
Av. Weekday	Daily	992	227
	7am-9am	346	34
	4pm-6pm	109	56
Av. Saturday	Daily	437	102
	7am-9am	64	11
	4pm-6pm	46	25
Av. Sunday	Daily	278	61
	7am-9am	25	5
	4pm-6pm	34	13

Orrong Rd-Kooyong Rd

Day	Period	No. Bus Services	Total Boardings	Total Alightings
Av. Weekday	Daily	274	11	98
	7am-9am	31	3	7
	4pm-6pm	63	2	31
Av. Saturday	Daily	168	8	38
	7am-9am	19	1	2
	4pm-6pm	21	1	7
Av. Sunday	Daily	129	1	17
	7am-9am	8	0	1
	4pm-6pm	19	0	4

Kooyong Rd-Belgravia St

Day	Period	No. Bus Services	Total Boardings	Total Alightings
Av. Weekday	Daily	174	63	305
	7am-9am	20	11	27
	4pm-6pm	41	10	84
Av. Saturday	Daily	111	39	141
	7am-9am	14	6	8
	4pm-6pm	14	5	23
Av. Sunday	Daily	82	32	92
	7am-9am	8	4	11
	4pm-6pm	11	2	18

Belgravia St-Fauntleroy Ave

Day	Period	No. Bus Services	Total Boardings	Total Alightings
Av. Weekday	Daily	129	87	382
	7am-9am	14	29	33
	4pm-6pm	31	13	112
Av. Saturday	Daily	76	27	181
	7am-9am	10	4	19
	4pm-6pm	10	4	30
Av. Sunday	Daily	42	21	117
	7am-9am	4	0	11
	4pm-6pm	6	7	18

Fauntleroy Ave-Ivy St

Day	Period	No. Bus Services	Total Boardings	Total Alightings
Av. Weekday	Daily	84	5	6
	7am-9am	10	0	2
	4pm-6pm	25	1	1
Av. Saturday	Daily	46	1	1
	7am-9am	6	0	0
	4pm-6pm	6	0	0
Av. Sunday	Daily	23	0	0
	7am-9am	0	0	0
	4pm-6pm	4	0	0

Kooyong Rd-Orrong Rd

Day	Period	No. Bus Services	Total Boardings	Total Alightings
Av. Weekday	Daily	284	192	61
	7am-9am	55	93	6
	4pm-6pm	33	13	15
Av. Saturday	Daily	173	68	24
	7am-9am	23	11	2
	4pm-6pm	22	6	6
Av. Sunday	Daily	128	43	11
	7am-9am	15	3	0
	4pm-6pm	19	6	6

Belgravia St-Kooyong Rd

Day	Period	No. Bus Services	Total Boardings	Total Alightings
Av. Weekday	Daily	183	352	66
	7am-9am	33	108	12
	4pm-6pm	21	52	14
Av. Saturday	Daily	115	140	44
	7am-9am	14	19	4
	4pm-6pm	14	22	15
Av. Sunday	Daily	80	98	22
	7am-9am	9	9	1
	4pm-6pm	11	12	1

Fauntleroy Ave-Belgravia St

Day	Period	No. Bus Services	Total Boardings	Total Alightings
Av. Weekday	Daily	126	441	93
	7am-9am	25	145	15
	4pm-6pm	16	42	26
Av. Saturday	Daily	78	227	34
	7am-9am	10	34	5
	4pm-6pm	10	18	5
Av. Sunday	Daily	39	138	28
	7am-9am	5	13	4
	4pm-6pm	6	17	6

Ivy St-Fauntleroy Ave

Day	Period	No. Bus Services	Total Boardings	Total Alightings
Av. Weekday	Daily	87	7	7
	7am-9am	21	1	1
	4pm-6pm	11	2	1
Av. Saturday	Daily	46	2	1
	7am-9am	6	0	0
	4pm-6pm	6	0	0
Av. Sunday	Daily	23	0	0
	7am-9am	3	0	0
	4pm-6pm	4	0	0

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3.7 Freight movements

3.7.1 Road freight network

The State Government's integrated long-term transport plan, Transport @3.5m (2016), provides an overview of the plan for a road freight network across Perth. The plan for a road freight network is divided into a two-tier classification system comprising strategic freight routes (tier 1) and major freight routes (tier 2).

The GEH corridor is identified as a tier 2 major freight route based on the significant and forecast volumes of freight traffic relative to other transport routes, the strategic functionality of the corridor within the overall network and the overall suitability of the road infrastructure to support both existing and forecast freight traffic volumes. As such, it is expected that the GEH corridor will accommodate significant road freight movements in the future.

3.7.2 Restricted Access Vehicles (RAV) network

The Road Traffic Regulations (Vehicle Standard) 2002 together with the Road Traffic Rules (Vehicle Standard) specify that Heavy Vehicle permits are required for loads and/or vehicles exceeding any of the dimensions set out below:

- A width of 2.5 metres
- A height of 4.3 metres
- A length of 19 metres for a vehicle combination
- A length of 12.5 metres for a rigid vehicle
- A gross mass of 42.5 tonnes
- Any other mass or dimension limit prescribed in the Road Traffic (Vehicles) Regulations 2014.

Any vehicle, or vehicle plus load, that exceeds any of these dimensions is considered to be an Over-Size Over-Mass load. These vehicles are classified as Restricted Access Vehicles (RAVs). Main Roads has created a system of RAV networks and regulates access of RAV vehicles to these networks via a system of notices and permits.

There are many types of RAVs and each of them has different performance characteristics, require a different amount of road space when operating and have a different impact on the road infrastructure. For this reason, it is necessary to assess the roads these RAVs operate on to ensure the road is suitable for the particular type of vehicle and the safety of other road users is not compromised.

Main Roads HVS works collaboratively with the relevant road asset owner to ensure roads are suitable for RAV access. RAV Networks are maintained for the various types of RAVs and are published in the form of Road Tables and a RAV Mapping Tool.

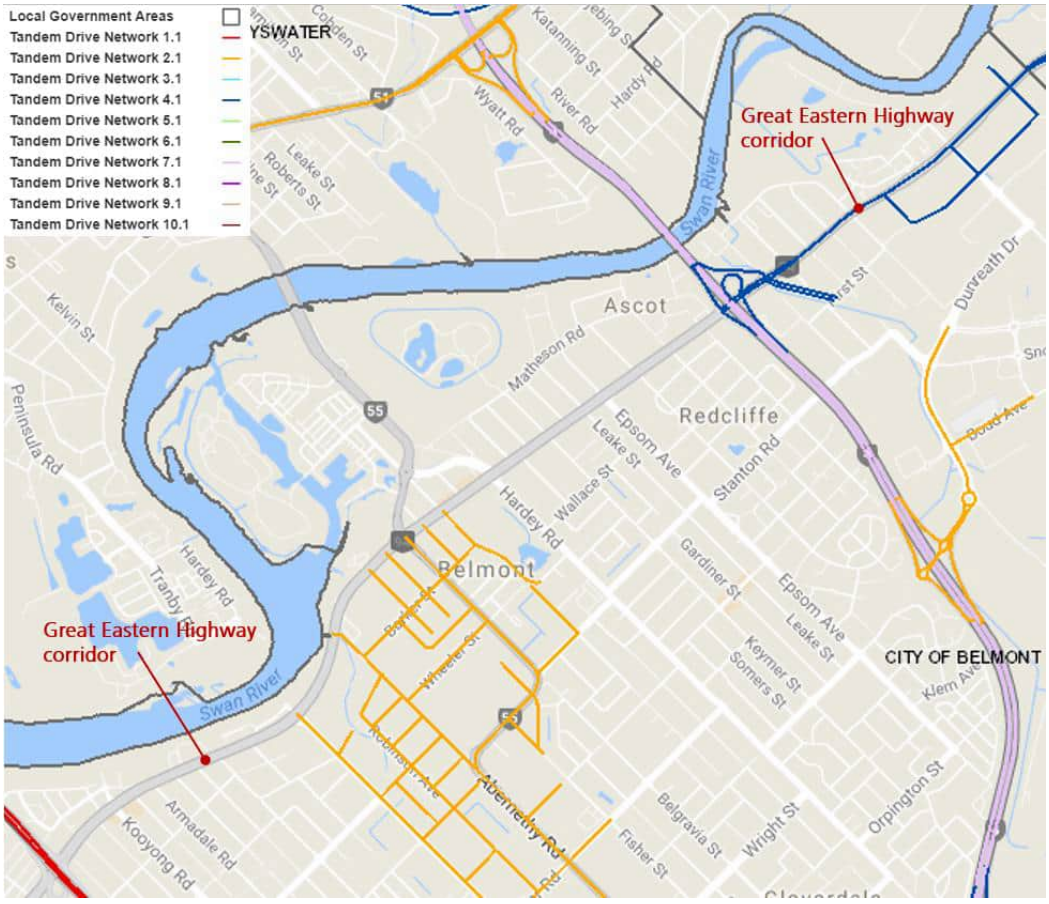
Figure 25 shows the RAVs network within the vicinity of the GEH corridor – the figure shows the following:

- GEH corridor between Orrong Road and Tonkin Highway:
  - RAVs are not permitted to travel along this section of the GEH corridor
- GEH corridor between Tonkin Highway and Ivy Street:
  - Includes the Tonkin Highway and GEH interchange, as well as Ben Street, Redcliffe Road and Ivy Street
  - Area can be accessed by RAVs via Tonkin Highway, GEH Bypass / Kalamunda Road to Kewdale / Welshpool
  - Maximum RAV Network 4 – vehicles up to 27.5 metres and 87.5 tonnes (prime mover, semi-trailer towing 6 axle dog trailer vehicle)
- Belmont Business Park to the south of the GEH corridor:
  - An area bounded by GEH, Belmont Avenue, Daly Street and Alexander Road
  - Area can be accessed by RAVs via Abernethy Road to Kewdale / Welshpool
  - Maximum RAV Network 2 – vehicles up to 27.5 metres and 87.5 tonnes (short B triple vehicle)

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As such the section of GEH between Orrong Road and Tonkin Highway does not carry any RAVs, but the section of GEH between Tonkin Highway and Ivy Street does carry RAV's – providing access to the industrial land uses along that section of GEH and the Ben Street, Redcliffe Road and Ivy Street corridors.

Figure 25 Restricted Access Vehicles (RAVs) networks within the vicinity of the Great Eastern Highway corridor (source: Main Roads)



3.8 Parking

The existing parking arrangements along the GEH corridor include:

- Direct lot access from the front with parking at the front (and including rear parking in some circumstances)
  - Typically accessed via left in/left out vehicle access on GEH
  - Provide for limited landscaping between the footpath and front parking area
- Lot access from the rear with rear parking
  - Typically accessed via minor or major side road, with full movement intersection on the side road
  - Provide for substantial landscaping between the footpath and building edge
- Lot access from the rear with multi-story parking and podium style development above
  - Typically accessed via either left in/left out vehicle access on GEH (less typical) or via minor/major side road, with full movement intersection on the side road (more typical)
  - Provide for limited landscaping between the footpath and building edge – typically provide no street address and a blank wall onto GEH

The existing parking arrangements are shown in Figure 26.

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Figure 26 Typical parking arrangements along the Great Eastern Highway corridor (source: Nearmap and Google Streetview)



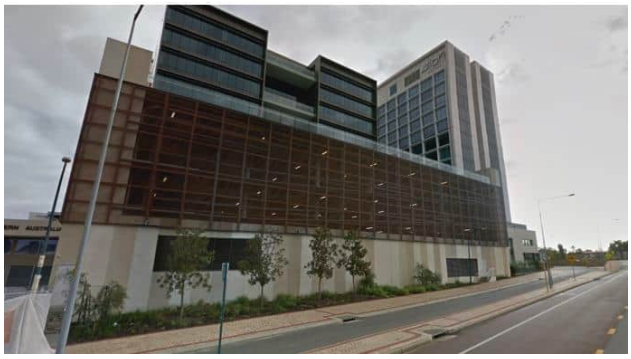
Lot access from the rear with rear parking



Direct lot access from the front with parking at the front and rear



Direct lot access from the front with parking at the front



Lot access from the rear with multi-story parking and podium style development above

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4. FUTURE MOVEMENT NETWORK – TRANSPORT, ACCESS AND PARKING

The GEH Urban Corridor Strategy sets out that the fundamental movement aspects of the corridor include consideration of vehicular access arrangements and parking locations to ensure safe pedestrian and cyclist movement and landscape amenity is achieved as identified in the public realm typologies.

The GEH Urban Corridor Strategy also sets out that it is essential to consider the provision of a network of safe, accessible and convenient pedestrian and cyclist crossings to complement the range of land uses, built form and network of connections along the corridor.

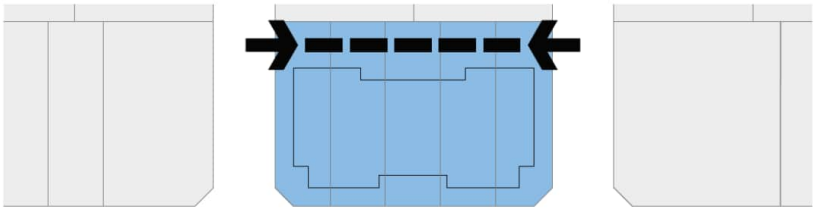
This section of the report provides details of the GEH Urban Corridor Strategy proposals in relation to:

- Vehicular access and parking typologies
- Pedestrian and bike crossing typologies
- Future public transport plans
- Identification of four urban corridor precincts and the internal access and parking, and transport network.

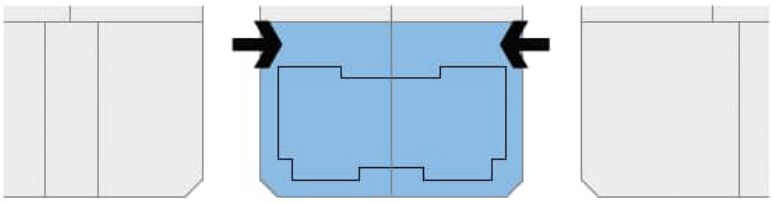
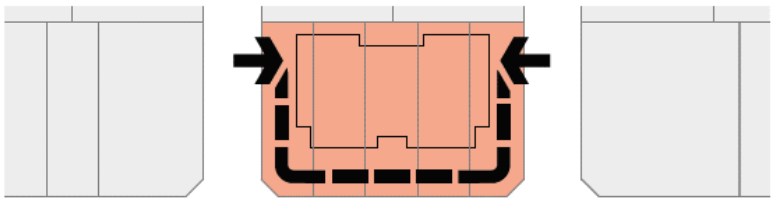
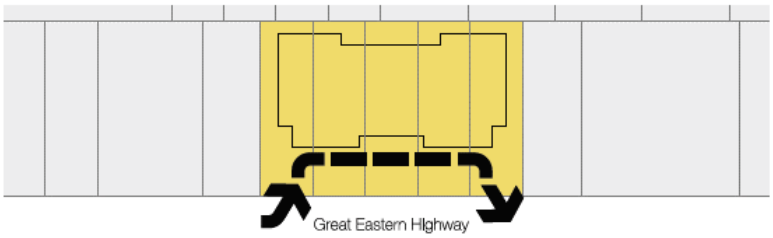
4.1 Vehicular access and parking typologies

The location and arrangement of access into properties and parking within properties should ensure efficient vehicular movement, while also providing safe and efficient pedestrian and cyclist movement, ensure amenity of the landscape, as well as align with the land use, built form and public realm elements of the corridor. The Access and Parking typologies included in the Urban Design Framework are: Type 1, Type 2 and Type 3 (as outlined in Table 4).

Table 4 – Vehicular access and parking typologies

Typology	Key criteria for each typology
Type 1 Rear Access, Rear Parking	Type 1 • Provide a rear access zone that is approximately 9-10m wide, along the rear boundary • Provide for safe pedestrian movement within the rear access zone, including possible consideration for a minimum footpath width of approximately 1.5m wide • 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. **Type 1 (Rear Access, Rear Parking)**  Great Eastern Highway Where Type 1 cannot be achieved, the variation to Type 1 will be achieved. The key criteria for the Type 1 variation is: • No crossover along GEH frontage • No parking in front of buildings along GEH frontage • Crossover access from side streets. *(Type 1 variation image is shown over the page)*

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Typology	Key criteria for each typology
	Variations to Type 1 
Type 2 Rear Access, Front Parking	Type 2 • No crossover access along GEH frontage • Parking allowed in front of buildings along GEH frontage • Crossover access from side streets • Common accessway (R.O.W or easement – minimum 6m) to service multiple properties. **Type 2 (Rear Access, Front Parking)** 
Type 3 Front Access, Front Rear	Type 3 • Crossover access allowed along GEH frontage – limited to one left-in crossover and one left-out crossover for each group of properties • Parking allowed in front of buildings along Great Eastern Highway frontage • Common accessway (R.O.W or easement – minimum 6m) to service multiple properties. **Type 3 (Front Access, Front Parking)** 

4.2 Pedestrian and bike crossings typologies

The provision of a network of safe, accessible and convenient pedestrian and cyclist crossings is crucial to improving the existing pedestrian and cyclist environment of the corridor. Providing a multitude of pedestrian and cyclists crossing opportunities will encourage walking and cycling, creating a catalyst for active spaces, as well as enhance the connection of the corridor with the Swan River.

The crossings should be strategically located to facilitate access to and from existing bus stops, activity nodes, public open space and places which attract a high volume of pedestrians and cyclist activity. The crossings should be integrated with the extensive network of connections along and surrounding the corridor. The crossing typologies included in the Urban Design Framework are: at-grade crossings, underpasses and overpasses (as outlined in Table 5).

Table 5 – Pedestrian and bike crossings typologies

Typology	Key criteria for each typology
At-grade Crossings	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 should be provided at signalised intersections to inform pedestrians of the time left to cross the road. 
Underpasses	Underpasses will provide safe, convenient opportunities for pedestrians and cyclists 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 cyclists, 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. 

Typology	Key criteria for each typology
Overpasses	Overpasses are proposed along the corridor to provide safe, convenient crossings opportunities for pedestrians and cyclists 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 cyclists, 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.



Integrated green overpasses provide diverse crossings



Architecture to consider including overpasses

4.3 Future public transport plans

4.3.1 Future bus network

The State Government's integrated long-term transport plan, Transport @3.5m (2016), states that transport modelling for 2050 forecasts that the GEH corridor, within the vicinity of Graham Farmer Freeway/Orrong Road, will carry more than 1,000 bus passengers in the peak direction of travel during the morning peak hour. As such, the existing bus priority measures are only likely to be expanded upon over time as the operational need arises.

In order to facilitate higher density development along the GEH corridor, a step change in public transport provision and public transport use will be required to ensure residents, employees and visitors have the potential to travel to/from/along the corridor by a sustainable form of transport – and take up that opportunity.

High level discussions with the Public Transport Authority (PTA) Transperth Service Development Team has informed the information provided below.

It is currently anticipated by the PTA that the introduction of the Forrestfield Airport Link rail connection from central Perth to Perth Airport and onto a park 'n' ride station at Forrestfield, will see the removal of four of the five existing bus routes operating along the GEH corridor (bus routes 36, 295, 296 and 299) and a renumbering and change of route for another bus route (bus route 40).

Subject to consultation it is currently anticipated that the five existing bus routes will be rerouted as follows:

- Bus Route 36 – to be renumbered as Bus Route 303 and operate from Midland Station to the new Redcliffe Station
- Bus Routes 295, 296 and 299 – to feed into Forrestfield Station from Kalamunda and its surrounds
- Bus Route 40 – to be renumbered Bus Route 940 Superbus (details below).

It is currently anticipated that the 940 Superbus would initially operate as a first stage from Redcliffe Station to Elizabeth Quay Station via GEH and Victoria Park Transfer Station and Adelaide Terrace/St Georges Terrace.

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It is anticipated that the first stage of the 940 Superbus route is funded as part of the FAL project.

In the longer-term, it is anticipated that the Superbus would become a through routed service to Subiaco Station from Elizabeth Quay Bus Station via West Perth. This would be subject to funding, as well as the longer-term infrastructure requirements from the PTA being in place, including bus lanes along Adelaide Terrace/St Georges Terrace and bus layover capacity at Subiaco Station.

The Superbus route would operate as a high frequency service and as such it is considered unlikely that the PTA would re-route this service through any residential neighbourhoods along the GEH corridor, instead the service would operate directly along the GEH corridor between Redcliffe Station and Victoria Park Transfer Station.

The PTA has indicated that, if sufficient public transport demand was generated by redevelopment along the GEH corridor, they would consider the option of operating a bus network that better served the new higher density residential neighbourhoods along the corridor (such as the Golden Gateway site). This could be achieved by operating public transport services through those neighbourhoods, in addition to public transport services along the corridor. However, this would be contingent upon the newly created residential neighbourhoods generating the requisite public transport demand to warrant the investment in such a public transport network.

4.3.2 Future rail network

The State Government's Metronet plan is a long-term vision to connect Perth's suburbs, reduce road congestion and meet the city's future planning needs. Metronet is an ambitious program of rail projects and stage one is proposed to deliver approximately 72km of new passenger rail and up to 18 new stations.

The focus of Metronet is for an extension of the existing heavy rail network across Perth, rather than the creation of a new light rail network, which was the plan under the previous State Government. One of the stage one projects now badged under Metronet, is the Forrestfield-Airport Link, which is a jointly Federal and State funded rail project to connect the eastern foothills with Perth Airport and Perth CBD and the wider Perth rail network.

The Forrestfield-Airport Link will see the creation of three new stations off an 8.5km spur connected to the Midland Line near Bayswater Station – the three new stations will be: Redcliffe Station in the residential heart of Redcliffe, Airport Central at the consolidated terminal, and Forrestfield Station in the eastern foothills.

The Forrestfield-Airport Link will provide the primary public transport connection between central Perth and Perth Airport. This new rail link is likely to impact upon the use of existing bus services along the GEH corridor to access Perth Airport, and the PTA are likely to change the bus network along the corridor to address these changes (as set out in Section 4.3.1).

Given the primary role that the Forrestfield-Airport Link will play in terms of connecting the city with the airport, it is unlikely in the short to medium term that the GEH corridor will have any significant upgrades to public transport, beyond upgrades to the existing bus priority measures over time based on an operational and performance need.

It is possible in the longer-term, if State Government priorities shifted to focus on the delivery of a light rail network across the city, that the GEH corridor would be a candidate corridor for consideration of light rail in a second phase of any such system. It is likely that an initial phase of any light rail system would focus on Perth CBD and corridors towards QEII Medical Centre/UWA, Curtin University and inner northern residential catchments (North Perth).

However, in the longer-term the GEH corridor with its existing public transport priority and possible wide spread redevelopment providing increased numbers of residents, employees and visitors, could be considered an ideal candidate for a second phase of any light rail system.

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4.4 Urban corridor precincts

The GEH 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 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, access and parking.

For the purposes of the project, the corridor has been 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 – Tokin Highway to Ivy Street.

4.5 Precinct 1 – Graham Farmer Freeway to Belmont Avenue

With its proximity to and excellent access to the Perth CBD, Optus Stadium, Crown Casino and the Swan River as well as good access to the Perth Airport, Precinct 1 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 as well as hotel and short stay accommodation to cater for visitors. Accommodation will be supported by active uses on the ground floor such as restaurants, cafes, small bars, convenience and comparison shopping 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 Kooyong Road Activity Node, the Belmont Avenue West Activity Node and the Activity Corridors in between these two nodes.

4.5.1 Precinct 1 – access and parking

The access and parking within Precinct 1 comprises of predominantly Type 1; rear access and rear parking.

The significant amount of the Type 1 access and parking typology will ensure there is safe and efficient vehicular movement along the corridor and allow for the safe movement of cyclists and pedestrians.

There is one site within Precinct 1 where the Type 2 access and 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 Type 3 access and parking typology; front access and front parking, 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.

4.5.2 Precinct 1 – 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 bike lanes. Precinct 1 is also serviced by the high frequency bus route and associated bus stops.

The movement network will be supplemented with the provision of an off-street bike lane on the southern edge of the Corridor and continuous pedestrian paths on the northern and the southern edges of the corridor.

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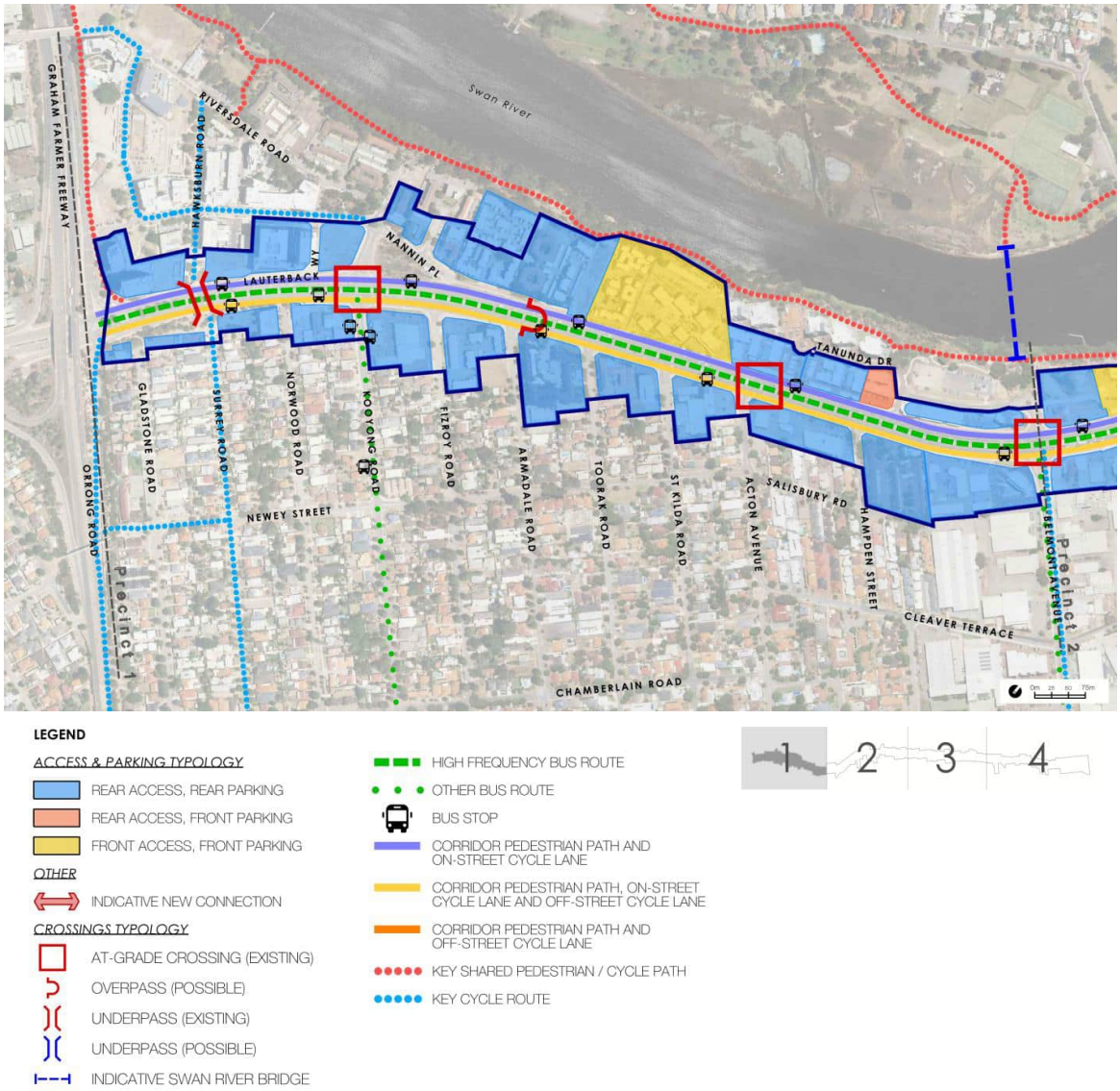
The movement network surrounding the corridor comprises key cycle routes providing north-south connections from the Swan River to the corridor, extending south into the residential areas and into the Belmont Business Park.

The shared pedestrian/ cycle path provides continuous access along the Swan River, which would 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 Kooyong Road Activity Node south into the residential area and from the Belmont Avenue Activity Node into the Belmont Business Park and the Belmont town centre.

Figure 27 shows the transport networks and access and parking typologies for Precinct 1.

Figure 27 Precinct 1 – transport networks and access and parking typologies (source: TBB, February 2018)



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4.6 Precinct 2 – Belmont Avenue to Hardey Road

Precinct 2 will form the entrance to the Belmont Business Park to the south, forming the major mixed employment area of the corridor. Precinct 2 will be supported by two Activity Nodes (Belmont Avenue East Activity Node and Hardey Road West Activity Node), which will develop as creative hubs 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 high density residential development.

The Precinct will benefit from a significant improvement to the public realm, making the precinct safer, convenient and enjoyable for pedestrians to be in. The enhancement of Severin Walk will provide a place of leisure for workers to enjoy and coupled with the proposed overpass across the corridor will reconnect Precinct 2 with the Swan River.

4.6.1 Precinct 2- access and parking

The access and parking within Precinct 2 comprises of predominantly Type 1; rear access and rear parking.

The significant amount of Type 1 access will ensure there is safe and efficient vehicular movement along the corridor and allow for the safe movement of cyclists and pedestrians.

There are three sites within Precinct 2 where a Type 3 access and parking typology will be identified, accommodating front access and front parking due to the restrictions the ability to provide rear access and parking due to the physical constraints of the Swan River and Severin Walk.

A 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.

4.6.2 Precinct 2 – network

Precinct 2 will be supported by an extensive movement network along the corridor, comprising existing at-grade pedestrian crossings and existing on-street bike lanes. Precinct 2 is also serviced by the high frequency bus route 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 envisaged associated within the Belmont Avenue Activity Node 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 Hardey Road 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 bike lane on the southern edge of the corridor and continuous pedestrian paths on the northern and the southern edges of the corridor.

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.

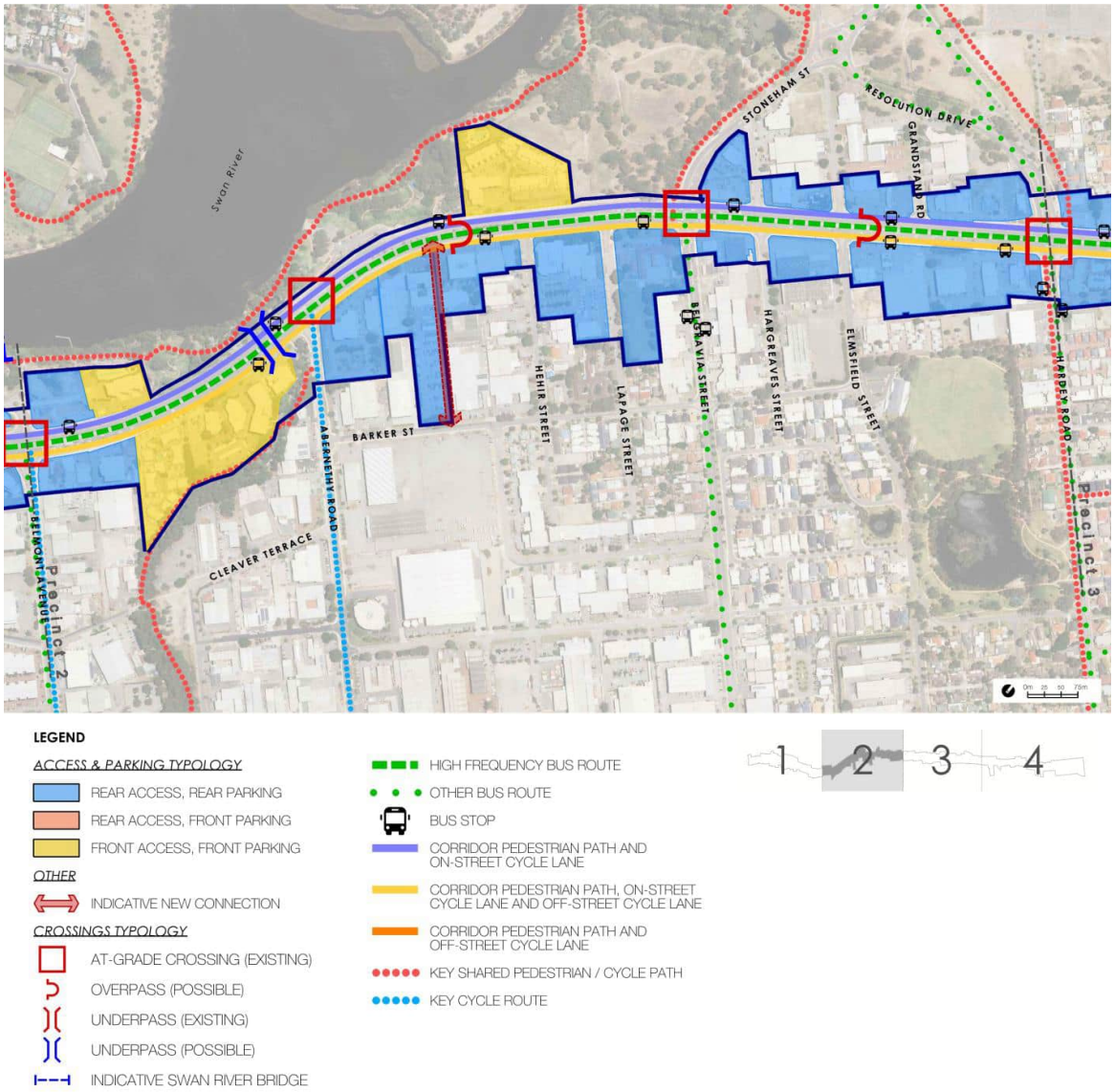
The shared pedestrian/cycle path provides continuous access along the Swan River, along with connections along Severin Walk, across the Centenary Park Open Space and north throughout the Golden Gateway precinct the from the Hardey Road Activity Node.

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

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Figure 28 shows the transport networks and access and parking typologies for Precinct 2.

Figure 28 Precinct 2 – transport networks and access and parking typologies (source: TBB, February 2018)



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4.7 Precinct 3 – Hardy Road to Tonkin Highway

Precinct 3 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. 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.

The precinct will benefit from two Activity Nodes (Hardey Road Activity Node and Epsom Avenue Activity Node), which will provide the opportunity to enable employment growth which can take advantage of the prime locality, whilst also enabling additional residential development. The nodes will also provide local convenience for the existing residents in the locality. An improved pedestrian and cycle network will enhance the amenity of the precinct and improve the accessibility to Activity Nodes, open space and adjacent precincts.

4.7.1 Precinct 3 – access and parking

The access and parking within Precinct 3 comprises of predominantly Type 1; rear access and rear parking.

The significant amount of Type 1 access will ensure there is safe and efficient vehicular movement along the corridor and allow for the safe movement of cyclists and pedestrians.

There are three sites within Precinct 3 where the Type 2 access and parking typology has been identified to accommodate the small lots which have a narrow depth.

A Type 3 access and parking typology; front access and front parking, is included in the centre of the northern edge of the corridor given the physical constraint to provide rear access and parking due to the proximity to the Tonkin Highway.

4.7.2 Precinct 3 – 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 bike lanes. Precinct 3 is also serviced by the high frequency bus route 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 an off-street bike lane on the southern edge of the corridor and continuous pedestrian paths on the northern and the southern edges of the corridor.

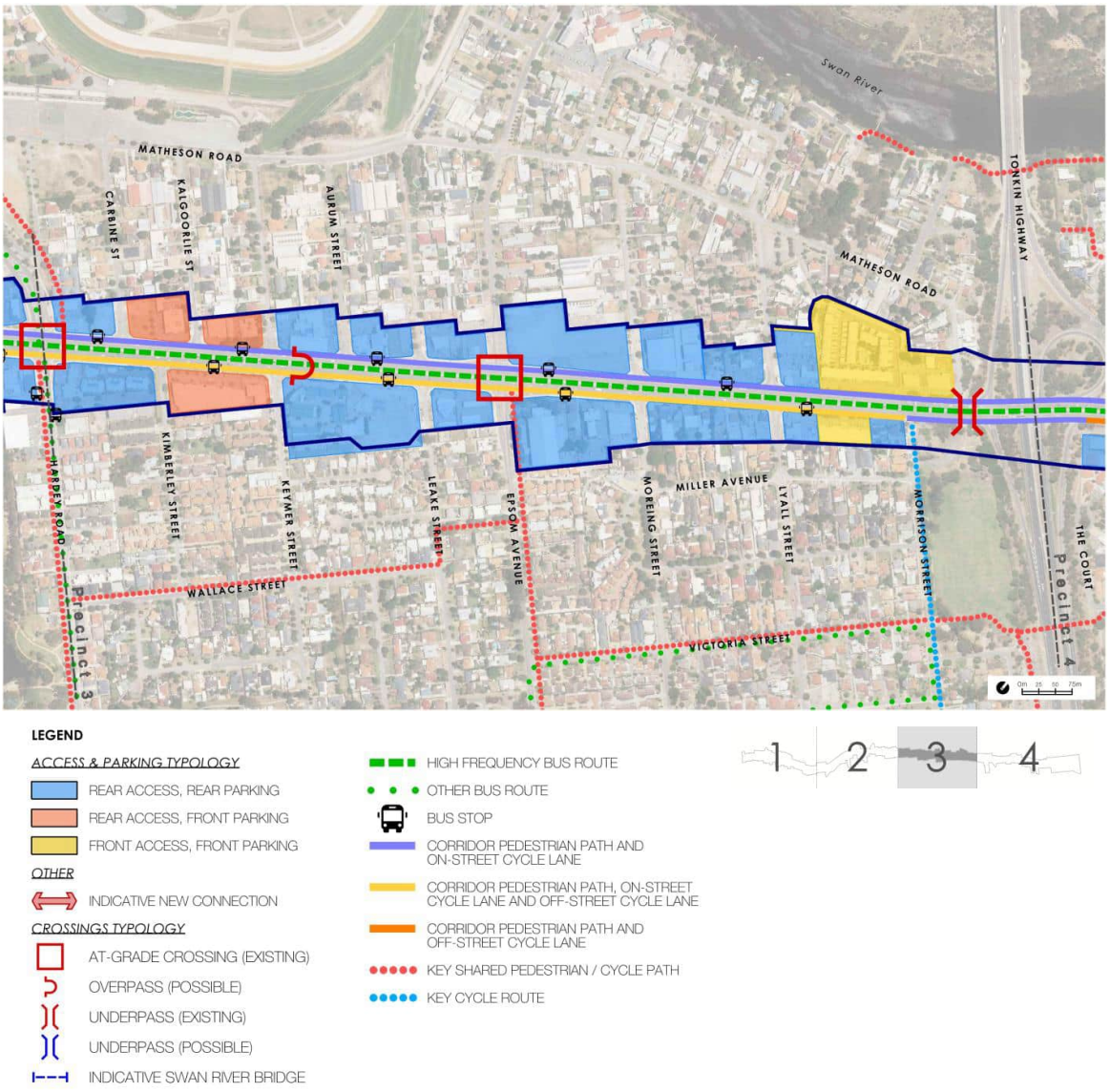
The movement network surrounding the corridor includes a key cycle route which provides a connection from the corridor south along Morrison Street towards existing residential development.

A network of shared pedestrian/cycle path exists south of the corridor providing a connection from the Epsom Avenue Activity Node into the surrounding residential areas.

Figure 29 shows the transport networks and access and parking typologies for Precinct 3.

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Figure 29 Precinct 3 – transport networks and access and parking typologies (source: TBB, February 2018)



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4.8 Precinct 4 – Tonkin Highway to Ivy Street

Precinct 4 will be influenced by the future Redcliffe Train Station and proposed development planned for the Redcliffe locality through the Development Area 6 Structure Planning.

The precinct will comprise of uses which thrive from the proximity to a public transport hub, though can also embrace the benefits of the Swan River.

The precinct will benefit from the Coolgardie Avenue Activity Node, which will build upon the existing medical services and child care services on the northern edge of the corridor.

4.8.1 Precinct 4 – access and parking

The access and parking within Precinct 4 comprises of predominantly Type 1; rear access with rear parking, to ensure efficient vehicular movement along the corridor, and reduce the number of exiting cross-overs, improving pedestrian and cyclist safety.

There is one portion on the southern side of the corridor within the eastern end which is identified as Type 2; 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, required to facilitate rear access and parking to multiple sites.

4.8.2 Precinct 4 – 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 route 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 bike lane and pedestrian path on the southern edge of the corridor and a pedestrian path and on-street bike lane on the northern of the corridor.

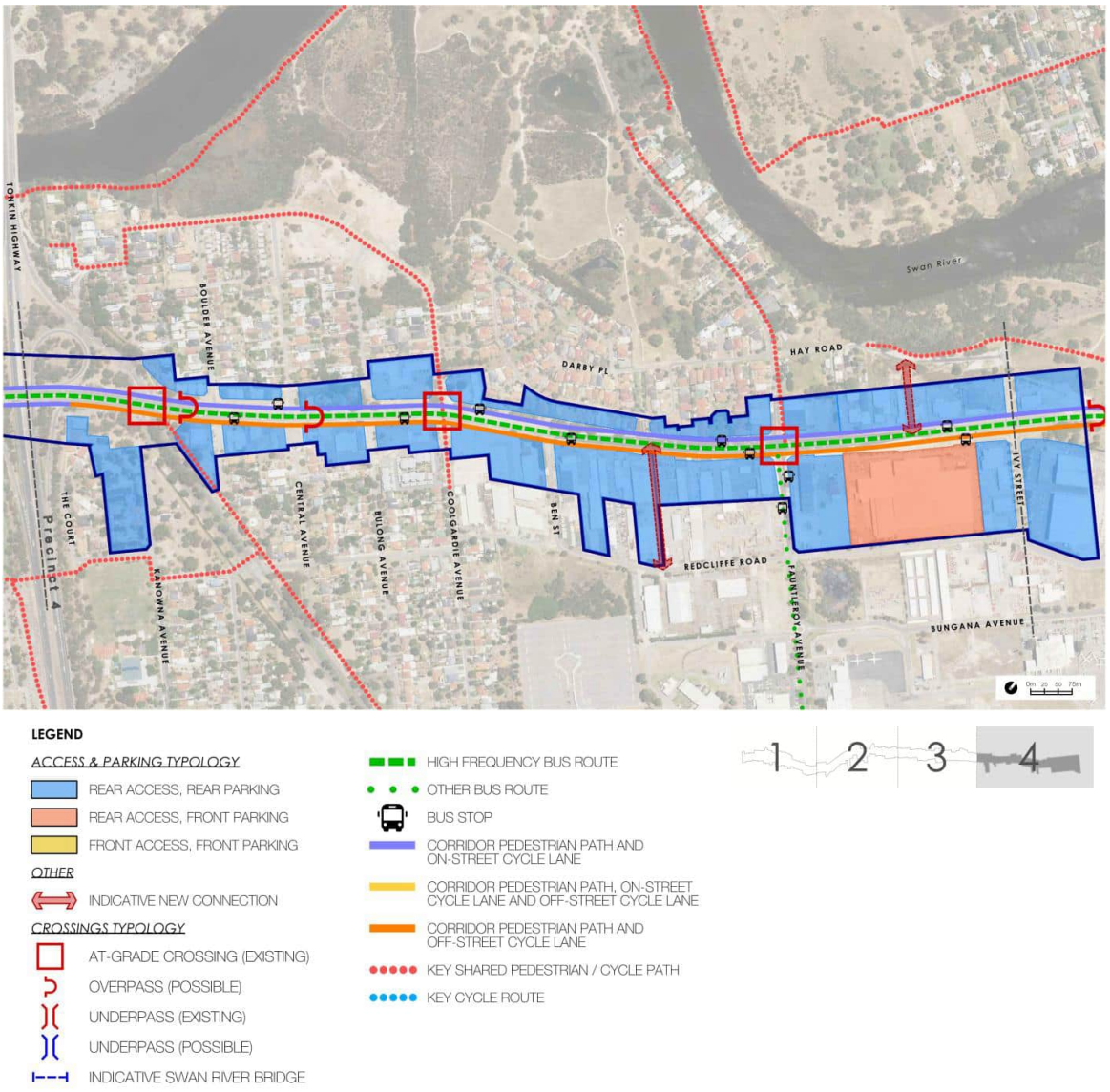
The movement network surrounding the corridor includes a network of shared pedestrian/cycle paths with provide connections from the corridor towards the Redcliffe Strain Station to the south, and from the corridor into the residential and areas to the north. A shared/pedestrian path is also located along 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 30 shows the transport networks and access and parking typologies for Precinct 4.

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Figure 30 Precinct 4 – transport networks and access and parking typologies (source: TBB, February 2018)



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5. GREAT EASTERN HIGHWAY STRATEGIES AND IMPLEMENTATION

The GEH Urban Corridor Strategy plan establishes a framework to guide, coordinate and facilitate the transformation of the GEH corridor in line with the vision, themes, principles and strategies outlined in the GEH Urban Corridor Strategy plan (TBB, February 2018).

Delivery of the GEH Urban Corridor Strategy plan will rely on the cooperation of stakeholders including State Government, the City, the private sector and the community.

Some initiatives will be implemented more readily than others. As outlined in the GEH Urban Corridor Strategy plan, the study on the GEH Corridor Transition Area could commence immediately, as well as the adoption of the GEH Corridor Strategy as an interim Local Planning Policy, until such time the planning framework has been implemented. However, delivery of physical improvements will be more gradual over a longer period of time.

5.1 Corridor issues and opportunities

The GEH corridor is a significant arterial road managed by Main Roads and is classified as a Primary Distributor Road and identified as a major thoroughfare into the Perth CBD. As a result, it has strong influences on 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 issues and opportunities for the GEH corridor, from a movement perspective, can be summarised as follows:

- Traffic: the GEH corridor currently accommodates average weekly traffic of around 43,000 vpd at the eastern end of the corridor, 65,000 vpd through the central area of the corridor and 70,000 vpd at the western end of the corridor. As such, the GEH is a major barrier for pedestrians, requiring them to cross around 40m of carriageway, and in some locations, several signal phases are required to cross the road.

- Lot access: the corridor currently facilitates vehicular lot access directly off GEH, this is irrespective of lot size, land use or location of lot. As such, the corridor has a number of sections where intersection density is between 2-3 average standard vehicle accesses per 100m. This level of intersection density can result in a corridor with a break down in traffic flow, complex vehicle movements and unsafe driving behaviours.

- Pedestrians: the GEH corridor includes footpaths on both side of the corridor of approximately 3.0m wide between Orrong Road and Tonkin Highway. Through this section there is typically a planted buffer between the footpath and road edge on the southern side of the corridor, but no buffer along the northern side of the corridor. Between Tonkin Highway and Ivy Street the footpath on both sides of the corridor is narrower and typically only 1.5m wide, with a planted buffer on both side of 1.5m-2.5m. As such the existing pedestrian amenity is relativity poor with very high volumes of traffic (including freight traffic on the section between Tonkin Highway and Ivy Street) passing close to pedestrians on the footpaths.

- Cycling: the GEH corridor includes on-road kerb side bike lanes in both directions. The bike lanes are typically 1.5m wide and are either adjacent to the near side general traffic lane or adjacent to bus lanes (where provided). As such the existing cycling amenity is relatively poor with the proximity of cyclists to very high volumes of traffic and/or to sections of high frequency bus lanes.

- Public transport: the GEH corridor is a high frequency public transport corridor serviced by frequent bus services that provide weekday AM peak period frequencies towards Perth city and PM peak period frequencies towards Perth Airport of 1 bus every 3 minutes at the western end of the corridor, 1 bus every 5 minutes along the centre of the corridor and 1 bus every 6 minutes at the eastern end of the corridor. However, access to bus stops is problematic in either the outbound or inbound direction with public transport users having to cross the GEH corridor on one leg of a return journey to access bus stops.

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5.2 Strategic directions for the future of movement for the corridor

The GEH Urban Corridor Strategy plan sets out the following strategic directions in relation to movement to achieve the vision and themes for the corridor.

Connecting people and places

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

Creating streets and spaces for people

- Prioritising walking, cycling and public transport as the primary transport modes to and within the GEH corridor
- Ensure the design of streets and adjoining development promotes safe pedestrian and cycling networks along and through the GEH corridor
- Ensure access and parking within the GEH corridor is managed to reduce impact on the corridors 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 the GEH corridor
- Achieve a fully integrated and connected pedestrian and cycle network
- Promote the use of public transport by enhancing accessibility to services within the GEH corridor and increase connecting services to the adjoining neighbourhoods
- Improve the amenity and function of GEH as a key pedestrian spine and adjoining streets that connect with GEH 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 terms of on-site parking.

The recommended strategies for the following modes of transport are outlined in the following sections of this report:

- Vehicle movement strategies - Section 5.3
- Pedestrian and cycling strategies - Section 5.4
- Public transport strategies - Section 5.5
- Parking strategies - Section 5.6

5.3 Vehicle movement strategies

Capacity

- Identify potential for new connections through the urban structure to better distribute local traffic, alleviate congestion, provide greater pedestrian amenity and safety. The form of intersection is to be determined during detailed planning and design, but possible locations for new connections are:

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- Precinct 2 – connection between GEH and Barker Street at a midpoint between Abernethy Road and Hehir Street intersections with GEH
- Precinct 4 – connection between GEH and Redcliffe Road at a midpoint between Ben Street and Fauntleroy Avenue intersections with GEH (opposite Lillian Gove)
- Precinct 4 – connection between GEH and Hay Road at a midpoint between Fauntleroy Avenue and Ivy Street intersections with GEH

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

Managing access to properties along the corridor

- Vehicle access for new development must:
  - Limit direct access from GEH through the application of alternative access arrangements to minimise crossover locations to GEH and the impact on its functionality
  - Comply with the requirements of the access and parking typologies
  - Improve the capacity and network connections of laneways (including through rear building setbacks, where appropriate).

Managing access through adjacent residential neighbourhoods

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

5.4 Pedestrian and cycling strategies

Improve pedestrian network

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

Improve pedestrian crossing points

- Create safe crossing points at intersections that do not have traffic signals and in mid-block locations between the signalised intersections
- Work with Main Roads to improve signalised pedestrian crossing times
- Improve pedestrian crossing opportunities at the following locations:
  - Precinct 1 – a pedestrian/bike overpass to the east of the GEH and Armadale Road intersection
  - Precinct 2 – a pedestrian/bike underpass to the west of the GEH and Abernethy Road intersection
  - Precinct 2 – a pedestrian/bike overpass to the west of the GEH and Hehir Street intersection
  - Precinct 2 – a pedestrian/bike overpass to the east of the GEH and Daly Street intersection
  - Precinct 3 – a pedestrian/bike overpass to the east of the GEH and Keymer Street intersection
  - Precinct 4 – a pedestrian/bike overpass to the east of the GEH and Brearley Avenue intersection
  - Precinct 4 – a pedestrian/bike overpass to the east of the GEH and Central Avenue intersection
- Review and upgrade all side-street/laneway crossings to achieve a greater consistency of design and optimise accessibility.

Streetscape / footpath amenity

- 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.

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Improve cycling network

- Improve the cycling network and facilities within the corridor and connections to the surround cycle network
- Facilitate connections to key cycle routes with priority given to the following locations:
    - GEH corridor – retention of existing on-road bike lanes along the corridor (eastbound and westbound). Supplemented with off-street bike lane or off-street shared path along the southern side of the corridor
    - Precinct 1 – connection either side of the existing 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 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 to the Stoneham Street shared path and access north towards Ascot Waters 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 the new 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.

Provide infrastructure for cyclists that enable 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.

Landscaped zones providing opportunities for pedestrian and cycle infrastructure

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 include footpaths, bike paths and landscaping. The design of these elements is fundamental in promoting social interaction and physical activity and developing a high quality urban environment.

The aim of providing enhanced connections through a landscaped zone is to support ease of access, and an enjoyable experience, to and through the corridor for pedestrians and cyclists 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 cyclists
- Retain and protect mature trees
- Plant more trees and prioritise shade to pedestrian areas over medians.

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The landscape zone typologies are set out in Figure Figure 31 and the details of each typology is set out below:

9m landscaped zone includes:

- A landscaped buffer adjacent to the existing on-road bike lane (to be retained)
- Off-street bike path
- Public transport infrastructure (bus stops) as required
- Pedestrian path adjacent to the built form edge.

6m landscaped zone includes:

- A landscaped buffer adjacent to the existing on-road bike lane (to be retained)
- Pedestrian path adjacent to the landscaped buffer (path to be shared with cyclists)
- Public transport infrastructure (bus stops) as required

Figure 31 Pedestrian and bike infrastructure within the landscaped zone typologies (source: TBB, February 2018)



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5.5 Public transport strategy

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

- Advocate for increased bus services to connect adjoining residential neighbourhoods with the existing services provided for within the corridor
- Commence the creation of a green corridor that can accommodate the future introduction of high-frequency transit and more extensive public transport infrastructure.

Improved accessibility to public transport stops

- Enable direct safe access to public transport stops.
- Improve pedestrian access to bus stops along the corridor, with priority given to the following improvements:
    - Precinct 1 – the proposed overpass to the east of the GEH and Armadale Road intersection would provide access to the pair of bus stops to the east of the overpass
    - Precinct 2 – the proposed underpass to the west of the GEH 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 GEH 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 GEH 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 GEH 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 GEH and Brearley Avenue intersection and the proposed overpass to the east of the GEH and Central Avenue intersection, would provide access to the pair of bus stops located between these two overpasses.

5.6 Parking strategy

Managing on-site parking within the corridor

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

5.7 Implementation

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

The role of the strategy in the context of existing state and local planning, transport and infrastructure frameworks is outlined in detail in the GEH Urban Corridor Strategy Plan (TBB, February 2018). The Plan also provides discussion with regards to the staging/timing and implementation of recommended actions.

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Schedule of Submissions

No.	Submitter	Summary of Submission	Officer Comment
LANDOWNERS/OCCUPIERS			
1.	Landowner 2 Kooyong Road Rivervale WA 6103	Supportive of the planning vision specified in the document.	Noted.
		Notes being the landowner of 2 Kooyong Road, Rivervale which is not currently included within the Strategy.	Noted.
		Notes that the adjacent land is included within precinct 1 of the Strategy and requests that the property at 2 Kooyong Road be included within this precinct.	Refer to comments in the Report section under the heading 'Corridor Strategy Boundaries'.
		Considers that inclusion of the property within precinct 1 will allow the property to be further developed in the future which will enhance the vibrancy of the area.	The subject property is currently zoned 'Mixed Use' and can therefore be developed in accordance with the Local Planning Scheme No. 15 requirements. For further information please refer to comments in the Report section under the heading 'Corridor Strategy Boundaries'.
		Notes that all commercial properties along Great Eastern Highway and those along Kooyong Road, Armadale Road and Acton Avenue are included within the Strategy. Considers that properties further away from Great Eastern Highway have been included and is unsure why the property has been left out. Notes particularly given the properties visibility from Great Eastern Highway and close proximity to Aloft Hotel, Optus Stadium, Crown Casino and Eastgate Centre.	The draft Great Eastern Highway Urban Corridor Strategy has included lots which are immediately adjacent to Great Eastern Highway. Therefore, not all land zoned 'Commercial' or 'Mixed Use' are currently included within the draft Strategy. For further information refer to comments in the Report section under the heading 'Corridor Strategy Boundaries'.
2.	Landowner 24 Kulbardi Loop Ascot WA 6104	Considers that to reduce traffic along the corridor it would be helpful to have some small local shopping outlets that can be accessed on foot. Notes that landowners of the apartments along the corridor currently drive to Eastgate, Belvidere Street or Belmont Plaza to purchase groceries. Would like to be able to walk to buy these instead. Considers that a similar arrangement to the Canning Bridge IGA could work well.	Noted. There is a general presumption against the approval of shop retail uses outside of designated activity centre sites. However, a new activity centre has been identified within the Golden Gateway precinct. For this to occur, a landowner would need to agree to develop this on their land. Subject to a landowner developing, residents of Kulbardi Loop would be able to walk and cycle to the centre due to its close proximity.
3.	Previous landowner 12/15 Tanunda Drive Rivervale WA 6103	Thanks officers for the information regarding plans for improvement and considers that it is going to look great.	Noted.
		Requests that the walkway from Ascot Quay to Optus Stadium be improved. Notes that it is currently dangerous due to a lack of lighting in sections and trip hazards. Also notes that this floods during wet weather.	The subject footpath is located within land owned by the State which is managed by either the City of Belmont, Department of Planning, Lands and Heritage or Department of Biodiversity, Conservation and Attractions. The Strategy focuses on public realm improvements directly adjacent to Great Eastern Highway. Given this, improvements to the footpath adjacent to the river foreshore are not the subject of the Strategy. However, the City's officers will liaise with the relevant agencies regarding improvements to the footpath adjacent to the foreshore.
4.	Landowner Details withheld in accordance with Section 51B of the *Electoral Act 1907*.	Considers that the area is lacking in restaurants/cafes. Queries whether there are any plans for some restaurants/cafes near the key residential areas and river. Agrees with providing more /safer access points across Great Eastern Hwy including near Belgravia Estate.	The Strategy supports and emphasises that preferred land uses, such as restaurants and cafes, are especially encouraged within the activity nodes. Noted.

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5.	Landowner 1 Yabaroo Place Ascot WA 6104	Notes that the proposal is much the same that was discussed at the rate payers invitation meeting. Considers that the Highway is essentially a business corridor which is sensible for the ease of access and exposure. Does not have anything further to add.	Noted
6.	Landowner 72 Tibradden Circle Ascot WA 6104	Notes the location of landmark sites within precinct 4. Including those on the corner of the Tonkin Highway off-ramp, east of Ivy Street and either side of Fauntleroy Avenue on the south side of Great Eastern Highway.	Noted.
		Queries why Council approved the Service Station on the corner of Fauntleroy Avenue and Great Eastern Highway. Queries whether the Strategy was compiled after the approval of the Service Station. Does not consider that this development should be regarded as a 'Landmark Building Site'. Queries what is planned for the other corners of this intersection if this is regarded by Council to be a 'Landmark Building Site'.	The Service Station building on the corner of Great Eastern Highway and Fauntleroy Avenue was approved by the Development Assessment Panel on 21 June 2017. The draft Great Eastern Highway Urban Corridor Strategy was presented to Council in May 2018 for advertising.
7.	Business owner 7/398 Great Eastern Highway Ascot WA 6104	Notes owning a business within Precinct 4 of the Strategy.	Noted.
		Notes that there are two large trees located in front of the building. One is located on the corner of Great Eastern Hwy and Bulong Avenue, and the other on the corner of Great Easter Hwy and Coolgardie Avenue. Considers that these trees need to be removed if redevelopment was to occur. Considers that these trees obstruct visibility for oncoming traffic of all businesses at 398 Great Eastern Hwy Ascot. In addition, considers the trees are a hazard due to low hanging branches protruding onto the Highway and sometimes blown onto the road.	The two mature trees are located within the Great Eastern Highway road reserve which is under the care and control of Main Roads WA. Therefore, concerns regarding branches should be communicated directly to Main Roads WA. The Strategy aims to further enhance landscaping adjacent to Great Eastern Highway to provide additional amenity for pedestrians and cyclists. In light of this, it is not considered appropriate to support the removal of mature trees unless these are conflicting with the location of necessary infrastructure.
		Considers that the Strategy will help with business and looks forward to the developments over the coming years.	Noted.
8.	Landowner 18B Surrey Road Rivervale WA 6103	Considers it important for the embankment area between the Surrey Road underpass and the Orrong Road overpass to be upgraded so that it is accessible from both Surrey Road and Gladstone Road. Considers that this area should be terraced with seating, a small children's playground and art.	The subject land is reserved for 'Primary Regional Roads' and is under the care and control of Main Roads WA. The land has been identified within the 'South – Orrong to Tonkin' Landscape zone. This typology is currently proposed to accommodate a footpath, off-street cycle path and a landscaping and tree planting area. The landscape zones are proposed to be further reviewed, as it was originally proposed that public infrastructure be located within private lot boundaries. For further information please refer to comments in the Report section under the heading 'Landscape Zone'. The ultimate layout of the public realm landscape zone areas will be subject to detailed design.
		Outlines that the Surrey Road underpass requires improvement. Notes this is poorly lit and suggests that the lights stay on at all times for added safety. Considers the inside of the underpass to be in poor condition and suggests this be painted, potentially by a local school, to discourage anti-social behaviour.	Since this submission was received the following improvements have been made to the underpass: • Lighting has been improved • Public art has been provided
9.	Landowner 6 The Riverwalk Ascot WA 6104	Notes generally being supportive of the Strategy.	Noted.
		Considers that certain modifications to the Corridor Strategy would improve traffic flow for Great Eastern Highway and amenity for Ascot Waters residents.	Noted.

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		Outlines that Ascot Waters is an unusual residential area, as it does not physically connect with any other residential area due to the Swan River and Ascot Racecourse.	Noted.
		Notes that there are no shops or cafes to service the Ascot Waters residents. Notes that the nearest shopping centres to Ascot Waters (Belmont Forum and Belmont East shopping centre) are four to five kilometres away. Notes that this is too far to walk and so people drive to these centres to access a range of services/goods. Outlines that it can take ten minutes to cross Great Eastern Highway. Considers Ascot Waters has enough residents to support a shopping centre. Highlights that this should be an essential part of the Urban Corridor Strategy. Considers that if a shopping centre is not planned and built that there will be thousands of unnecessary car journeys across Great Eastern Highway. Furthermore, considers that as the number of residents increases the problem will get worse. Notes that there will be a large increase in residents if the Golden Gateway, Marina East and Ascot Kilns projects go ahead. Does not consider that planning for shopping and essential services has happened to date. The Urban Corridor Strategy also does not address this issue as yet. Recommends that as part of the Urban Corridor Strategy, the City should plan for the addition of a basic shopping centre abutting Ascot Waters that residents can walk to without having to cross Great Eastern Highway. Considers that this will ease traffic onto and across Great Eastern Highway.	Noted. Several cafes have been approved within Ascot Waters, with the most recent approval granted at 16 Marina Drive, Ascot. An operator is however required in order for these approvals to be acted on. It is acknowledged that there are currently no shops within Ascot Waters. There are however street fronting tenancies at 10 Marina Drive, Ascot which could accommodate shop/retail floor area in the form of a future local centre. This has been identified within the City's draft Activity Centre Planning Strategy. An operator is however required in order for shop retail floor space to be established in this location. The City's draft Activity Centre Planning Strategy also identifies a new local centre within the Golden Gateway precinct to provide local conveniences and amenities to support a future residential and business population. For this to occur, a landowner would need to agree to develop this on their land. For further information regarding retail uses along the Corridor please refer to comments in the Report section under the heading 'Activity Nodes and Retail'.
10.	Previous Owner 105 Tibradden Circle, Ascot WA 6104	Supports the proposed cycling paths as a priority in this plan.	Noted.
		Currently commutes from Ascot and avoids Great Eastern Highway to go by the river instead.	Noted.
		Suggests improving the connection/condition of cycle paths in the Tonkin/GEH intersection area as Tonkin has a good path which is fairly popular. Notes that currently there is a small section you need to go through in Selby Park on a narrow paved path.	Main Roads WA are currently in the process of upgrading the Tonkin Highway/Great Eastern Highway intersection (including the cycle path) as part of the Tonkin Gap project.
11.	Landowner 15-17 Keymer Street, Ascot WA 6104	Supports the draft Strategy and considers this is a positive step for the Ascot Residential and Stables area.	Noted. However, the draft Strategy does not propose any changes to the Ascot Residential and Stables area specifically.
12.	Landowner 30 Matheson Road, Ascot WA 6104	Expresses support for the draft Strategy. Considers that it is a wonderful idea to improve the local area and make it more family friendly. Hopes that the Strategy will create a greater community feel amongst local residents and improve the dynamic of the area.	Noted.
13.	Landowner 206/54 Nannine Place, Rivervale WA 6103	Notes that medium-high buildings are located along the corridor. Outlines that noise affects residents particularly on the top floor of these buildings. Suggests that an adequate height noise barrier be built to block traffic noise. Also suggests that trees be planted along both sides of the Highway to lessen noise effects and beautify the City.	Noise walls associated with Great Eastern Highway are the responsibility of Main Roads WA. The Strategy notes that as part of upgrades to Great Eastern Highway noise walls were constructed adjacent to existing residential development. The Strategy however also outlines that noise walls remove opportunities for street activation and reduce pedestrian movement and opportunities for passive surveillance. As part of preliminary consultation on the draft Strategy, members of the community and stakeholders wanted noise walls to be avoided and for the

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			Strategy to consider other mechanisms to address noise such as building design and landscaping. The Strategy proposes the introduction of landscape zones which will assist in mitigating noise impacts whilst improving the amenity of the corridor. Furthermore, it should be noted that new buildings are required to meet the requirements of State Planning Policy 5.4 – Road and Rail noise.
		Notes that there is a small crossing spot between Surrey and Norwood Road. Highlights that traffic is not too heavy in this location at present. Considers that once further development occurs in accordance with the Strategy that the crossing may become a black spot. Suggests that an overpass or underpass be investigated instead.	There is an underpass located at the end of Surrey Road and Hawksburn Road to facilitate pedestrian movements across Great Eastern Highway.
14.	Finbar 239 Great Eastern Highway Belmont WA 6104 31 Rowe Avenue Rivervale WA 6103	Notes that the submission relates primarily to 239 Great Eastern Highway, Belmont and 31 Rowe Avenue, Rivervale.	Noted.
		Public realm, landscaping setbacks and vehicular access Queries whether the proposed 9m landscape zone for southern lots between Orrong and Tonkin has been considered in light of current access and Main Roads strategic access plan. Notes that 239 Great Eastern Highway has no ability for rear access which resulted in a proposed strategic access plan. The current plan sees the introduction of a new road parallel to the highway, requiring a 15m setback.	Please refer to comments in the Report section under the heading 'Access and Connections.
		Highlights that removing the ability for short to medium-term access to the highway would potentially restrict development of 239 Great Eastern Highway, until the future connection is normalised across the wider block between Daly and Hardey.	Please refer to comments in the Report section under the heading 'Access and Connections.
		Considers that an allowance should be made for infrastructure in the widened verge, including fire connections, waste hardstand areas and some visitor parking. Outlines that to enable viable and sustainable economic activation on the ground floor plane, the ability to provide visible and easily accessible parking is vital and would add to the activation and passive surveillance of the public realm.	The primary focus of the Strategy is on guiding development and activation of the corridor, with landscaping to improve amenity within the public realm. This includes transformation of the verge and front setback area for cycle lanes, pedestrian paths and landscaping/tree planting zones as opposed to the mentioned infrastructural services or parking.
		Overpass Supports the proposed overpass connection just east of Daly Street as it aligns with legible access through to the Ascot Kilns and river/park amenity.	Noted.
		Scale Considers that the reference to Medium Scale development requiring an additional setback of 4m above four storeys is un-necessary. Highlights that this will add to construction costs, reduce yield and potentially drive the built form further south. Considers that this conflicts with the stated transition intention to limit development overshadowing to the southern boundary. Outlines that the proposed wide 9m verge setback (which will see at least a 15m setback in total for necessary access) in the case of 239 Great Eastern Highway, requires the loss of significant developable land. Therefore considers that requiring the additional 4m setback over and above what is proposed at the ground floor plane is an additional burden.	There was no reference to a 4m setback requirement in the Strategy. The medium scale typology states that development above 4 storeys will need to be setback to minimise visual impact and overshadowing.
		Supports 31 Rowe Avenue being identified as a landmark site.	Noted.

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		Transition The plan on page 68 seems to indicate a setback to Rowe Avenue for 31 Rowe Avenue. This is not supported given the site has no contiguous neighbours and a prime design driver will be to activate the podium and ground levels where a nil setback has potential benefits. Considers that unique sites such as this one should have less controls to enable innovative design responses.	Please refer to comments in the Report section under the heading 'Transition Typologies'.
		Public Realm Notes that the indicated location of an urban plaza is on private land at 31 Rowe Avenue. While a current approval exists on the site for a plaza area that fronts GEH, this should not be a mandated development requirement for something which has an overwhelmingly public use. Neither should it be seen as positioned fronting the corner of Rowe Avenue and Brighton as this area represents the potential for highly activated ground floor commercial uses for any future development.	The Strategy does not mandate development requirements. It is a guiding document which encourages landowners and developers to include public spaces on their development sites. The Strategy proposes 'urban plazas' to incorporate hard/soft landscaping, street furniture and public art to encourage community activity around adjacent land uses such as retail or community events. However, this is only a guide, and a location proposed for consideration by developers.
		Development Contributions Outlines that the proposal for development contributions must be carefully considered where lots are already subject to restrictions. By way of example, lots with large setback requirements to enable public realm and wider access benefits are of their very nature a form of development contribution as they remove the ability to develop on land, reducing yield and restricting design outcomes. Development Contributions are not supported where benefits in other forms are provided.	Noted. Funding and implementation will be further considered and publicly advertised. For further information please refer to comments in the Report section under the heading 'Implementation and Funding'.
15.	Element on behalf of Perron Group 227 Belmont Avenue, Cloverdale WA 6105	Notes that the Strategy is a strategic planning document that establishes a long-term vision for future planning and development along Great Eastern Highway.	Noted.
		Notes the submission outlines items within the draft Strategy which Perron supports and items which Perron, as a substantial landowner within the City of Belmont and in a proximal location to the Draft Strategy area, would like to see further investigation undertaken or amendments made. Perron supports aspects of the Draft Strategy and the foresight of the City to prepare a document of this nature. Of particular note, the following items are supported: -	Noted. Noted.
		<u>Increased Residential Density</u> Perron supports the increased residential density proposed in the draft Strategy. The proposed location is suitable for increased residential density, due to existing accessibility and services within the area. The increased population will allow locations such as the Belmont Town Centre to provide additional services to the community, and further work towards the City's vision for the Town Centre as a 'main street' location.	Noted. However, increased residential density hasn't been proposed in the Strategy. Mixed Use and Mixed Business zoned land adjacent to Great Eastern Highway does not currently have density codes. The Strategy does however provide further guidance regarding the future development of the corridor and encourages residential development on the upper floors.
		<u>Increased Office Development</u> Increased commercial office development is supported along the corridor, due to the highly accessible nature of the corridor and the proximity to the CBD. Increased office development in the area will reduce the potential for traffic issues as new residents to the area can potentially work in a proximal location to their residence	Noted.
		<u>Movement Networks</u> The notion of creating more efficient movement networks between the corridor and the Town Centre such as improved cycle networks and bus services is supported. It is vital that the Town Centre is considered in the draft Strategy and improved connections between the corridor and the Town Centre will increase the community's access to services and amenities.	Noted. The draft Strategy references bus connections and pedestrian/cycle routes from the Corridor to the Town Centre.

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		Retention of Light Industrial Area The retention of the light industrial area at the eastern end of the corridor is supported, as it provides necessary services to the surrounding community, many of which are unlikely to remain permissible under the future zoning of the remaining sections of the corridor. It is considered that sufficient commercial development has been allowed for within the corridor. Does not consider that additional commercial development of unspecified use and size is required within the existing light industrial area. Saturating the area with commercial development which has no specified uses or scale will result in detrimental impacts on surrounding residential areas.	Noted. It is considered appropriate for commercial uses to establish within this area to support the existing industrial uses. Furthermore, Perth and Peel@3.5 Million supports increased residential densities and a mix of land uses.
		Monitoring and Review Notes that monitoring and review is cited as a necessary action which is supported by Perron. However, considers that more detail is required in reference to the timing and nature of the reviews to ensure the document does not become significantly outdated, resulting in poor planning outcomes and negative impacts on the community. Suggests including a clause which dictates periodic reviews of the document.	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. A section will be added to the Strategy regarding periodic reviews being undertaken. It is recommended that this clause be included within the draft Strategy.
		Does not support the following items and consider that further analysis or amendment of the draft Strategy is required prior to the finalisation of the document: - Intent Consider that the intent of the draft Strategy is unclear. Request that clarity is provided in relation to the uses desired for each section of the corridor, and how they differ.	This document provides a framework to help guide the future of the Corridor. Further information regarding the intent is outlined on page 12 of the draft Strategy. The key differences in land use are divided by the 'focus typologies', consisting of activity nodes, activity corridors and mixed employment areas, not necessarily by precinct. These are specified on page 59 of the Strategy. However, each precinct does still contain a unique precinct intent which is outlined as an introduction to each of the four precincts.
		Retail Detail Sufficient detail is not provided within each section of the draft Strategy to define the scale of land uses proposed in each section of the corridor. As the draft Strategy currently reads, there is minimal divide between the scale of development permitted in the activity nodes as compared with the sections of activity corridor. It is suggested that more concrete definitions be provided to differentiate these areas in reference to scale of development and the mix of land uses (exclusively residential/office/commercial or mixed use with office/residential or commercial/office). Additional information/provisions should also be included in the draft Strategy to indicate the proposed scale and nature of retail permitted along the corridor in the future as it appears that Precincts 1, 2 and 3 will all accommodate retail and commercial land uses. These provisions may include a range of permitted land uses, maximum floorspace allowances, tenancy sizes for activity nodes or provisions to require these under the activity corridor structure plan.	It is not considered necessary for this document to define the scale of land uses proposed in each section of the corridor. Particularly when the majority of uses (with the exception of 'Shop') can already be established along the Corridor and are consistent with the intent of Perth and Peel@3.5 Million for urban corridors. This is a high-level planning strategy and if further development controls are required, these will be explored through the subsequent planning stages. The draft Strategy notes preferred uses for activity nodes and activity corridors. The key difference is that hospitality and retail are preferred land uses within activity nodes as opposed to the activity corridor which is earmarked to contain office and showroom uses on the ground floor with residential above. However, it is noted that the draft Strategy could be clearer in terms of the location of shop retail land uses. Furthermore, it is noted that activity nodes were proposed in locations that had not been earmarked as an activity centre within the existing or draft Activity Centre Planning Strategy. In light of this, it is proposed that the draft Strategy be amended to reflect activity nodes in the location of existing or proposed activity centres along the Highway and for appropriate locations for shop retail land uses to be further defined. For further information please refer to comments in the 'Report' section under the heading 'Activity Nodes and Retail'.

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The following extracts from the Draft Strategy are examples (not a comprehensive or all-inclusive list) where further clarification of the scale and type of retail is required.
<table>
<tr><th>Location in Draft Strategy</th><th>Extract</th><th>Comment</th></tr>
<tr><td>Page 60 – Activity Corridor Ground Floor Uses</td><td>The ground floors of buildings within the Activity Corridors will include an extensive variety of land uses including commercial, fine grain showrooms, and offices.’</td><td>The term ‘fine grain showrooms’ is not a universal term and the intent is unclear. It is considered that this would not include large floorplate retail however as mentioned above, due to the ambiguity of the terminology, this is unclear.</td></tr>
<tr><td>Page 96 – Hardey Road Activity Node</td><td>‘The Hardey Road Activity Node will service both daily commuters and the local community, with land uses including cafes, offices and retail uses.’</td><td>The reference to ‘retail uses’ as a generic term provides very limited direction as to the scale and type of retail uses proposed for the node. This ambiguous terminology could refer to supermarkets and the fine grain retail alike.</td></tr>
<tr><td>Page 96 – Activity Corridors</td><td>‘Uses may include large format retail, residential and commercial uses.’</td><td>The intent for uses within activity corridors is unclear in the reference to ‘large format retail’. This term has the ability to refer to bulky goods retail/showrooms as well as more typical retail uses but again doesn’t distinguish between supermarkets and fine grain retail.</td></tr>
</table>
Considers that clarification of the above terminology will provide clarity to landowners in the surrounding area and perspective buyers of properties within the corridor. Ambiguous and open-ended terminology presents the opportunity for land uses and tenancies to be located in areas which are not appropriate, presenting traffic, land use conflict and loss of community amenity issues.

Considers that clarification of retail terminology and further detail in relation to the type and scale of retail development within the corridor will represent orderly and proper planning, with consideration to the community's access to services and amenity.
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It has been proposed to modify the Strategy to clarify terms such as ‘fine grain’ and ‘large format retail’ and amend terms to more universal terminology.

It has been proposed to amend the Strategy to reflect retail uses should typically only be occurring within activity centres/activity nodes.

Noted.

Noted.
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		Hierarchy of Existing Centres Notes that future retail intensification within the corridor should not detrimentally impact existing retail development, particularly the role and function of current activity centres and the range of services/facilities that they can offer the broader community.	Noted. A retail needs assessment was undertaken in support of the City's draft Activity Centre Planning Strategy. The draft Strategy is proposed to be amended to be consistent with the findings of this document.
		We note that Belmont Forum is mentioned in the draft Strategy, but the impact of future retail land use objectives and strategies within the draft Strategy on Belmont Forum does not appear to have been thoroughly investigated. An RSA or the like does not appear to have been undertaken to support the large-scale intensification of commercial/retail land uses proposed within the corridor. It is important to note the significance of Belmont Forum in the Belmont Town Centre. Any negative impact on the range of services and facilities at Belmont Forum is likely to affect future sustainability of the entire Town Centre and adversely affect the local community and their access to services and amenities.	It is noted that Belmont Town Centre is the highest order centre within the City of Belmont. However, it is considered appropriate to allow for shop retail land uses to establish within existing or planned future activity centres in accordance with the findings of the City's retail needs assessment. It is not considered that shop retail land uses at a local or neighbourhood activity centre scale will affect the future sustainability of the Belmont Town Centre.
		Local Commercial Strategy The City's Local Commercial Strategy (LCS) examines the statutory context and associated actions in regard to commercial uses in the City and identifies the key planning issues facing the City. From that basis constraints are detailed and opportunities for improvement outlined	Noted.
		The LCS has not been included in the background analysis for the Draft Strategy, nor in the Draft Strategy itself, despite the LCS being a current statutory document affecting the Great Eastern Highway Urban Corridor and commercial centres surrounding the corridor.	It is recommended that the draft Strategy be updated to reference the City's draft Activity Centre Planning Strategy where appropriate.
		The LCS makes specific reference to the 'Great Eastern Highway Commercial' area, citing the following: • No additional supermarkets or convenience stores should be permitted other than those currently existing or firmly planned. • Additional Shop Retail uses should not be permitted; the only retail uses that should be permitted in the Highway Commercial complexes are designated Other Retail uses. •	Noted.
		It is understood the intent of the City for the corridor may have changed since the preparation of the LCS, however the intent of the draft Strategy is not clear in relation to retail along the corridor. If the LCS is varied, as is proposed in the draft Strategy, a comprehensive retail study needs to be prepared to ensure the proposed changes will not impact surrounding commercial developments and the services and amenities which they are able to provide to the community. Without a retail assessment of the Draft Strategy being undertaken, the effect of the Draft Strategy on the services and amenities which surrounding commercial centres can provide to the community is unknown and therefore likely to have a detrimental impact on the Belmont Community.	The draft Urban Corridor Strategy was prepared prior to the City's new draft Activity Centre Planning Strategy being prepared and an associated retail needs assessment. As outlined above, a retail needs assessment was undertaken in support of the City's draft Activity Centre Planning Strategy. The draft Strategy is proposed to be amended to be consistent with the findings of this document.
		The LCS also makes specific reference to the 'Belmont Regional Centre' (Belmont Town Centre) and the importance of the centre in providing services and amenity to the community at a local and notably regional scale. Proposing unjustified retail development without assessment in close proximity to a regional centre (Secondary Centre under SPP4.2) is likely to detrimentally affect that centre and the services which it is able to provide to the community. Significant planning, time and resources has gone into the development of the Belmont Town Centre by the City and the private sector, work which has the potential to be undermined by the open nature of the provisions cited in the Draft Strategy.	As outlined above, it is noted that Belmont Town Centre is the highest order centre within the City of Belmont. However, it is considered appropriate to allow for shop retail land uses to establish within existing or planned future activity centres in accordance with the findings of the City's retail needs assessment. It is not considered that shop retail land uses at a local or neighbourhood activity centre scale will affect the future sustainability of the Belmont Town Centre.

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		<u>Implementation</u> Option 2 of the implementation strategy which proposes the creation of activity centre structure plans for each activity node and the use of a series of local planning policies for the remainder of the corridor is not supported. The use of numerous local planning policies for different sections of the corridor will create confusion, double standards and increased variability of planning controls for the entire corridor. The more integrated option being Option 1, whereby an activity corridor structure plan (which may be split up over 2 or 4 precincts) will guide development over the entire corridor, is a more efficient planning solution and provides more clarity and certainty to surrounding landowners. Option 1 for implementation is supported as it is a more efficient planning solution and provides certainty to surrounding landowners.	Noted. The statutory planning recommendations are proposed to be reviewed in light of planning reform work and to align with present day planning practice. For further information please refer to comments in the Report section under the heading 'Implementation and Funding'.
		<u>Existing Projects</u> The use of the draft Strategy as a document to guide future projects in the area, such as Golden Gateway, is not supported in the absence of the impacts of future retail intensification on existing retail and commercial centres being known. Notes that the Draft Strategy states: *'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.'* Outlines that the finalisation of the draft Strategy should not exempt the Golden Gateway structure plan and subsequent development from requiring the applicable RSA's or other regional analysis, on the basis that increased commercial/retail development is desirable under the draft Strategy, as this has not been tested and is largely unjustified.	A retail needs assessment was prepared to inform the City's new draft Activity Centre Planning Strategy. This assessment identified that a separate neighbourhood centre could be established within the Golden Gateway precinct. However, the draft Golden Gateway Structure Plan is only proposing a local centre to be established within the precinct. The statement quoted within the draft Strategy is considered appropriate as the Golden Gateway Structure Plan will contain further information regarding development controls for that precinct than the Corridor Strategy. However, it is important that these documents are aligned.
		Summary Notes that while Perron generally supports the draft Strategy as it sets out the future intent for the corridor, some amendments are requested in relation to the clarity of the document and further investigation into the level of retail development proposed. The issues, concerns, comments and suggested amendments detailed in this submission have been made by the owner of a significant Secondary Centre in a proximal location to the corridor. Without further analysis and consideration of matters raised, we understand that the Draft Strategy may detrimentally impact Belmont Forum's ability to remain the sustainable anchor in the Town Centre and provide a continued level of services and amenities to the community.	Noted. Please refer to previous officer comment responses.
16.	Landowner 19 Sedgeland Way Ascot WA 6104	Notes the following points regarding precincts 2 and 3: • The establishment of the Belmont Avenue Activity Node that will form part of a wider Activity Node encompassing a portion of Precinct 2. • The establishment of the Hardey Road Activity Node that will form part of a wider Activity Node encompassing a portion of Precinct 3. • Built form of a medium scale with potentially higher scale buildings on various landmark sites at certain street corners.	Noted.

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		Trusts Councillors Rossi, Cayoun and Sekulla are aware of the residents' views in the West Ward they represent.	Noted.
		Notes that high rise development is not wanted in the vicinity of Ascot Waters or Ascot Vale including the ambitious developments also proposed for the Golden Gateway Precinct, Parry Field Trust land and the kilns sites with building heights proposed of up to 15-20+ storeys. Please clearly convey and understand the views of your constituents when considering the feedback on the GEHUCS to your fellow Councillors and CEO	Please refer to comments in the Report section under the heading 'Built Form and Scale'.
		There is real disappointment in our community that the apartments by Blackburne on the marina were approved at up to 8 storeys and the Council did no more than was minimally required in communicating this to nearby properties, not all ratepayers in the ward. Considers that this is very poor and lacked transparency, setting an unacceptable precedent for the aforementioned precincts being suggested in the GEHUCS.	The apartments at 16 Marina Drive, Ascot were approved by the Joint Development Assessment Panel. The Residential Design Codes state that where a development is proposing to vary a 'Deemed-to-comply' criteria and this may impact on the amenity of adjoining owners/occupiers, there may be grounds for the decision-maker to advertise the proposal to these owners/occupiers. This is the City's standard approach to all development applications. In addition, where multi-storey or boundary walls are approved, the City writes to adjoining owners/occupiers to advise of this.
		Outlines being one 'regular' voice but one who wishes to retain the amenity that existed in 2001 when they first chose to live in Ascot, not in Burswood where high rise development is growing exponentially.	Noted.
		With all the 'For Lease' signs currently along GEH queries whether community consultation is futile and that the plan is a 'fait accompli'?	Extensive community consultation was undertaken on the draft Urban Corridor Strategy. Once modifications are made to the document, further consultation will be undertaken.
		Considers that balancing the interests of all parties who have a vested interest (like increased rates revenue or property developer profits) is difficult, however the impact of these decisions is paramount for the residents who have to live with the consequences particularly in relation to: • safe traffic ingress and egress for our neighbourhood • sufficient infrastructure like public transport and utilities to support existing residents	Noted. Increased rate revenue is not a consideration for the progression of planning instruments. Development in accordance with the Strategy will not impact safe traffic movements for Ascot Waters residents or impact negatively on residents access to public transport infrastructure.
		Thanks the City for allowing this feedback to be considered. Notes not being invited to participate in the community visioning and design workshop.	A public notice was put in the Southern Gazette newspaper on September 12 and 19 in 2017, calling for expressions of interest for attending the Great Eastern Highway Corridor Plan Visioning and Design Workshops. It is noted that an expression of interest could not be located from the subject submitter.
17.	Previous Landowner 82 Tibradden Circle, Ascot WA 6104	Notes that the subject property is close to Great Eastern Highway however was previously shieled by trees to absorb traffic noise and views of the industrial area on the airport side. Highlights that since the Highway was widened from Lillian Court to Fauntleroy Avenue all trees have been removed and there is no layer to reduce noise and visual pollution. Would like the area improved given plans to green the corridor.	Noted. The Strategy proposes the establishment of landscape zones adjacent to Great Eastern Highway and along the front of private lot boundaries.

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18.	Landowner Liebherr Australia 555 Great Eastern Highway, Redcliffe WA 6104	Notes that Liebherr-Australia operates a facility at Lot 3 (555) Great Eastern Highway which was the subject of 2013 JDAP application for the development of a 5000m^2 warehouse and upgrades to existing facilities. Outlines working with the City with respect to the recent Boundary Realignment which resulted in their block being wholly in the City of Belmont (where previously the City of Swan also had a rateable portion). Notes wishing to preserve the amenity of the location, specifically with regard to our transport requirements.	Noted.
		Notes that the documents indicate possible overpass locations within precinct 4. Have taken this to be a potential pedestrian overpass. Note that the height of the overpasses could impact the companies heavy haulage movements if it is located anywhere east of the Fauntleroy Avenue intersection.	Noted. The proposed overpass would be a pedestrian overpass, and this would only be implemented if there is clear demand from pedestrian activity for an overpass. Any overpasses will be subject to detailed design where consideration will be given to height and vehicle movements.
		Notes a significant feature of operations is the mobilisation of pre-assembled mining equipment using a double gate that enables direct access to the westbound lane of the Great Eastern Highway (GEH). Under escort, these loads either travel east to the GEH Bypass, crossing diagonally into the eastbound lane at the intersection or west towards Ivy St where they cross to the eastbound lane and travel east to the GEH Bypass.	Noted.
		Notes that MRWA have suggested permitted access directly onto GEH and right-turn exit from Ivy Street may be impacted by a future vehicular overpass although they did not specify a time at which this could occur. In reviewing this risk, envisaged vehicle movements transferring to Redcliffe Road and Fauntleroy Avenue before turning East and travelling under the overpass. Any overpass between Fauntleroy and the City of Swan boundary less than 5.6m (which is the height of the rail overpass on the GEH Bypass at Hazelmere) could negatively impact operations. Appreciate that although a significant amount of effort that has brought the draft Strategy to this stage, consultation with stakeholders will be ongoing and look forward to supporting the project.	Noted. Any overpasses will be subject to detailed design where consideration will be given to height and vehicle movements.
19.	Landowner/occupier outside of City of Belmont PO Box 211 Parkwood WA 6147	Notes having difficulty in accessing relevant links on the website and queries whether the City was hiding public comments. Considers that the City should have encouraged people to read the Background Report before the Strategy. Considers that there was some valuable information within the Background Report which was not contained within the Strategy document.	The City's officers are available to assist the community in locating and accessing documents on the website. The City's website has since been subject to significant updates, however documents were certainly not being obstructed from the public's view. The Background Report has inforrmed the preparation of the draft Strategy. It is therefore not necessary for all information within this report to be contained within the draft Strategy.
		Queries the 'Memorable City Fabric' title, however agrees with the other themes.	'Memorable City Fabric' is one of the four themes for the corridor. This theme is considered appropriate as it aims to make the corridor a memorable urban place through enriching urban fabric, composition of building heights and scale and architectural expression.

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		Considers more bridges should be planned and indicated over the river, including bus bridges. Considers that bus bridges could be adapted to light rail if the catchment densities are high enough. Queries why no bridge has been shown across the river from Brighton Road. Notes that this would connect to Kooyong Road. Queries whether a pedestrian link was to be created near Garvey Park.	There are currently three key roads crossing the river: Graham Farmer Freeway, Garratt Road Bridge and Tonkin Highway. The possible future connection across the river has been identified due to the potential for this to connect Maylands residents with the City of Belmont, and town centre. A bridge from Brighton Road to Maylands would be located in close proximity to the proposed Belmont Avenue bridge, and this would not be considered necessary as both bridges would be in close proximity. Any connection across the river would be subject to further planning and investigation and require input from other stakeholders including the Swan River Trust, Department of Water and Environmental Regulation and Department of Biodiversity, Conservations and Attractions.
		Questions the type of bridge indicated from Belmont Avenue over the Swan River.	The bridge is proposed as a pedestrian bridge. This is proposed to be further clarified within the draft Strategy.
		Outlines plans within Perth Transport @3.5m to create a bus bridge from Brighton Road over the river.	Officers could not locate plans for a bus bridge from Brighton Road, connecting across the Swan River.
		Supports indicative overpasses for further consideration by State Agencies, Local Government and public citizens to consider in the future.	Noted.
		Supports the method of splitting the Strategy into 4 precincts.	Noted.
		Queries whether new residents, especially in the new towers have been able to shape the vision of the Corridor.	Community engagement has played a vital role in the preparation of the Corridor Strategy. In November 2017, the City hosted two community visioning and design workshops to explore themes to define a vision for the area, and the draft strategy was adopted for the purposes of advertising at the Ordinary Council Meeting in May 2018. The Officer Recommendation is for modifications to be made and further advertising undertaken.
		Agrees with the Vision of the Strategy, and vision elements.	Noted.
		Supports bonuses for additional building height where residential use, public spaces and new streets are provided. Supports ground floors being designed to relate to the public domain, and facilitate activity in streets and spaces.	Noted.
		Requests the renaming of Armadale Road. Considers that bad street names and repetitive street names should be eliminated and renamed.	Noted. This does not relate to the Corridor Strategy. All road re-naming is approved by Landgate.
		Queries why there has been no mention of more frequent bus routes to cross the highway corridor or those that run in a loop of the regional area.	The Transport Strategy notes that the Circle Route bus crosses the Great Eastern Highway corridor and services the wider area. These operate as high frequency bus routes.
		Queries why the bus frequency across Garratt Road Bridge has not been investigated to a higher frequency.	There is already a high frequency bus (999) that runs over Garratt Road Bridge.
		Considers that there is a lack of collaboration across local governments.	The City collaborates with other relevant local governments/agencies where appropriate. In this regard, the draft Strategy was referred to the City's of Swan and Victoria Park for feedback. Furthermore, the Strategy was made

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			available for any member of the public/local government to provide feedback on.
		Queries the proposed 'green connection' if MRWA upgrades the on/off ramps to Tonkin Highway.	It is considered that a green connection and landscaping is still possible in this location. The proposed 'green connection' from Davis Street utilises the existing underpass and provides a link between Selby Park and adjacent land towards the river.
		Notes that the Strategy encourages land uses with extended operating hours to contribute to a longer period of street activation. However, does not consider that the City should encourage petrol convenience store land uses.	Noted. The draft Strategy discourages service stations establishing within activity nodes along the corridor.
		Agrees with trying to avoid noise walls and their barrier effect.	Noted.
		Considers that the City needs to work harder on public transport provision and advocating the Public Transport Authority to invest in new services.	During the preparation of planning frameworks, the City liaises with the Public Transport Authority regarding future public transport needs.
		Notes that the Strategy talks about connecting people and places and therefore queries why there is no mention to the suburbs opposite the river.	The Strategy's primary focus is the section of Great Eastern Highway within the City of Belmont. However, the Strategy does flag the possible future connection across the Swan River to Maylands.
		Notes a spelling error on page 140 where the document references 'shed' as opposed to 'shared'.	Noted. This will be amended as part of modifications to the document.
		Is pleased to see the detail and analysis given to the lots, their sizes, ownership, and redevelopment potential.	Noted.
		Looks forward to the local government and State Government delivering better urban outcomes along the highway corridor, to deliver a more vibrant, quality, people spaces and residences. Notes that there is plenty of appeal for this corridor for a range of people.	Noted.
20.	Landowner 4/19 Victoria Street, Redcliffe WA 6104	Strongly agrees with the plan. Considers that Great Eastern Highway is a terrible cultureless stretch of road with no character and nothing to offer the local community. Outlines that the road is far from a focal point.	Noted.
		Would like to sees cafes, restaurants, grocery shops, markets and appealing spaces.	The Corridor Strategy aims to enhance Great Eastern Highway and facilitate a range of land uses including cafes, restaurants, shops and green spaces.
		Considers that the current uses do not provide a benefit to the local community with numerous fast food outlets and petrol stations.	Noted.
		States they do not believe more community focussed venues would interfere with traffic flow, as the service stations and fast food uses have many entry points along the Corridor.	Noted.
		Notes the current bike lanes on the highway are good for commuting and allow space and safety.	Noted.
		Notes that the highway and Ascot Racecourse act as a barrier to the river.	The Strategy flags possible future overpasses and underpasses to facilitate better connectivity to between residential areas and the river.
		Considers that Adachi Park is a highlight.	Noted.

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		Suggests making northern streets towards the river more inviting, such as Epsom Avenue. Considers this is currently uninviting due to the nature of the area (semi-industrial), with no footpaths or indication as to where the road leads. Suggests sign could be installed to indicate a riverside park and more landscaping at the intersection. Considers that the activity node may assist with this.	Noted. Whilst it is proposed that the Epsom Avenue activity node be removed, the draft Strategy aims to facilitate the upgrading of a number of streets. These upgrades aim to encourage safe and pedestrian friendly use, in addition to more landscaping and canopy cover. Epsom Avenue is reflected as an urban connection on either side of the corridor. Urban connections are proposed to include near-continuous canopy cover, with potential for double rows of street trees. This is however proposed to be further investigated in light of proposed changes to activity nodes. Wayfinding signage has been recommended as a strategy within the document.
		Questions where a footbridge at Keymer Street would lead to.	This particular overpass was suggested to assist with pedestrian traffic from the south side of Great Eastern Highway towards Ascot Racecourse.
		Questions where information on landmark buildings is and what they are. Questions how Council manages to change the nature of buildings and businesses in particular locations.	Information on landmark buildings is contained throughout the Strategy document. Landmark buildings have been identified to provide a high level of architectural treatment, point of difference and aid with wayfinding navigation. The Strategy outlines that landmark buildings need to provide a high level of architectural treatment to all frontages and ensure frontages contribute to the public and pedestrian environment. Council provides planning frameworks to facilitate particular uses, however this is only a guide for consideration by developers.
21.	Landowner 21/5 Minora Place, Rivervale WA 6103	Notes owning a flat along Minora Place and considers this will be impacted by significant developments along the corridor. Raises concerns about increased density of residential development leading to parking pressure and congestion at the intersection of Great Eastern Highway and Kooyong Road. States picnic grounds by the river are being used by residents in nearby flats, so ample parking requirements need to be guaranteed when approving further high-density developments.	Noted. Parking for all developments is required to be provided in accordance with the City's Local Planning Scheme and the Residential Design Codes.
		Requests development to be limited to 3-4 storeys in the Kooyong Activity Node due to being concerned that older residential areas will be overshadowed and subject to traffic intensification.	Please refer to comments in the Report section under the heading 'Built Form and Scale'.
		Considers that it takes 10 minutes to cross the highway as a pedestrian to catch the bus.	The intersections and pedestrian crossings with Great Eastern Highway are the responsibility of Main Roads WA.
		Encourages landscaping as an opportunity to add greenery to the built environment, to cool the landscape, and add to the habitat.	The Strategy aims to facilitate additional landscaping and greenery adjacent to Great Eastern Highway.
		Outlines a preference for the Kooyong activity node to be a park instead of being intensely developed.	The Kooyong activity node is proposed to be modified into the following two nodes: • The Springs • Eastgate

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			These nodes are identified as activity centres to provide essential daily/weekly household shopping needs, community facilities and convenience stores for surrounding populations. In light of this, it is not appropriate for this land to be transformed into a park. There are however two urban plazas which have been identified to locate within these centres to provide opportunities for landscaping, street furniture and public art.
22.	Site Planning +Design on behalf of Demol Investments 498, 494, 482, 492, 490, 488, 486 and 510 Great Eastern Highway Ascot WA 6104	Commends the City on the preparation of a framework that will facilitate coordinated use and development to deliver a liveable, connected and active urban corridor for residents, workers and local business. However would like draw attention to several elements and request further clarification and consideration in regard to how the Strategy can be amended to better respond to the subject land's unique values and characteristics prior to adoption. Welcomes the opportunity to work with the City to address the matters raised in this submission.	Noted.
		Notes the clients landholdings total 2.3405ha, front Great Eastern Highway in Ascot and are located within Precinct 4 of the Strategy. Outlines that the client is actively pursuing the acquisition of an additional O.8284ha of strategic land, which would result in a total landholding of 3.1689ha.	Noted.
		Highlights that the subject land enjoys considerable landscape amenity afforded by its location abutting regional open space and the Swan River. Any development will seek to capitalise on the amenity afforded by these assets.	Noted.
		The subject land is zoned 'Mixed Use' under LPS15 and is subject to the relevant land use permissibility and development standards.	Noted.
		The client’s land has been the subject of previous planning applications, discussions and negotiations with the City, Department of Planning, Lands and Heritage (DPLH) and other stakeholders regarding the future use and development of the land. Our client, with the consent of the City and DPLH, funded and constructed the extension of Hay Road to Ivy Street, to provide a safe and efficient movement network and to support the redevelopment of the wider precinct.	Noted.
		If the Urban Corridor Strategy is adopted as a local planning policy, it is unclear as to why an Activity Corridor Structure Plan and/or Local Development Plans would be required.	Noted. The statutory planning recommendations are proposed to be reviewed in light of planning reform work and to align with present day planning practice. Please refer to comments in the ‘Report’ section under the heading ‘Implementation and Funding’.
		Land, infrastructure and works identified to be funded through a funding strategy should only include elements that relate directly to the increased residential and workforce populations and be informed by comprehensive studies.	Please refer to comments in the ‘Report’ section under the heading ‘Implementation and Funding’.
		Consideration should also be given to the use of development bonuses tied to the payment of a 'community benefit' contribution, such as those outlined in the Draft South Perth Activity Centre Plan.	Please refer to comments in the ‘Report’ section under the heading ‘Implementation and Funding’.
		At present, the figures in the Strategy appear to reflect the old boundary between the Cities of Belmont and Swan, which has been amended to include the whole of Lot 301 within the City of Belmont. The mapping within the Strategy should be updated accordingly.	Please refer to comments in the ‘Report’ section under the heading ‘Corridor Strategy Boundaries’.

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		The intent of the figure on page A79 (Strategy page 25) is unclear in regard to the "transit - retail/large scale industrial, medical (Midland Link)" shading across the subject land. Clarification is required on whether the reference is in relation to opportunities or is suggesting future suitable land uses.	Noted. It is recommended that the Strategy be amended to provide additional clarity regarding this matter.
		The Networks Plan figure on page AS9 (Strategy page 35) illustrates a pedestrian and cyclist "Overpass (Possible)" across the eastern portion of Lot 301. As outlined above. figures need to be amended to illustrate the whole of Lot 301.	Please refer to comments in the 'Report' section under the heading 'Corridor Strategy Boundaries'.
		The following table provides a summary comparison of the development standards outlined under LPS15 with the urban design framework suggested by the Strategy and forms the basis of more detailed comments below.	Noted. Existing land uses would be subject to non-conforming use rights subject to valid approvals being in place. As part of modifications to the draft Strategy it is recommended that additional investigations be undertaken regarding the appropriateness of minimum employment floorspace, and additional guidance provided.

DEVELOPMENT STANDARDS			
Element	**Current LPS15**	**DRAFT GEH Urban Corridor Strategy**	**Comment**
Land Use	A mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities.	Ground floor - commercial uses, fine grain showrooms and offices. Upper floors - permanent residential, transient residential, commercial and offices. Minimum employment floorspace requirements.	**Suggested land uses are supported, subject to non-confirming use rights for existing land use and development.** **Further clarification and guidance on minimum employment floorspace requirements is requested.** **Refer to 4.4.**
Minimum lot area	2,000sqm		
Minimum frontage	30m		
Maximum site coverage	60% 70% for development including a multi storey car park.	3:1 plot ratio	**Supported.**
Primary street setback	15m	Moderate	**Clarification is sought on the definition of 'moderate'.** **Refer to 4.5.2.**
Secondary street setback	7.5m		
Use of setback	Planting, pedestrian and vehicle circulation and vehicle parking. Up to 25% of the setback area can be used for trade display, subject to the approval of the City.		
Landscaping	Minimum 3m of primary setback and 1m of secondary setback.	Type 2 - Accommodates footpath and landscaping. Estimated to be either ▪ 4.5m (Landscape Zone, North - Orrong to Ivy, Page A100, Strategy page 76); or ▪ 1m (Landscape Zone, North - Orrong to Ivy, Page A102)	**The report is contradictory and conflicting, as such clarification is sought.** **Refer to 4.1.**

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			Parking and end-of-trip facilities	On-site parking in accordance with LPS15. Parking supported within the street setback.	Parking to be located at the rear of buildings. Parking to have little or no impact on the public realm.	Some flexibility is required to provide for short term and easily accessible parking bays to support the viability of convenience and service retail land uses that will be required to support the residential and workforce populations. Refer to 4.3.1.
			Building Facades	Predominantly constructed of brick, concrete, glass, steel or a combination of these materials.		
			Fencing and Walls	Fencing fronting streets should be kept to a minimum.		
			Access	Cross-access is encouraged to minimise access to Great Eastern Highway.	Rear access Remove crossovers to only provide access to mixed use, mixed business and residential development (along the Corridor) from secondary streets or laneways.	Refer to 4.3.1.
			Building height	Not to exceed, the WAC Structures Height Control Contours Map contained in Schedule 12 of LPS15.	Medium (approx. 12 storeys) Building height bonuses for the provision of residential use, public spaces and new streets. Lot 301 is identified as a "Key Landmark Site (performance based).	Supported. Clarification is sought on whether the "Local Connection" conceptually illustrated across the subject land would be defined as a "new street" to qualify for height bonuses. Refer to 4.2.2 and 4.5.1.
			Residential density	NA	Proposed, but not detailed.	
			Focus Area	NA	Activity Corridor	
			Scale	NA	Medium Lot 301 - Key Landmark Site Up to 12 storeys with a plot ratio of 3:1. Levels above 4 storeys to be setback. Building siting to minimise overshadowing on the public realm.	Supported. Refer to 4.5.1.
			Transition (away from the corridor) typology	NA	Low Lot 301 - Medium	The 'Low' typology is not supported. Request that the 'Medium' typology apply to all of the subject land. Refer to 4.5.3.
			Active ground floor	NA	Priority	Refer to 4.5.4.
			Key Landmark Sites	NA	Buildings need to provide a high level of architectural treatment to all frontages that are visible and prominent, and ensure frontages contribute to the public and pedestrian environment. Additional height and plot ratio may be permitted subject to performance criteria.	Refer to 4.5.
			Funding model for public realm and community facilities	NA	Proposed, but not detailed.	Clarification is sought on the elements of public realm and community facilities that require funding. Refer to 5.
						For all other comments, please refer below.

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		Landscape Zone Notes that the cross-section and text for the proposed North - Orrong to Ivy Landscape Zone illustrates a 4.5m wide strip of landscaping, pedestrian and cycle paths within freehold lot boundaries, l.5m greater than what is required under the current 'Mixed Use' zoning. However, the concept plan and text for the proposed North - Orrong to Ivy Landscape Zone illustrates an approximate 1m wide strip of landscaping and pedestrian path within freehold lot boundaries, 2m less than what is required under the current 'Mixed Use' zoning. Clarity is required in relation to what cross-section and concept plan applies to the section referred to as North - Orrong to Ivy, to inform our comments on the implications of the Strategy. Outlines that whilst supporting increased cyclist and pedestrian amenity along the Corridor, does not support the suggestion of public access across private freehold lots due to concerns regarding: • Responsibility for funding the ongoing maintenance of the infrastructure; and • Public liability.	Please refer to comments in the Report section under the heading 'Landscape Zone'.
		Connections Supports the suggested 'Overpass (Possible)' as shown to the immediate east of Lot 301. Given proposed grade separation of Great Eastern Highway and the Great Eastern Highway Bypass, this may provide an opportunity for an underpass, should the grades of the ramps not support an overpass. However, the location of the overpass seems to have little regard for the pedestrian and cyclist catchment based on the current and future land uses (including extensive areas of airport parking). The location is remote from areas likely to be redeveloped for higher density (residential and workforce) purposes, existing and future networks, and pedestrian and cyclist desire lines based on destinations and attractors. Considers that there are several factors that need to be investigated as part of the Strategy, including, but not limited to: • The location of the overpass relative to Lot 301 (or our Client's other landholdings) and future MRWA road intersection upgrade works; • Responsibility for financing/constructing the overpass; and • Public liability, maintenance and upgrading obligations where an overpass connects to a private building on private landholdings.	Noted. Any new crossing will be subject to detailed design where this matter can be further considered. Noted. However, it is considered still necessary to provide amenity and access for all locations along the Corridor. The subject overpass proposes to provide better connections between this area to the foreshore and public open space. The specific location of any future overpasses will be further investigated at detailed design stage and will be subject to Main Roads WA consent. As part of the design process the City would liaise with relevant landowners/occupiers. The funding and maintenance of infrastructure will be further considered as part of the future planning stages.
		Green Connection Ivy Street is identified as a 'Green Connection' on both sides of Great Eastern Highway and seemingly links through to the river foreshore and existing dual-use-paths. This concept is generally supported and encouraged, subject to any road upgrade works being accommodated for within the existing Ivy Street road reserve. We also note that the proposed north-south green connection across Great Eastern Highway may require further consideration given that the Ivy Street / Great Eastern Highway intersection will ultimately be upgraded and only support left-in, left-out only for vehicles and may not support a median to provide for safe and easy pedestrian access across Great Eastern Highway.	Noted. Main Roads did not comment on this matter during the previous advertising period. This will be further considered should Main Roads progress intersection modifications.

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		The figure on Page A105 (Strategy page 51) does not provide any indication of how pedestrian movement across Great Eastern Highway is proposed, while crossings details are shown for all other green connections in the Strategy.	Noted, it is recommended that this be investigated as part of modifications to the document.
		Local Connection The figure on Page AI0S (Strategy page 51) illustrates an indicative 'Local Connection' running from Great Eastern Highway through our Client's land. We expect that the intent is for the road to connect to the newly constructed Hay Road extension, despite not being illustrated as such. It is acknowledged that the Strategy refers to: *"Additional building height may be supported through bonuses for the provision of residential use, public spaces and new streets." (Page A87)* Clarification is sought on whether the "Local Connection" conceptually illustrated across the subject land is defined as a "new street" and qualifies development for additional building height. Regardless of the comment above, additional commentary should be included within the Strategy outlining that the need for, and ultimate location of, any new streets (local connections) within this precinct will be determined through further detailed planning.	Noted. At the time the document was advertised, Main Roads WA were not supportive of the proposed new connections. It may be appropriate for these to be connections for pedestrian or cycle use only. This is proposed to be further investigated and associated text updated accordingly.
		Access and Parking The access and parking plan figure on Page A109 (Strategy page 55) identifies the subject land needing to provide rear access and rear parking. Consideration should be given to the practical realities of staged redevelopment and the need for guidance on access arrangements, until such time that a rear access connection to a side street can be secured. Clarification and guidance is sought on the criteria to determine the appropriateness of street front parking and access arrangements for certain land uses, such as convenience retail and coffee retailers that generate demand for, and rely on, short term and easily accessible parking bays, to support long term commercial viability. Furthermore, as the subject land abuts a 'Parks and Recreation' reserve fronting the Swan River, any development of the land would likely orientate north to capitalise on the amenity afforded by the open space and river. On that basis, consideration should be given to supporting flexible, site responsive parking arrangements for the subject land.	Noted. Please refer to comments in the ‘Report’ section under the heading ‘Access and Connections’.
		Land Use Notes the site is identified as an 'Activity Corridor' under the Strategy, with a minimum employment floor space requirement overlay.	Noted.
		The suggested ground floor and upper floor land uses are supported, however we would:	Noted. Refer to previous comments regarding access and parking.

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		• reiterate the need for short term and easily accessible parking bays for ground floor commercial land uses that are oriented towards, and rely on, the movement economy and passing trade, such as convenience retail and coffee retailers; • suggest that the limitation on ground floor land uses be informed by a commercial demand analysis; and/or • suggest that consideration be given to guidelines that require the ground floor be constructed to a commercial floor height, to provide a robust building design that can respond, and adapt to, changing market conditions. Notes previously lodging preliminary concept designs for Lot 301 with the City for review and comment. These proposed residential apartments and townhouses on the ground floor on the northern and eastern boundaries to: • take advantage of the landscape amenity afforded by the regional open space and river; • provide an interactive interface between the development and the public realm; and • provide greater opportunities for casual surveillance over the public realm, with office land use located abutting and oriented towards Great Eastern Highway. The subject lands eastern location, within proximity to the river and river foreshore, lends itself towards primarily residential development, with elements of mixed-use development, including food and beverage offerings and commercial uses. Commercial and retail requirements, to meet minimum employment floorspace, should be focussed along the Ivy Street 'green connection' and the conceptual 'local connection' to Hay Road to: • take advantage of access, on-street parking opportunities and the amenity afforded by the river foreshore. public open space areas and the associated view corridors; and • support the creation of memorable urban and public realm spaces. The Strategy should acknowledge these unique opportunities and provide flexibility for site responsive land use and design.	The Strategy is a high-level guiding document which outlines preferred land uses for the Corridor having regarding to the existing and potential future zoning of the land and Perth and Peel@3.5 Million. Given this, it is not considered necessary for this Strategy to be informed by a commercial demand analysis. It is recommended that adaptable ground level design be investigated as a provision for inclusion within the draft Strategy. The Strategy is a high-level planning document to guide future development along the entire corridor. Subsequent planning instruments prepared for the Corridor will contain further detail regarding development requirements. It should be noted that all future development applications will be assessed on their merits having regard to the Strategy.
		Scale Lot 301 is identified as a key landmark site with medium scale buildings (up to 12 storeys) with a plot ratio of 3:1, where additional height and plot ratio may be permitted for key landmark buildings subject to performance criteria, however further guidance is sought on the performance criteria. It is also acknowledged that larger sites will likely achieve taller buildings based on site area. This is relevant to the subject land given our Client has numerous adjoining and cohesive landholdings, which affords flexibility to increase height in certain locations as part of the broader development strategy. This would include satisfying objectives in relation to transition of building height, bulk and scale across the site.	Noted. As part of modifications to the draft Urban Corridor Strategy, the proposed built scales will be further investigated based on trends and market conditions. Modifications will be made to the document accordingly prior to further advertising being undertaken if required. The performance criteria will be further investigated as part of the subsequent planning stages for the Corridor.
		Building Setback Notes that a 'moderate' building setback is proposed for the entirety of the subject land fronting Great Eastern Highway. Clarification is sought on the definition of 'moderate'. Suggests that greater flexibility be afforded for the determination of side setbacks that are site responsive, particularly for land such as that owned by our Client, that fronts both Great	Noted. This is proposed to be clarified as part of modifications to the draft Strategy.

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		Eastern Highway, regional open space and the Swan River, and enjoys view to the river, open space and city skyline. **Transition** Building scale and typology is shown as both 'Low' and 'Medium' scale and intensity across the subject land. Suggests that the 'Medium' transition typology (rather than 'Low') be applied across the entirety of the subject land for the following reasons: • The northern edge of the site abuts land reserved 'Parks and Recreation' and owned by the WAPC. The land was illustrated for high density residential development on an earlier version of the DA9 structure plan. The DPLH, on behalf of the WAPC, are progressing with the remediation the land and detailed planning and investigations to support the earlier DA9 structure plan's proposed land use and density. As such, if the WAPC land is: - developed, it is likely to be developed to a high residential density, therefore negating the need for lots fronting Great Eastern Highway to provide a transition in building height and scale to the north; - not developed, the development of the lots fronting Great Eastern Highway will look to take advantage of the landscape amenity to the north and propose a suitable built form interface that encourages interaction at the street level. In addition, a transition in building height would not be required because the land would abut regional open space and would not impact on lower density residential development fronting, and west of, Fauntleroy Avenue and north of Hay Road. In either instance, the transition typology to the north should be 'Medium', not 'Low' as currently illustrated on the plan at Page A123 (Strategy page. 69).	Noted. The Strategy is a guiding document. As outlined previously all future development applications will be assessed on their merits having regard to the Strategy. Please refer to comments in the Report section under the heading 'Transition Typologies'.
		Planning Framework and Implementation Does not support the adoption of the Urban Corridor Strategy as a local planning policy, without further consideration for the points raised in this submission and further consultation. If the Urban Corridor Strategy is adopted as a local planning policy, it is unclear as to why an Activity Corridor Structure Plan and/or Local Development Plans would be required. It is considered that the Urban Corridor Strategy provides sufficient built form guidance, and as demonstrated, the planning controls should afford some flexibility for the design of a site responsive development, informed by a detailed understanding of the site and guided by built form principles. Should landowners along the Corridor have an appetite to develop in the near term to take advantage of current lower construction/contractor rates, we would urge the City to consider interim measures to support the progression of development applications prior to the finalisation of the ultimate planning framework, whatever that may be. In regard to funding strategies, further consideration should be given to what infrastructure 'elements' (public spaces, pedestrian and cyclist paths, road upgrades etc) the City would ordinarily be responsible to provide regardless of the increase in development potential afforded by the Strategy. Land, infrastructure and works identified to be funded through a funding strategy should only include elements that relate directly to the increased residential and workforce populations and	Noted. It is recommended that a number of modifications be made to the document and further consultation undertaken. Please refer to comments in the Report section under the heading 'Implementation and Funding'. Noted. It is proposed that the Strategy or portions of the Strategy be adopted as an interim Local Planning Policy to ensure it is given due regard and acknowledgement and discourage decision making contrary to the vision. The funding and maintenance of infrastructure will be further considered as part of the future planning stages.

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		be informed by comprehensive studies, such as the demand for additional public open space and their function (active/passive recreation, conservation etc). Consideration should also be given to the use of development bonuses tied to the payment of a 'community benefit' contribution, such as those outlined in the Draft South Perth Activity Centre Plan.	Please refer to comments in the Report section under the heading 'Implementation and Funding'.
		Summary Appreciates the opportunity to provide a submission to inform the City's consideration of the Strategy on behalf of their client who is a significant landowner of numerous properties fronting Great Eastern Highway. Commend the City on the preparation of a framework that will realise the full potential of Great Eastern Highway and abutting land as an urban activity corridor. However, seeks further clarification and consideration of the matters raised in the submission to ensure that the Client is able to capitalise on the unique characteristics of the subject land, to the benefit of the precinct, built form and public realm outcomes.	Noted.
AGENCIES			
23.	Perth Airport 32 Boud Avenue Perth Airport WA 6105	Notes being generally supportive of strategy. Recognises the significant steps taken by the City to draft the Strategy for a road that serves as a critical access route to, and from the airport.	Noted.
		Overview Outlines that undertaking land use planning for such a large and diverse area such as Great Eastern Highway, which comprises multiple privately-owned land parcels, is a challenge. Notes that the level of consultation to get to this point has been important. Notes Perth Airports involvement in previous consultation and considers that these engagements were interactive and productive with community members and stakeholders contributing to real outcomes. Considers that the consultation undertaken to date will ensure that the Strategy is best placed to be created in line with expectations and for successful implementation over time.	Noted.
		Airspace Assessment Notes the three types of airspace that Perth Airport protects including; the OIS, PANS-OPS and CNS. <u>OIS</u> Outlines that the Obstacle limitation Surfaces (OIS) protect aircraft operating under visual meteorological conditions. These surfaces can at times be infringed following an assessment by Airservices Australia and the Civil Aviation Safety Authority and the Department of Infrastructure, Regional Development and Cities. Any approval will generally be accompanied with conditions such as conspicuous colour schemes and lighting to ensure the obstacle is visible to pilots. Notes that most of the subject area is underneath a part of the OIS called the inner horizontal, which is a horizontal plane at a height of 61 m AHD. Using a worst-case ground elevation, this would allow for construction up to approximately 35m above ground level. At the far south-west of the subject area the OIS begins to slope upwards, meaning that development in this area can be constructed to an increased height.	Noted.

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		PANS-OPS Highlights that the Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS) protect aircraft operating under instrument meteorological conditions. As pilots in these conditions do not have visual reference to the ground, infringements to these surfaces is prohibited. The PANS- OPS surfaces are more complex that the OIS, being the composite of the airspace associated with dozens of different instrument procedures that rely on differing technologies. However, in this area the PANS-OPS is generally higher than the OIS, meaning the OIS inner horizontal at 61 m AHD will be the controlling height. CNS Outlines that the Communications, Navigation and Surveillance (CNS) surfaces protect the operation of infrastructure that facilitates air traffic control such as radars and microwave communications links. Infringement to these surfaces is sometimes allowable following assessment by Airservices Australia. Most of these surfaces are confined to the airfield or at least the airport estate. However, the surface that protects the operation of the Terminal Area Radar (TAR) extends far beyond the airport and is the most significant CNS surface. This surface slopes upward at 0.5 degrees from the radar site and varies from -50m AHD at the north-eastern edge to well over 100m AHD at those parts of the strategy area furthest from the radar's location to the north of the airport estate. Notes that technically all development that is proposed to be located under Perth Airport's airspace should be referred to Perth Airport for comment, however, acknowledge that this may be onerous for both parties. Recommends that City Officers contact Perth Airport by telephone, early in the planning process, to determine whether a specific development should be formally referred to Perth Airport for initial assessment, and for management of any further agency referrals.	Noted. The City generally refers all proposals to the Perth Airport, as per State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport including: • Increases in density or zoning in areas of ANEF 20 and higher. • Subdivision of land for residential purposes, where lot sizes enable density in excess under the policy • Development identified as unacceptable in the building site acceptability table • Development penetrating airspace • Development penetrating height contours • Non-structural activities • Use of land likely to attract significant birds
		Assessment under the Perth Airport 2014 Australian Noise Exposure Forecast (ANEF) & "noise above" contours Notes that the subject area is located outside of the Perth Airport Ultimate ANEF apart from the far north- eastern edges. Under State Planning Policy 5.1 (Land Use Planning near Perth Airport) areas outside of the ANEF contours are considered acceptable for all uses. Land within the 20-25 ANEF is considered conditionally acceptable for residential land uses, and acceptable for commercial and industrial land uses. However, it is noted that the area will still be exposed to high frequencies and levels of aircraft noise that may be unacceptable to some people. Perth Airport produces additional 'noise above' metrics, which can assist in demonstrating the likely impact of aircraft noise exposure on an area at the ultimate airfield capacity. The N65 is one such 'noise above' metric and is produced because the ANEF is not well suited to conveying the impact of aircraft noise and aircraft noise exposure to the community, as over-flight frequency and the sound level of single events (typically two factors that determine how a person will react to noise) are not clearly translated by the ANEF system.	Noted. Where applicable, proposals will be assessed in accordance with SPP 5.1 and appropriate conditions/footnotes included on subsequent approvals. As per State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport, all proposals within ANEF contours will be assessed according to the policy. Only a small portion of some adjacent lots to Great Eastern Highway are affected by this.

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		Under the N65 for Perth Airport the north-eastern portion of the subject area will be exposed to up to 200 aircraft movements in the worst areas exceeding 65 decibels across an average day. Noise at this level is disruptive to a normal conversation. The remainder of the Strategy area, being lateral to the runways, is exposed to significantly less aircraft noise due to arrivals and departures. However, given the proximity to the airport it is prudent to ensure future landowners are adequately informed of the potential noise impact, including that from operations on the ground as outlined under the following heading. Recommends that information regarding aircraft noise levels is included as an advice note on relevant development applications. This will allow the applicant/owner(s) to make informed decisions regarding the installation of noise mitigation measures.	
		Ground Based Noise Impact In addition to the noise impact from air-based sources the subject area is in an area of close enough proximity that impacts from ground-based noise sources should be considered. Ground-based noise sources include the noise generated by aircraft taxiing as well as the use of Auxiliary Power Units (APUs) which are on-board turbines that provide electricity to aircraft. The likely impact from these two sources ranges from 35-45dBA. However, in adverse conditions this could be up to 5dBA higher. Noise above 50dBA has the potential to disturb people's sleep. Similar noise levels and impacts can be expected during Engine Ground Running at Perth Airport. An essential safety measure following maintenance of aircraft is to perform ground-based engine testing, known as Engine Ground Running (EGR). At Perth Airport these tests are performed on Taxiway Whisky which runs east-west at the northernmost end of the airfield within a few kilometres of the north-east end of the subject area. Most of the subject area will be exposed to relatively low levels of noise from EGR. The north-eastern corner, however, could experience levels up to 50 decibels.	Noted.
		Ground Transport Notes that Great Eastern Highway is under the control of Main Roads WA. The overarching purpose of the road is to ensure vehicular movements are safe and efficient and this objective should be kept in the forefront of planning. Perth Airport wishes to reinforce the importance of the strategy to prioritise traffic flow on Great Eastern Highway and finding the balance to maintain and build on this through good planning. A key 'Movement' principle in the draft strategy is for developments to not have direct highway access. The intent of this principle is supported as it can have positive outcomes on traffic flow. On a road of such importance as Great Eastern Highway, which currently feels pressure at certain times of the day, any ability to improve traffic flow should be pursued. The proposed pedestrian crossing points and the creation and strengthening of the cycling network is supported. These two movement improvements will raise the amenity for airport estate employees and visitors through better connections to their destination and to the Swan River for passive and active recreation.	Noted.
		Land Use Notes that planning for land uses and vehicular movements need to be complementary, for the implementation of strategy recommendations to achieve long- term, positive and sustainable planning outcomes.	Noted.

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		Although Precinct 4 - Tonkin Highway to Ivy Street is a key precinct for Perth Airport as it directly abuts the airport estate, the importance of one precinct does not outweigh any other; each needs to be equally strong for the overall strategy to be effective. For visitors arriving to Perth through the airport, Great Eastern Highway is commonly used; especially when travelling towards the Perth CBD. Therefore, making a positive impression on visitors, in particular first-time visitors, when they exit the airport estate and are welcomed to Perth and the State of Western Australia, is critical. The draft strategy can certainly play a role in this. Built Form Strategy 11 is noted within the draft strategy to prepare detailed design guidelines in the future to achieve, amongst other outcomes, the built form 'vision.' This is supported, as it is considered that the relatively strict implementation of minimum (reasonably high) standards of development should raise the quality in the strategy area. As outlined above, Perth Airport has a vested interest in pursuing opportunities to improve the planning for Great Eastern Highway and sees real benefit in this strategy being adopted and implemented over time. **Summary** Given the above assessment, Perth Airport supports the strategy. Perth Airport greatly appreciates the opportunity to comment and looks forward to the mutual benefit that can be derived from this engaged planning approach.	Noted.
24.	Main Roads WA Don Aitken Centre Waterloo Crescent East Perth WA 6004	Main Roads is generally supportive of the City's efforts to plan for the future of Great Eastern Highway Corridor. Main Roads WA key issues relate to access, traffic lights, function and capacity of the Road Network and pedestrian and vehicular conflict.	Noted
		Outline that a robust TIA is required to be undertaken utilising Messo and Micro simulation are provided to enable Main Roads to review, and determine the impact upon the state controlled road network. This information is required to understand the anticipated impact of growth proposed along the Great Eastern Highway.	Please refer to the comments in the 'Report' section under the heading Traffic Impact Assessment.
		There is concern that the approach roads from the side roads to the intersection with Great Eastern Highway are insufficient in reserve width to accommodate the growth as detailed in the Strategy. Significant intersection upgrades may need to occur on side roads. This will have a significant land implication on the side road.	Land adjacent to Great Eastern Highway can currently be developed for more intensive uses then those that currently exist. The draft Strategy provides further guidance regarding the layout and configuration of future development. It is noted that Great Eastern Highway and adjacent intersection performance and design is under the care and control of Main Roads WA.
		Notes that Main Roads is currently reviewing long term planning from Tonkin Highway to just east of intersection of the Great Eastern Highway bypass. There are three (3) Great Eastern Highway options being considered. This forward planning will take into consideration intensification of the area. MRWA will liaise further with City of Belmont in relation to the road planning review.	Noted.
		Main Roads advised through the investigative phase of your study that the road provisions along the Great Eastern Highway were not subject to further negotiation following the significant recent infrastructure investment along this corridor. Accordingly the discussion was that the opportunities existed in complementing how to improve place making, access arrangements and provision for active nodes.	Noted. No changes are proposed to the lane configuration of Great Eastern Highway.

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		Main Roads seeks to rationalise and minimise the number of traffic lights and access points on the Great Eastern Highway to ensure efficiency of movement and meet agreed KPI's.	Noted.
		Main Roads preference is for allotments to not have direct access onto the Primary Regional Road. This position is reflected within Development Control Policy 5.1 Regional Roads (Vehicular Access). Main Roads formally requests that the City considers introducing a statutory clause into the City's Town Planning Scheme (in the future) requiring lots that front a Primary Regional Road to be accessed via a laneway, easement, PAW or the like. Where no such access currently exists then provision is to be made to enable access to be achieved through development of the subject and adjacent sites. The City may consider implementing a Local Plan of Development to control access on constrained sites.	The Strategy aims to remove the majority of direct access onto Great Eastern Highway. Where direct access is proposed, this is consistent with Main Roads Strategic Access Strategy/Plan or is proposed to be further reviewed prior to the document being re-advertised. The City's Local Planning Scheme does include provisions regarding access associated with Great Eastern Highway.
		There is a Vehicle Access Strategy which has previously been developed and agreed in consultation with the City. The strategy is attached. Main Roads advice to the study previously is reiterated here that the principals of the strategy should remain.	Please refer to comments in the Report section under the heading 'Access and Connections'.
		Main Roads does not support the Indicative New Connections as nominated on page 111. Hay Road has been built to provide connection and resulted from the amalgamation land. All access on this location must be via Hay Road. No Access is to be permitted from Great Eastern Highway in this location. The proposed connection is too close to the signalised intersection where there is a high demand during peak periods. A new connection to Redcliffe Road is proposed midway between Ben Street and Fauntleroy Avenue. Main Roads does not support this connection. This connection is unnecessary when traffic can access Redcliffe Road at either Ben Street or Fauntleroy Avenue which are approximately 380m apart. In terms of the new connection as nominated on page 91 Main Roads does not support an indicative new connection along Great Eastern Highway if local road connection is proposed. This will increase the friction along the route. Further information is required regarding this proposal before Main Roads could consider such a proposal. Consideration could be given to a cul-de-sac where traffic can enter the developments along the proposed connection via Hehir Street. The connection could then provide permeability for active modes.	Please refer to comments in the Report section under the heading 'Access and Connections'.
		The City needs to ensure there is adequate land available to facilitate future provision of utilities, cycle paths, landscaping and other improvements as identified in the Strategy within the Corridor. This will all need to occur beyond the existing kerb limits.	Noted. Please refer to comments in the Report section under the heading 'Landscape Zone'. No changes are proposed to the lane structure of Great Eastern Highway.
		The Strategy proposes a number of possible crossing overpasses and underpasses. Main Roads is unable to support these possible connections without reviewing detailed design. Main Roads objective is to protect the function and operation the Primary Regional Road. There are many structures proposed to provide grade separated crossings at close intervals along the road. Generally MRWA requires warrants to be met before agreeing to such structures. There is no information in the report about expected usage numbers and who will maintain these structures into the future. Main Roads is unlikely to support taking on the maintenance costs of structures that have a very low demand.	Noted. The connections have been shown as possible connections for consideration in the longer-term. These connections would be subject to a demand analysis and detailed design. As part of this process, the City will liaise with Main Roads WA.

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		It is also important to inform how such infrastructure would be accommodated either on the ground, in the reserve or within adjacent land or in a built form.	
		Improvement to the at-grade pedestrian facilities at signalised intersections is going to be challenging. Long clearances caused by the pedestrian movements will affect the coordination and performance along the Great Eastern Highway.	Noted. New possible underpasses and overpasses have also been proposed due to it being considered that these are less disruptive to the functions of Great Eastern Highway as a primary regional road.
		The City should consider a way finding signage strategy along the route.	Noted. Way finding signage/the need for a way finding strategy will be further considered at the next stage of planning. A strategy is included within the document regarding the investigation of wayfinding signage.
		Section 5.2 of Page 56 of the Transport Strategy states that to achieve the creation of streets and spaces for people the Great Eastern Highway corridor should be "prioritising walking, cycling and public transport as the primary transport modes to and within the Great Eastern Highway corridor." While those modes of transport are important the function of the road as a primary distributer cannot be ignored. Great Eastern Highway is a strategic movement corridor critical to the movement of vehicles and freight. Main Roads will not entertain this function being compromised.	Noted. This section is proposed to be modified as follows: “Maintaining walking, cycling and public transport as safe and efficient transport modes to and within the GEH corridor without compromising the primary distributor function of the road.”
		The Transport Strategy notes that at grade pedestrian crossing facilities could be improved with flashing yellows (FYaTS) and countdown timers at parallel walks. Main Roads does not install count down timers at parallel walk sites as suggested. It is suggested to investigate opportunities to modify at grade crossings to staged crossings to improve the pedestrian experience and intersection efficiencies.	It is noted that countdown timers are located within the Perth CBD. The Schedule of Works/Modifications proposes that the City further liaise with Main Roads WA regarding the countdown timers.
		More detail is needed for the proposed directional lanes. For example, how will cyclists and pedestrians cross side roads and what will the impact be on traffic signals.	This is a high-level strategy document which reflects potential future improvements to facilitate access across Great Eastern Highway. As the strategy is focused on Great Eastern Highway, it does not detail specific improvements to the crossing facilities associated with side roads. The Transport Strategy does however outline that existing side street crossings should be reviewed and upgraded where appropriate.
		Any noise sensitive development adjacent to Great Eastern Highway, being a major transport corridor, must implement measures to ameliorate the impact of transport noise. All noise sensitive development must comply with WAPC State Planning Policy 5.4 “Road and Rail Transport Noise and Freight Considerations in Land Use Planning” and implement Noise Insulation and “Deemed to Comply’ Packages for noise sensitive development.	Noted.
		No waste collection will be permitted on Great Eastern Highway. The strategy must provide for waste collection via laneways or collected onsite.	Noted. Waste collection will be further considered as part of the assessment of development applications. However, the City is aware of Main Roads position regarding waste collection and Great Eastern Highway.
		It is recommend the City consult with Department of Transport regarding location of bus stops.	Noted. The City will liaise with the Department of Transport/Public Transport Authority as required regarding the location of bus stops.
		Main Roads is concerned that the strategy is too linear and focussed on land immediately adjacent to the Great Eastern Highway. Discussion during the study suggested that the strategy would contemplate requirements along a band of land to properly integrate areas. This principal is not demonstrated in this strategy. Main Roads anticipated that the implementation of this strategy would compromise the form and function of the Great Eastern Highway due to no reasonable access or movement alternative provisions.	The Corridor Strategy focuses on land immediately adjacent to Great Eastern Highway. Further planning for the transition areas will be identified in the City’s Activity Centre Planning Strategy/Local Housing Strategy. It is not considered that the subject Strategy will compromise the form and function of Great Eastern Highway as it further aims to remove direct access/egress points.

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		Acknowledges that considerable effort has gone into reaching this point but consider matters to be insufficiently resolved – especially in movement considerations, to enable support at this time. Should the City disagree with the above, Main Roads requests an opportunity to discuss this prior to the City adopting the Strategy.	This is a high-level planning strategy to guide future development and improvements to pedestrian/cyclist connectivity adjacent to and across the highway in a manner that does not impact the functionality of Great Eastern Highway for vehicle movements. As part of future planning stages, the preparation of transport assessment documents and analysis of the movement network will be further considered and undertaken if necessary.
25.	Department of Biodiversity, Conservation and Attractions 17 Dick Perry Avenue Kensington WA 6151	The Department generally supports the activity nodes and green links to the river proposed within the draft strategy, however it is noted that there is no clear strategy for the creation or reinforcement of these links.	Noted. The creation and reinforcement of these links will be further investigated at the next planning stage.
		It is recommended that the draft strategy more actively capitalise on the open drains that exist within the Great Eastern Highway Urban Corridor and call for improved environmental outcomes. Modification of open drains by recontouring and revegetation to form living streams with improved public access and use could be incorporated within green links to the river.	Noted. The Strategy reflects green spaces adjacent to Severin Walk and the Southern Main Drain. Drains further from the Great Eastern Highway Corridor would need to be considered as part of a separate exercise with the City's Environment Team.
		Page 64 of the draft strategy indicates that high scale, high rise buildings are recommended on land abutting the Swan Canning Development Control Area (DCA) within Precinct 1 of the corridor between Brighton Road and Tanunda Drive. The foreshore reserve adjacent to this land is very narrow, with a width of only 20 metres in some areas. The steep topography of the reserve also poses challenges with regards to slope and bank stability and public access. Development requires adequate setbacks from the foreshore reserve taking into consideration height, bulk and scale to ensure overshadowing and visual impacts are minimised. It is recommended that development adjacent to the foreshore reserve be designed such that levels step back in a landward direction and step down to complement the foreshore landscape. It is likely that increased setbacks would be required.	Noted. It is proposed that the Strategy be modified to include an objective or strategy regarding appropriate building interface adjacent to the Swan Canning River Development Control Area, in accordance with the DBCA requirements.
		The draft strategy requires further consideration of the interface between the urban corridor and the Swan Canning Development Control Area (DCA) to minimise the adverse visual impact of urban development, including car parking areas and accessways visible from the DCA.	Noted. It is proposed that the Strategy be modified to include an objective or strategy regarding appropriate building interface adjacent to the Swan Canning River Development Control Area, in accordance with the DBCA requirements.
		It is noted that the draft strategy refers to the Ascot Development Area 9 (DA9) site. It is recommended that the City engage in detailed discussions with the Department prior to the development of any plans for this area.	Noted.
26.	Water Corporation PO Box 100 Leederville WA 6902	Water and Wastewater Notes that reticulated water and sewerage is currently available throughout the subject area. Highlights that existing water and sewerage mains and any proposed extensions that may be required for the development of the subject area, should be located within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice. Outlines that Water Corporation may consider a variation to the normal alignment if it is acceptable to all other utilities and affected stakeholders.	Noted.
		Outlines that due to the likely increase in development density, upgrading of part the current system may be required to prevent existing customers being affected by any proposed development. When the proposed demands are provided the Water Corporation can have a review of the proposals. The developer/disturber is expected to fund any new works required or the upgrading of existing works and protection of all works when any development takes place.	The subject land can already be developed largely in accordance with the recommendations of the draft Strategy. The draft Strategy provides further guidance regarding acceptable development outcomes.

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		The Water Corporation looks forward to reviewing the proposed Utility and Servicing Infrastructure Strategy mentioned in the Urban Corridor Strategy.	The need for a Utility and Servicing Infrastructure Strategy will be further considered as part of the next stage of planning.
		Drainage The Water Corporations drainage system can only take predevelopment flows. All future developments will need to compensate any additional flows on their own land.	The City generally requires stormwater to be contained on site.
		Existing Water Corporation drains are located in the subject area. It is noted that 'Large Green Space' has been planned near the South Belmont Main Drain near Abernethy Road and the Perth Airport Southern Main Drain near Kanowna Avenue. The interaction between the 'Large Green Space' and the Water Corporation Drains needs to be considered. It may be that the drains become living streams.	This is a high level Strategy document and these spaces will be subject to further consideration and detailed design. The City of Belmont will liaise with Water Corporation again at this stage.
		Water Corporation looks forward to reviewing the proposed Local Water Management Strategy mentioned in the Urban Corridor Strategy.	The need for a Local Water Management Strategy will be further considered as part of the next stage of planning.
		General Comments The principle followed by the Water Corporation for the funding of developments is one of user pays. Please also note that the Water Corporation has interest in several land parcels in the subject area (indicated as Land Matters on attached plans). Please contact the Corporation's Procurement and Property Branch for approval prior to any proposed development taking place near these land parcels.	Noted.
27.	Department of Transport Level 8 140 William Street Perth WA 6000	No comment to provide for the proposed Strategy.	Noted.
28.	City of Swan PO Box 196 Midland WA 6936	Notes having minor concerns that the proposed street activation could result in increased traffic congestion along Great Eastern Highway. Concerned that this may impact its Primary Regional Road function and possibly effect travel times between Perth and Midland/Guilford.	It is acknowledged that Great Eastern Highway is a primary regional road which is under the care and control of Main Roads WA. The Transport Strategy is proposed to be modified to include the following statement to acknowledge this: “Maintaining walking, cycling and public transport as safe and efficient transport modes to and within the GEH corridor without compromising the primary distributor function of the road.”. The draft Strategy does not propose any modifications to Great Eastern Highway itself. However, the Strategy does propose changes to the public realm (beyond the road) to facilitate and improve pedestrian/cyclist movements. These improvements are proposed to be further investigated. For further information please refer to comments in the Report section under the heading ‘Landscape Zone’. It is noted that Perth and Peel @3.5 million provides examples and information as to how the strategic development of urban corridors can foster increased street-level vibrancy, open avenues for emerging businesses, and promote a wider range of housing options.
		Agrees with the general intent of the Strategy.	Noted.

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Schedule of Works/Modifications

Document	Modification No.	Section/Page	Change Required
Great Eastern Highway Urban Corridor Strategy Transport Strategy	1	Table of Contents Page 1	Update contents page to be consistent with any modifications made to document.
Great Eastern Highway Urban Corridor Strategy	2	Executive Summary Page 3	Update the diagram under the heading 'Implementation & Development' to include the investigation of a community benefits framework as a potential funding strategy.
Great Eastern Highway Urban Corridor Strategy Transport Strategy Background Report	3	Various maps and text references *Commencing from page 4 onwards in draft Corridor Strategy	Updating all maps and text to reference appropriate activity nodes and corridors. The activity nodes should only consist of the following activity centres: • The Springs (25 and 31 Rowe Avenue) • Eastgate (49 Great Eastern Highway, Rivervale) (replacing Kooyong Activity Node) • Golden Gateway (replacing Hardey Road West Activity Node) • Ascot (398 Great Eastern Highway, Ascot and 88 Coolgardie Avenue, Ascot) All references to other Activity Nodes should be amended or removed. Where appropriate, sections on the above nodes should be added. The Activity Corridor text will also need to be updated throughout the document based on the above.
Great Eastern Highway Urban Corridor Strategy	4	Structuring Elements/Corridor Themes Pages 4-6 Vision and Themes/Vision Plan	The information contained on pages 4, 5 and 6 seems to be generally repeated on pages 26-29. It is therefore requested that the need for this information on pages 4-6 be investigated and removed if necessary.

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		Pages 26-29	
Great Eastern Highway Urban Corridor Strategy	5	Metropolitan Key Drivers Map Page 17	Include Belmont Town Centre as an activity centre on the map and in the legend.
Great Eastern Highway Urban Corridor Strategy	6	Role and Function Pages 18-20 Transport and Access Page 22	Update statistics, text and graphs to reference the most recent census data.
Background Report		Social-Economic Analysis Pages 15-46	
Great Eastern Highway Urban Corridor Strategy	7	Planned Urbanisation Page 23	<u>Retail</u> Amending text to reflect that Belmont Forum's $65 million upgrade has been completed. Amending second paragraph to state: "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.". <u>Office/Commercial</u> Clarify the following paragraph and check this statistic is up to date: "Belmont has an abundance of accommodation providers with around 10% of the beds in Perth ranging from bed and breakfast and budget to more upmarket motels and hotels.". <u>Residential</u> Replace last sentence with: "In addition, residential development has continued to occur within Ascot Waters and The Springs.".

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			<u>Perth Airport Specialised Activity Centre</u> Amend wording to acknowledge that DFO and Costco have now been constructed within the Perth Airport Estate.
Great Eastern Highway Urban Corridor Strategy	8	Local Economic Influences – Planned Urbanisation Image Page 23	It is unclear why 'Urbanisation Opportunity – Epsom Avenue' has been identified within the Strategy. In the absence of appropriate justification through the City's Local Housing Strategy, it is considered this should be removed from this image.
Great Eastern Highway Urban Corridor Strategy	9	Local Economic Influences – Planned Urbanisation Image Page 23	Review the relevant Structure Plans to ensure the figures outlined in 'Planned Urbanisation' are still accurate as shown below and update document if required. **Planned Urbanisation** ● Retail (m²) ● Office (m²) ● Dwellings (#) Belmont Park 31,000 60,000 4,500 Burswood Station West 20,000 120,000 1,000 Burswood Station East 8,000 40,000 2,000 Golden Gateway / Ascot Kilns 1,500 7,400 3,000 DA6 3,000 4,000 3,600
Great Eastern Highway Urban Corridor Strategy	10	Key Considerations Pages 24-25	<u>Tourism Accommodation heading in legend</u> Officers are currently investigating appropriate locations for tourism accommodation through the Local Housing Strategy. In light of this, it is considered more appropriate to reflect this area within the Strategy as 'High density residential and mixed use'. A dot point under this heading could reference tourism accommodation in accordance with the City's Local Housing Strategy. Another dot point could reference the future local centre within The Springs.

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			<u>Belmont City Centre heading in legend</u> It is considered that the name 'Belmont City Centre' should be amended to an alternative name as the highest order centre in the City is Belmont Town Centre. The Strategy needs to clarify the term 'local retail' due to concerns raised in submissions. It is considered that the Strategy could be elaborated on to state 'Future local centre proposed within the Golden Gateway precinct'. <u>High Mixed Use heading in legend</u> Include a point about tourism accommodation in accordance with the City's Local Housing Strategy. Remove reference to large format retail and just include reference to showrooms. <u>River Mixed Use heading in legend</u> Expand upon first dot point to state "improve and expand upon connections to Garvey Park". Amend second point to: Tourism accommodation in accordance with City's Local Housing Strategy. Include reference to form of development proposed within Development Area 6 precinct. <u>Transit heading in legend</u> Retail reference should be amended to directly relate to existing or proposed activity centres. Review and provide additional clarification regarding transit shading and associated sub-points.

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Great Eastern Highway Urban Corridor Strategy	11	Theme 2: Making Captivating Streets and Spaces Page 31	Remove reference to 'emerging' in 'emerging activity nodes' in multiple locations in light of changes proposed to the location of activity nodes and the majority of these already existing.
Great Eastern Highway Urban Corridor Strategy	12	Theme 3: Fostering Employment and Liveability Page 32	Amend this wording to indicate shop retail should typically be occurring within designated activity centres: "The Urban Corridor Strategy enables significant mixed-use development incorporating Neighbourhood Centre-level retail facilities to be expanded and created on either side of Corridor…". Update last dot point under 'Guiding Strategies' to remove public transport stations reference in light of the above.
Great Eastern Highway Urban Corridor Strategy Transport Strategy	13	Networks Page 34	Provide further information regarding the 'Indicative Swan River Bridge' and its intended user group (pedestrians).
Great Eastern Highway Urban Corridor Strategy	14	Spaces Pages 42-43	Investigate whether 'Urban Plaza' and 'Pocket Park' spaces typologies should also have the following notation: 'to be nominated and coordinated with performance standards'.
Great Eastern Highway Urban Corridor Strategy	15	Landscape Zone Pages 46-49	There are inconsistencies between figures and text including: The cross section for the 'South – Orrong to Tonkin' shows a width of 6m on page 46. The text on page 48 further explains the cross section for this typology has a width of 9m. The cross section for the 'North – Orrong to Ivy' shows a width of 9m on page 46. The text on page 49 further explains the cross section for this typology has a width of 6m. Notwithstanding this, it is considered that public infrastructure (footpaths, cycle lanes) should be located outside of private lot boundaries and that the front of private lot boundaries should accommodate high quality landscaping.

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			Amend figures and text references accordingly.
Great Eastern Highway Urban Corridor Strategy	16	Connections Page 51 Various	Investigate a suitable crossing for Great Eastern Highway considering the Ivy Street green connection.
Great Eastern Highway Urban Corridor Strategy Transport Strategy	17	Movement Principles Page 52 Various	Amend the following statement to add reference to Main Roads approval being required as follows: "Remove crossovers from Corridor to only provide access to mixed use, mixed business and residential development (along Great Eastern Highway) from secondary streets or laneways, unless Main Roads WA approval is granted."
Great Eastern Highway Urban Corridor Strategy Transport Strategy	18	Movement Typologies Page 53 Various	Amend grammar and wording within the following statements: "Rear access, rear parking, variation is included that may encounter topographical and/or other physical constraints that prevent a continuous vehicle access connection from one side street to the other being achieved. In these instances rear vehicle access way/s accessed from the sides streets is still required noting the access way may not necessarily connect from one side street to the other. Under this arrangement the key recommendations will still be required to achieved." "Rear access, front parking, is allowed for a small number of sites for sites that also may encounter topographical and/or other physical constraints that prevent a continuous vehicle access connection from one side street to the other being achieved to the rear of the site. In these instances vehicle access is still required from the sides streets and to the rear of the sites however, the access way and parking would be to the front of the site. Under this arrangement the other key recommendations will still be required to achieved."
Great Eastern Highway Urban Corridor Strategy Transport Strategy	19	Parking and Access Page 54 Various	Include information regarding interim access arrangements until such a time that alternative access arrangements are possible. Investigate the access arrangements for the following in light of Main Roads WA Strategic Access Plan:

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			• 308-324 Great Eastern Highway, Ascot • 347 Great Eastern Highway, Redcliffe • 169-183 Great Eastern Highway, Belmont
Great Eastern Highway Urban Corridor Strategy	20	Land Use Principles Page 58	Add in reference 'in accordance with the City's Local Housing Strategy' to the following points: • Widen the range of accommodation choice and dwelling diversity. • Provide residential densities and permissible land uses that have regard for the amenity of existing residents. • Facilitate residential development that responds to the amenity of mixed-use nodes and public transport.
Great Eastern Highway Urban Corridor Strategy Transport Strategy	21	Typologies Introduction Page 59 Various	Add reference to the following uses being discouraged along the Corridor: • Warehouse • Self-storage facilities • Light Industrial and Industry (with the exception of land south of Great Eastern Highway and east of Coolgardie Avenue). • Motor Vehicle Repair Add justification for these discouraged uses, including, but not limited to, the following: • Lack of activation • Inactivity outside core hours • Undesirable built form • Concerns with building outcomes and presentation • Lack of compatibility and integration with other land uses
Great Eastern Highway Urban Corridor Strategy	22	Employment Requirements Pages 59	Investigate the minimum employment floorspace proposed by the draft Strategy and determine whether it is appropriate to include the following statement where a development is not proposing to provide this:

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		Various	"Ground level design should be adaptable to enable land use to change over time." Investigate the appropriateness of providing additional guidance on the minimum employment floorspace requirements.
Great Eastern Highway Urban Corridor Strategy Transport Strategy	23	Focus Areas Pages 60-61 Various	Short stay and transient residential land uses are being further investigated as a part of the City's Local Housing Strategy. Amend the following statements to refer to residential in a broader sense: • "Activity Nodes – Upper Floors: Land uses in the upper floors of Activity Nodes will compromise a variety of uses to support the active ground floor, including permanent residential, transient residential, commercial and offices." • "Activity Corridor – Upper Floors: Land uses in the upper floors of Activity Corridors will comprise a variety of uses, including permanent residential, transient residential, commercial and offices."
Great Eastern Highway Urban Corridor Strategy	24	Pages 62, 64 and 69 122	Include reference to building bulk under the following dot point: "Consider transition of building height and scale from the Corridor to lower density residential areas, addressing.." Under the medium heading include reference to new development being designed to minimise negative impacts associated with bulk and scale on adjacent existing dwellings. Include a strategy which captures the above.
Great Eastern Highway Urban Corridor Strategy	25	Scale Pages 64-65	Further investigate the appropriateness of the proposed building scales (height and plot ratio), scale typology and transition typologies to ensure these align with future trends, market conditions and the outcomes of the

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		Various Transition Pages 68-69	Activity Centre Planning Strategy. Make modifications if necessary and update text accordingly. Amend documents to be consistent with the modifications supported by Council to the draft Golden Gateway Local Structure Plan.
Great Eastern Highway Urban Corridor Strategy Transport Strategy	26	Scale Page 64-65 and where appropriate in document Precinct 2 Built Form Typologies map Various Page 88	Make the following amendments to 'Key Landmark Sites': • Addition of a landmark at 208 Great Eastern Highway, Ascot to be consistent with the draft Golden Gateway Structure Plan landmark sites. • Adding a notation to the Belmont Primary School landmark site which states "This site will only be eligible as a landmark site if the school was to relocate." Update text references accordingly. Update all other sections of document where applicable to align with these edits.
Great Eastern Highway Urban Corridor Strategy	27	Building Setback Pages 66-67 Various	Provide clarification of 'minimal' and 'moderate' setback typologies and situations where variations may be appropriate. Modify where appropriate in other sections of the document.
Great Eastern Highway Urban Corridor Strategy	28	Precinct 1 Graham Farmer Freeway to Belmont Avenue Page 74	Amend this to be as follows to reference the City's Local Housing Strategy and proposed amended activity node locations: "The precinct will offer a diverse range of accommodation to cater for singles, couples and young families likely compromising 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. Development will be supported by active uses on the ground floor such as restaurants, cafes, small bars and potentially some professional and technical

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			services 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."
Great Eastern Highway Urban Corridor Strategy Transport Strategy	29	Connections Page 82 Various	Amend this wording as follows to include reference to the amended activity nodes: "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." Amend this wording as follows to include reference to the amended activity nodes: "A Green Connection along Hawksburn Road and Surrey Road will provide a continuous pedestrian and cyclist 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 cyclist prioritised connections from the activity node and Belmont Avenue to the Swan River."
Great Eastern Highway Urban Corridor Strategy	30	Precinct 2: Page 84	Amend the following wording as the Belmont Business Park has not been reflected as a mixed employment area in the Strategy: "The Belmont Avenue to Hardey Road precinct forms the entrance to the Belmont Business Park to the south, forming the major mixed employment area." Remove reference to the precinct accommodating two Activity Nodes as it is now only proposed to contain Golden Gateway.
Great Eastern Highway Urban Corridor Strategy	31	Precinct 3 Page 94	Remove reference to activity nodes in the text as there are no longer any activity nodes in this precinct.

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			Delete the following statement: "The existing range of short-stay accommodation will be expanded upon and the precinct will provide a diverse mix of accommodation choice for visitors which is highly accessible from the airport, as well as to the CBD and surrounding entertainment precincts such as Optus Stadium, Burswood and the Swan River." And replace with the following to reference the City's Local Housing Strategy: "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."
Great Eastern Highway Urban Corridor Strategy	32	Land Use Page 96 Various	Remove references to activity nodes in the text as there are no longer any activity nodes in this precinct. Activity Corridors: Replace reference to 'large format retail' with specific uses (i.e. showrooms), to address concerns raised in submissions. Reference to 'large format retail' should be clarified throughout the document where appropriate.
Great Eastern Highway Urban Corridor Strategy	33	Built Form Page 98	Amend the following statement to include reference to it being necessary for these buildings to contain high quality facades which directly interact with the street through the inclusion of openings : "The building setback from the Landscape Zone will be minimal within the Activity Nodes to ensure the ground floor uses within the Activity Nodes are closer to pedestrians, contributing to an activated street front." Remove references to Activity Nodes within 'Landmarks' and 'Active Ground Floor' headings as there are none proposed within precinct 3.
Great Eastern Highway Urban Corridor Strategy	34	Public Realm Page 102 Various	Investigate the appropriateness of Epsom Avenue remaining an urban connection in light of this no longer being proposed as an activity node. Update relevant text and maps if necessary.

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			Spaces: Investigate whether an 'Urban Plaza' is still appropriate adjacent to Epsom Avenue in light if this no longer being proposed as an activity node. Update relevant text and maps if necessary.
Great Eastern Highway Urban Corridor Strategy	35	Precinct 4 Page 104	Remove the word 'light' from the sentence below, so it generally references industrial uses: "The precinct includes an area of Mixed Employment which will allow light industrial uses to exist, whilst also accommodating a range of appropriate commercial uses, carefully considering the transition to abutting residential development."
Great Eastern Highway Urban Corridor Strategy	36	Land Use Pages 106-107	Investigate land east of Coolgardie Avenue on the southern side of Great Eastern Highway being designated as 'Mixed Employment' within the Strategy to align with the zoning investigations proposed by the draft Activity Centre Planning Strategy. If necessary, update all maps and text within the document accordingly.
Great Eastern Highway Urban Corridor Strategy Transport Strategy	37	Various	Investigate the appropriateness of proposed indicative new connections being for pedestrians/cyclists and not for motor vehicles in light of Main Roads WA submission. Amend documents based off findings.
Great Eastern Highway Urban Corridor Strategy Transport Strategy	38	Land Use Page 116 Existing Scheme Requirements Page 122 Existing planning scheme requirements Page 125	Amend all 'Town Planning Scheme' references to 'Local Planning Scheme'. Amend 'Fitzroy Street' to 'Fitzroy Road'.

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		Where appropriate in documents	
Great Eastern Highway Urban Corridor Strategy	39	Existing Land Uses and Trends Page 117	Investigate and remove the following text reference if no longer accurate: "There is also a shop located within the Residential zone, and residences located in the Parks and Recreation reserve."
Great Eastern Highway Urban Corridor Strategy	40	Future Land Use Objectives Page 118	Update the following in light of updated activity nodes and amend grammar: "Enable significant mixed-use development incorporating within certain Activity Nodes to be expanded and created on either side of Corridor, particularly near key transit stops/future high-frequency transit, which will ultimately be within close walking distance to most of the Corridor's workers and residents." Remove 'light' from 'light industrial' in the following text reference: Retain the light industrial area at the eastern end of the Corridor, providing the opportunity for appropriate commercial uses to be sensitively mixed with the light industrial development, carefully considering the transition to the abutting residential development. Industrial uses should be limited within the rest of the Corridor.
Great Eastern Highway Urban Corridor Strategy	41	Land Use Strategies Page 119	Amend LU8 to only reference activity nodes (existing and proposed). Amend grammar of LU 14 as follows: "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."
Great Eastern Highway Urban Corridor Strategy	42	Policy and controls Page 123	Clarify the following wording: BF1 - Ensure new development is oriented to the pedestrian 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.

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Great Eastern Highway Urban Corridor Strategy Transport Strategy	43	Public Transport Page 124 Public transport Page 128 Market led development Page 140 Various	Update text, maps and references throughout document to reflect that Redcliffe Station is now operational and bus routes have been modified accordingly.
Great Eastern Highway Urban Corridor Strategy Transport Strategy	44	Movement Page 126 and other locations within the documents	Amend the following statement to acknowledge that the primary role of Great Eastern Highway is to carry regional traffic. However, the Strategy seeks to facilitate and encourage more active modes of transport (walking, cycling and public transport) to and within the Corridor in light of Main Roads WA submission: "Prioritising walking, cycling and public transport as the primary transport modes to and within the Corridor."
Great Eastern Highway Urban Corridor Strategy	45	Implementation Pages 129-140 and where appropriate in document	Investigate the appropriateness of providing development incentives, potentially in the form of a community benefits framework, where a landowner proposes to provide a space or connection on their property in accordance with the Strategy. Update document if necessary.
Great Eastern Highway Urban Corridor Strategy	46	Gap Analysis Page 130 -131	Improve wording of the following in 'Supplemental Strategies': "Following on from the additional analysis required to support the Urban Corridor Strategy in the Transition area, representative and constant strategies for Land Use, Built Form, Public Realm and Movement will need to be formulated to ensure the planning framework manages urban growth potential." Amend 'Residential Transition' section to the following to reference the Local Housing Strategy:

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			"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. Further work will need to be undertaken to ensure appropriate transitions are achieved between highway development and the suburbs." Map on page 130-131: Revisit residential transition areas based on amended activity nodes.
Great Eastern Highway Urban Corridor Strategy	47	Governance Framework Page 132	Include the following text in the 'Key Actions And Responsibilities' section of the table relating to 'Monitoring and Review': "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."
Great Eastern Highway Urban Corridor Strategy	48	Local Planning Policy Page 133	Amend text to state 'Local Planning Scheme' as opposed to 'Local Planning Scheme No. 15'.
Great Eastern Highway Urban Corridor Strategy	49	Endorsement of revised planning framework Page 133 Statutory Planning Recommendations Page 139 Various	Review statutory planning recommendations based on current day practice and undertake appropriate modifications. Update references to planning instruments and documents. Outline that the need for a Local Water Management Strategy and Utility and Servicing Infrastructure Strategy will be further considered as part of the next stage of planning.
Great Eastern Highway Urban Corridor Strategy	50	Action Plan Page 141-143	Update action plan based on statutory planning recommendations/implementation findings and to reflect new dates.
Great Eastern Highway Urban Corridor Strategy	51	Various	Investigate the inclusion of an objective or strategy regarding appropriate building interface adjacent to the Swan Canning River Development Control Area in accordance with the Department of Biodiversity Conservation and Attractions requirements.

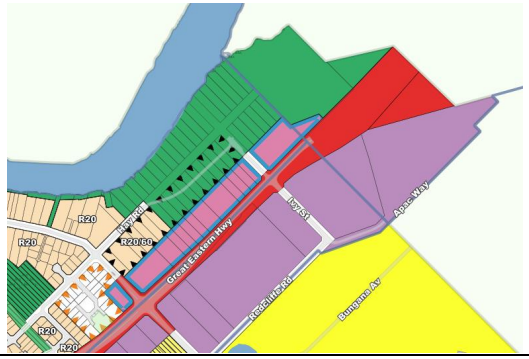
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Great Eastern Highway Urban Corridor Strategy	52	Various	Remove reference to 'fine grain' throughout the document, and express this in a more universal term.
Great Eastern Highway Urban Corridor Strategy	53	Various	Make reference to the Activity Centre Planning Strategy where appropriate.
Great Eastern Highway Urban Corridor Strategy	54	Various Maps	Amend 'public purposes' zoned land to be shown as built-up area instead of green space.
Great Eastern Highway Urban Corridor Strategy Transport Strategy	55	Various Maps	Update 'The Springs' boundaries to be consistent with the 'Special Development Precinct' designation on the Local Planning Scheme No. 15 Map as per the image below. 
Great Eastern Highway Urban Corridor Strategy	56	Various	Investigate the inclusion of information within the Strategy relating to advertising signage being appropriate for its location, not adversely impacting on the amenity of the area and complimenting buildings on the land.
Great Eastern Highway Urban Corridor Strategy Transport Strategy Background Report	57	Various	Include figure numbers for all images, tables and graphs.
Great Eastern Highway Urban Corridor Strategy Background Report	58	Various	Include numbers on all pages within documents.

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Transport Strategy			
Great Eastern Highway Urban Corridor Strategy Transport Strategy	59	Various	Liaise with Main Roads WA regarding countdown timers and depending on the outcome, investigate alternative approaches in association with Main Roads WA.
Great Eastern Highway Urban Corridor Strategy	60	Various	Investigate the incorporation of a statement or strategy in the document that clarifies the treatment of amalgamating adjacent lots not covered by the Strategy. In essence, amalgamating land outside the scope of this Strategy with land that is subject of the Strategy will not result in these benefitting from development at a higher scale in accordance with the Strategy.
Great Eastern Highway Urban Corridor Strategy Background Report Transport Strategy	61	Various	Update all traffic volume references within documents to be consistent with current data.
Great Eastern Highway Urban Corridor Strategy Background Report Transport Strategy	62	Various Maps and Text	Remove reference to 'future' to recognise these are now operational: • Redcliffe Station • Forrestfield Station • Airport Central Station • Forrestfield Airport Link
Great Eastern Highway Urban Corridor Strategy Transport Strategy	63	Various	Update references to bus routes throughout the documents as the 940 super bus now services Great Eastern Highway.

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Background Strategy			
Great Eastern Highway Urban Corridor Strategy Background Report Transport Strategy	64	Various Maps and text	Amend all maps and text within the document to include and reference land transferred from the City of Swan to the City of Belmont in 2021 as part of Amendment No. 11 to Local Planning Scheme No. 15. Subsequently amend text references of boundaries from 'Ivy Street' to reference 'east of Ivy Street'. 
Great Eastern Highway Urban Corridor Strategy Background Report Transport Strategy	65	Various	Update LPS 15 clause references to be consistent with current Scheme.
Great Eastern Highway Urban Corridor Strategy Background Report Transport Strategy	66	Various	Correct spelling/grammar errors throughout the documents. Examples of this within the Corridor Strategy document including but not limited to: • Page 2 – Replacing 'livability' with 'liveability'. • Page 7 – Replacing 'embelish' with 'embellish'. • Page 7 – Replacing 'pdestrians' with 'pedestrians'. • Page 8 – Replacing 'paticular' with 'particular'.

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			• Page 8 - Replacing ‘achieve’ with ‘achieved’. • Page 12 – Replacing ‘guidence’ with ‘guidance’. • Page 12 – Replacing ‘significant’ with ‘significance’. • Page 22 – ‘Priority’ repeated in the sentence ‘priority priority rapid public transport’. • Page 24 – Replacing ‘neighborhood’ with ‘neighbourhood’. • Page 24 - Replacing ‘there for’ with ‘therefore’. • Page 28 – Replacing ‘busses’ with ‘buses’ • Page 31 – Replacing ‘livability’ with ‘liveability’. • Page 41 – Replacing ‘enviroment’ with ‘environment’. • Page 42 – Replacing ‘activtion’ with ‘activation’. • Page 48 – Removing ‘w’ from ‘w kerb’. • Page 48 – Removing ‘being’ from ‘3.0m in width being’. • Page 49 - Replacing ‘tree planing area’ with ‘tree planting area’. • Page 50 – Replacing ‘pedetrian’ with ‘pedestrian’. • Page 62 – Replacing ‘lansdcape’ to ‘landscape’. • Page 72 – Removing ‘.’ From ‘can enjoy. Cafes and restaurants. • Page 80 – ‘Route’ repeated in the sentence ‘prioritiy rapid public transport route route’. • Page 82 – Replacing ‘Kooyong Street’ with ‘Kooyong Road’. • Page 90 – ‘Route’ repeated in the sentence ‘prioritiy rapid public transport route route’. • Page 100 – ‘Route’ repeated in the sentence ‘prioritiy rapid public transport route route’. • Page 112 – Remove ‘are’ from ‘green connections are will facilitate access’. • Page 116 – Replace ‘Bullong’ with ‘Bulong’. • Page 118 – Replace ‘planningf policies’ with ‘planning policies’. • Page 118 – Replace ‘invercoy’ with ‘Invercloy’. • Page 128 – Replace ‘bust’ with ‘bus’. • Page 130 – ‘On’ and ‘and’ repeated in the sentence ‘development occurring on on the northern edge of the corridor within Precinct 4 to

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			coincide with the development surrounding Redcliffe Train Station and and to utilise land…'. • Page 130 – Replace 'transition are' with 'transition area'. • Page 130 – Replace 'design' with 'designed'. • Page 140 – Replace 'untilities' with 'utilities'. • Page 140 - Replacing 'shed utility corridors' with 'shared utility corridors'. • Page 141 – Replace 'develope' with 'developer'. Examples of this within the Background Report document including but not limited to: • Page 13 – Replace 'landuses' with 'land uses'. • Page 56 – Replace 'bitumised' to 'bituminised'. • Page 58 – Replace 'forrestfiled' to 'Forrestfield'.
Transport Strategy	67	Future Public Transport Plans Pages 45-46	Amend text in light of Redcliffe Train Station being operational and bus routes changing as a result.
Corridor Strategy Transport Strategy Background Report	68	Various	Make modifications to text and maps as required as a result of the changes mentioned within the subject table.
Transport Strategy	69	Section 5.2 Page 56	<u>Creating streets and spaces for people</u> Amend the first dot point to reference the primary distributor function of the road in light of Main Roads WA submission: "Maintaining walking, cycling and public transport as safe and efficient transport modes to and within the GEH corridor without compromising the primary distributor function of the road.".
Transport Strategy	70	Various	Amend maps based on updates to the Strategy.
Transport Strategy	71	Various	Updating all references to the TBB Great Eastern Highway Urban Corridor Strategy document of 2018 to the newest draft date.

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Transport Strategy	72	Various	Amend traffic volume data to reflect the most recent statistics.
Background Report	73	Strategic Planning Context Page 8	2.1.3 Perth Airport Master Plan: Update to reference most recent Perth Airport Master Plan 2023. 2.1.4 State Planning Policies: Update reference to most recent state planning policies for SPP 4.2 and SPP 5.4.
Background Report	74	Local Planning Policies Page 13	Remove reference to LPP 16 being in draft form as it has now been adopted.
Background Report	75	Physical Site Description Pages 48-49	Update Figure 37 and 38 as necessary to reflect current land uses.
Background Report	76	Physical Site Description Page 50	Update images if the road/adjacent built environment has changed.
Background Report	77	City of Belmont Heritage Inventory Page 51	Update text to reference updated Local Heritage Survey.
Background Report	78	Development Contributions Scheme Page 69	Update reference of SPP3.6 to reference appropriate name.
Background Report	79	Incentive Based Contributions Page 71	Remove reference to City of Nedlands. Investigate the appropriateness of including the following additional information regarding the incentive based contributions: In terms of incentive based contributions: • The benefits shall be tangible • The value of the community benefit shall be broadly commensurate with the additional development entitlement.
Background Report	80	Differential General Rate Page 71	Update reference to 'Department of Local Government and Communities' to 'Department of Local Government, Sport and Cultural Industries'.

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12.3 Development Application for 'Warehouse' and 'Office' - Lot 1 (6) Ferguson Street, Kewdale

Voting Requirement	:	Simple Majority
Subject Index	:	115/001
Location/Property Index	:	Lot 1 (6) Ferguson Street, Kewdale
Application Index	:	11/2023
Disclosure of any Interest	:	Nil
Previous Items	:	N/A
Applicant	:	INDEV WA Pty Ltd
Owner	:	Lioness (WA) Pty Ltd and Erysipelas Pty Ltd
Responsible Division	:	Development and Communities

Council role

Quasi-Judicial	When Council determines an application/matter that directly affect a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of quasi-judicial authority include local planning applications, building licences, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.

Purpose of report

For Council to determine an application for a Warehouse and Office at Lot 1 (6) Ferguson Street, Kewdale.

Summary and key issues

- The City has received an application for a Warehouse and Office development comprising:
  - 602m^2 of office floorspace;
  - 10,630m^2 of warehouse floorspace;
  - 100 car bays;
  - Eight bicycle bays and associated end of trip facilities; and
  - Landscaping.
- The subject site is zoned 'Industrial' under Local Planning Scheme No. 15 (LPS 15). 'Warehouse' and 'Office' are designated as 'D' uses in the 'Industrial' zone. This

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means the uses are not permitted unless the local government has exercised its discretion by granting planning approval.

- Officer Delegation cannot be exercised to determine this application as the development's estimated cost of works exceeds $5 million. Therefore, the application requires determination by Council.
- The applicant proposes the following variations to LPS 15:
  - A landscaping width of 2.5m in lieu of 3m along the Ferguson Street frontage; and
  - 100 car parking spaces in lieu of 119, resulting in a 19 bay shortfall.
- It is considered that the variations can be supported given that:
  - High quality landscaping can be achieved within the 2.5m landscaping area, and additional landscaping width is proposed adjacent to the Kewdale Road frontage; and
  - It is considered that the 100 parking bays can adequately service the uses on the site. There is also room to provide an additional 19 bays on site in the future should they be required.
- It is considered that the proposal is consistent with the objectives of LPS 15, and it is recommended that Council approve the application, subject to conditions.

Officer Recommendation

That Council approve planning application 11/2023 as detailed in the plans dated 3 July 2023 submitted by INDEV WA Pty Ltd at Lot 1 (6) Ferguson Street, Kewdale subject to the following conditions:

1. Development/land use shall be in accordance with the attached approved plan(s) dated 3 July 2023 and subject to any modifications required as a consequence of any condition(s) of this approval. The endorsed plans shall not be modified or altered without the prior written approval of the City.
2. Prior to the commencement of any site works, all existing buildings and structures on the lots, including soakwells, leach drains, septic tanks, underground storage tanks, stormwater drainage systems and waste water disposal systems, shall be removed and the land levelled to the satisfaction of the City.
3. All commercial vehicles and trucks shall ingress and egress the site in forward gear. No reversing of vehicles and trucks to or from the site via a public road is permitted.
4. Prior to lodging an application for a building permit, the owner/applicant shall elect to either:
   - Seek approval from the City of Belmont for an artist to provide public art on the development site to a minimum value of $95,000 (GST exclusive); or

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- Make arrangements with the City of Belmont for a cash-in-lieu payment of $95,000 (GST exclusive) being 1% of the estimated cost of the development;

to the satisfaction of the City.

5. Where public art will be provided on the development site in accordance with Condition 4, the approved concept/strategy shall be thereafter implemented and the artwork constructed and maintained for the life of the development to the satisfaction of the City.

6. Prior to occupation or use of the development, vehicle parking, manoeuvring and circulation areas shall be designed, constructed, sealed, drained, line marked and kerbed in accordance with:

   (a) The approved plan;

   (b) Australian Standard AS/NZS 2890 and AS/NZS 1428;

   (c) Schedule 7 of City of Belmont Local Planning Scheme No. 15; and

   (d) The City's engineering requirements and design guidelines.

   The areas must be sealed in bitumen or concrete in accordance with the City's specifications and thereafter maintained for the life of the development, to the satisfaction of the City.

7. The loading and/or unloading of vehicles is to occur on-site and in a manner that does not interfere with the parking of vehicles in the car park. All car parking bays in the car park are to be always made available for the parking of vehicles by visitors and employees.

8. Prior to occupation of the development, a minimum of 8 bicycle bays, 8 ventilated equipment lockers, and 1 male and 1 female showers (or 2 unisex showers) are to be installed and thereafter maintained for the course of the development, to the specifications outlined within Austroads Guide AP-R527-16 - Bicycle Parking Facilities Guidelines for Design and Installation and AS2890.3:2015 to the satisfaction of the City.

9. All access ways, parking areas and hard stand areas shall be maintained in accordance with the City's engineering requirements and design guidelines to the satisfaction of the City.

10. Prior to occupation or use of the development, the owner/applicant shall, after having obtained written approval from the City (Crossover Upgrade Application), construct a vehicle crossover in accordance with the approved plans and the City's engineering specifications to the satisfaction of the City.

11. All stormwater from roofed and paved areas shall be collected and disposed of

off-site via an approved sand trapped manhole/oil and silt separator device in accordance with the City's engineering requirements and design guidelines.

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12. All new and existing stormwater drains, drainage pits and soakwells shall be maintained in a clean and clear condition free of obstruction.

13. Prior to lodging an application for a building permit, a detailed landscaping plan for the subject site and/or the road verge(s) shall be submitted for approval and implemented to the satisfaction of the City. The plan must include the landscaping of:

    (a) All areas of the property visible from the street;

    (b) The street verge in compliance with the *Consolidated Local Law 2020*.

14. Prior to occupation or use of the development, landscaping, plants, verge treatment and/or irrigation are to be installed and thereafter maintained in accordance with the approved landscaping and irrigation plan to the satisfaction of the City. Any species which fail to establish within the first two planting seasons following implementation must be replaced in consultation with and to the satisfaction of the City.

15. Existing turf, irrigation, verge treatment or street trees located within the verge are City of Belmont assets and as such must not be damaged, removed or interfered with during the course of the development.

16. Prior to occupation or use of the development the applicant shall provide a suitably sized area for effluent disposal that is protected from vehicular traffic by bollards and not paved or covered with a surface treatment, to the satisfaction of the City.

17. Prior to occupation or use of the development, the applicant shall provide a wastewater apparatus in accordance with the Health (*Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974*, the apparatus shall thereafter be maintained to the satisfaction of the City.

18. A minimum of 100 car parking bays are to be provided and maintained to the satisfaction of the City.

19. The landowner shall reserve space for a further 19 car parking spaces to be provided on-site to cater for potential future car parking demand.

    In the event the City determines that the demand for car parking on the land requires some or all of the further spaces to be used, the City may after first consulting with the landowner give a written notice to the landowner setting out the number and location of additional bays required, following which the landowner must:

    (a) Within 90 days seal, drain, and line mark the additional bays required, to the City's satisfaction; and

    (b) Thereafter maintain the additional bays.

Officer Recommendation adopted en bloc - Refer to Resolution appearing at Item 12.

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Location

The subject site is located within the Kewdale Industrial Estate fronting Ferguson Street and Kewdale Road. The property has an area of 2.79 hectares and contains existing buildings that are used for 'Warehouse', 'Office', 'Motor Vehicle Sales', 'Showroom', 'Light Industry' and 'Motor Vehicle Repair' land uses. The vast open area that accounts for over half of the site was previously used as a 'Transport Depot'. The site is accessed via three separate crossovers along Ferguson Street. Figure 1 shows an aerial image with the site outlined in red.



Figure 1: Aerial of the subject properties outlined in red

Consultation

The subject site fronts Kewdale Road which is a Category 2 Other Regional Road under the control of the Department of Planning, Lands and Heritage (DPLH). Given this, the application was referred to DPLH for comment.

The DPLH had no objection to the application given that all vehicular access to the site is limited to Ferguson Street.

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Strategic Community Plan implications

In accordance with the 2020 – 2040 Strategic Community Plan:

Goal 1: Liveable Belmont

Strategy: 1.4 Attract public and private investment and businesses to our City and support the retention, growth and prosperity of our local businesses

Goal 4: Creative Belmont

Strategy: 4.1 Promote the growth of arts and culture

Goal 5: Responsible Belmont

Strategy: 5.6 Deliver effective, fair and transparent leadership and decision-making, reflective of community needs and aspirations

Policy implications

City of Belmont Delegation Register 2023-2024

Clause 9.2.1 of the City of Belmont Delegation Register 2023-2024 relates to officer's ability to exercise power under delegated authority for determining development applications. A condition prevents officers from exercising delegated authority where the estimated cost of development exceeds $5 million.

As the estimated cost of the proposed development is $9.5 million, City Officers do not have delegated authority to determine the application. Therefore, the application requires determination by Council.

State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport

The objectives of this document are to:

- Protect Perth Airport from unreasonable encroachment by incompatible
- (noise-sensitive) development, to provide for its ongoing development and operation.
- Minimise the impact of airport operations on existing and future communities with reference to aircraft noise.

The proposed 'Warehouse' and 'Office' are identified as 'acceptable' land uses under State Planning Policy 5.1. Therefore, noise insulation is not required.

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State Planning Policy 5.4 – Road and Rail Noise

The site is located within the Secondary Noise buffers from Kewdale Road. As the use of the land is not classified as a noise-sensitive land use, the application is exempt from State Planning Policy 5.4 (Section 4.1).

Local Planning Policy No. 11 – Public Art Contribution

Local Planning Policy No. 11 (LPP 11) requires a public art contribution of 1% for developments in identified precincts that have a construction cost in excess of $4.5 million.

The subject site falls within Precinct 9 – Kewdale Industrial Precinct of LPP 11 and the development has an estimated construction cost of $9.5 million. The application will therefore be subject to a requirement to provide public art on the site.

Statutory environment

Local Planning Scheme No. 15

Local Planning Scheme No. 15 (LPS 15) provides the following land use definitions:

> "**Warehouse** means premises used to store or display goods and includes premises on the same land used for:
>
> (a) The work of administration or accounting;
>
> (b) The selling of goods by wholesale; or
>
> (c) The provision of amenities for employees, incidental to any of those warehouse operations."
>
> "**Office** means premises used for administration, clerical, technical, professional or other like business activities."

The 'Warehouse' and 'Office' land uses are 'D' (Discretionary) uses within the Industrial Zone. Therefore, the uses are not permitted unless the local government has exercised its discretion by granting approval.

Under LPS 15, the objective of the Industrial zone is as follows:

> "The Industrial Zone is intended to provide for the industrial development of the Kewdale Industrial Estate and the Redcliffe Industrial Estate. The significance of the Kewdale Industrial Estate as a transport and logistics hub as part of the
>
> Kewdale-Hazelmere Integrated Masterplan is acknowledged. The local government may approve a wide range of industrial activities within this zone subject to conditions designed to achieve a high standard of industrial environment."

Clause 4.13 of LPS 15 sets out the development standards, which apply to the Industrial Zone. These provisions relate to design and built form requirements, such as building setbacks, site coverage, pedestrian and garden areas. Clauses 4.13.2 (1) and 4.16 set out the car parking requirements for developments.

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Clause 4.5.1 of LPS 15 states that the local government may, despite any

non-compliance with development standards, approve an application subject to such conditions.

Clause 4.5.3 states that the power of Clause 4.5.1 may only be conferred where:

"(a) approval of the proposed development would be appropriate having regard to the criteria set out in Clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2; and

(b) the non-compliance will not have an adverse effect upon the occupiers or users of the development, the inhabitants of the locality or the likely future development of the locality."

Planning and Development (Local Planning Schemes) Regulations 2015

Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 Deemed Provisions* outlines the matters to be considered by the local government in determining an application for development approval. The following provisions are relevant to this application:

"(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;

(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;

(c) any approved State planning policy;

(g) any local planning policy for the Scheme area;

(m) the compatibility of the development with its setting including -

(i) the compatibility of the development with the desired future character of its setting; and

(ii) the relationship of the development to development on adjoining land or on other land in the locality, including but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;

(n) the amenity of the locality including the following:

(i) environmental impacts of the development;

(ii) the character of the locality; and

(iii) social impacts of the development.

(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;

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(s) the adequacy of:

(i) the proposed means of access and egress from the site; and

(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles.

(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety; and

(za) the comments or submissions received from any authority consulted under Clause 66."

Deemed Refusal

Under Clause 75 of the deemed provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, an application is 'deemed to be refused' if it is not determined within a 90-day period.

The only exception is where there is a written agreement for a further time between the applicant and the City of Belmont. In this case, there is no written agreement for the statutory time period to be extended.

The application was lodged on 19 January 2023, with the first request to the applicant for additional information made on 16 February 2023. The applicant provided the requested information on the 3 July 2023. Accounting for the time the application was on hold awaiting additional information from the applicant, the deemed refusal date for this application is 3 September 2023.

Discussions with the applicant took place during the assessment of the application regarding to the requirement for determination by Council. The applicant was informed and agreed to the application being determined at the September 2023 Ordinary Council Meeting.

Right of Review

Is there a right of review? ☒ Yes ☐ No

The applicant/owner may make application for review of a planning approval/planning refusal to the State Administrative Tribunal (SAT) subject to Part 14 of the *Planning and Development Act 2005*. Applications for review must be lodged with SAT within 28 days. Further information can be obtained from the SAT website–www.sat.justice.wa.gov.au.

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Background

Lodgement Date:	19 January 2023	**Use Class:**	'D' Land Uses - Warehouse, Office
Lot Area:	Lot 1 (6) Ferguson Street – 2.79ha	**TPS Zoning:**	Industrial
Estimated Cost of Development:	$9.5 Million	**MRS:**	Industrial and abuts Other Regional Road (Kewdale Road)

Proposal

The applicant seeks approval for a 'Warehouse' and 'Office' building. The application specifically proposes the following:

- Demolition of all existing structures and hardstand areas on-site.
- Construction of a 10,630m^2 Warehouse building and 602m^2 Office.
- Retention of three existing crossovers (truck access/egress) and one proposed crossover for small vehicles to Ferguson Street.
- Car and bicycle parking in addition to end of trip facilities.
- Landscaping to both the Ferguson Street and Kewdale Road frontages.

A copy of the development plans can be found at Attachment 12.3.1.

Report

The key planning considerations relating to the application are discussed below.

Land Use

In accordance with Table 1 of LPS 15, a 'Warehouse' and 'Office' are designated as a 'D' land use which means that the use is not permitted unless the local government has exercised its discretion by granting approval.

Under LPS 15, the objective of the Industrial zone is to:

> "provide for the industrial development of the Kewdale Industrial Estate and the Redcliffe Industrial Estate. The significance of the Kewdale Industrial Estate as a transport and logistics hub as part of the Kewdale-Hazelmere Integrated Masterplan is acknowledged.
>
> The local government may approve a wide range of industrial activities within this zone subject to conditions designed to achieve a high standard of industrial environment."

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The proposed development supports the objectives of the Industrial zone by providing a large-format warehouse with office tenancy to cater for the operation of industrial-based businesses within the area. There is currently no tenant for the proposed development. However, the building has been designed to ensure sufficient car parking and loading spaces for the future employees on the site.

Context and Character of the Locality

The subject site is located centrally within the Kewdale Industrial Estate. The immediate locality is characterised by a mix of industrial warehouses, offices, and showroom buildings. The existing buildings vary in height between 6m (169-171 Kewdale Road) to 13m (20 Aitken Way). The majority of the industrial buildings are constructed in precast concrete walls and steel with limited articulation.

Developments in the surrounding area typically provide on-site car parking within the primary street setback areas.

Landscaping widths vary along both Ferguson Street and Kewdale Road. Properties in the immediate vicinity of the site provide landscaping widths of between 1.5m – 7m to Kewdale Road, and nil – 12m along Ferguson Street. Recent approvals for industrial development along Ferguson Street reflected a 2m – 2.5m landscaping area.

The proposed development is considered in keeping with the existing character of the Kewdale Industrial Estate.

Landscaping

Local Planning Scheme No 15 contains a requirement for a minimum landscaping width of 3m to the primary street frontage and 2m to the secondary street frontage. The development provides pedestrian and vehicle access to the site via Ferguson Street. For this reason, Ferguson Street is regarded as the primary street frontage, and Kewdale Road as the secondary street frontage.

The application proposes a 2.5m landscaping width to Ferguson Street, resulting in a 0.5m variation to LPS 15. A 3.5m landscaping strip is proposed to Kewdale Road, therefore complying with the LPS 15 requirements.

Figure 2 below shows the proposed landscaping areas in green on the development site.

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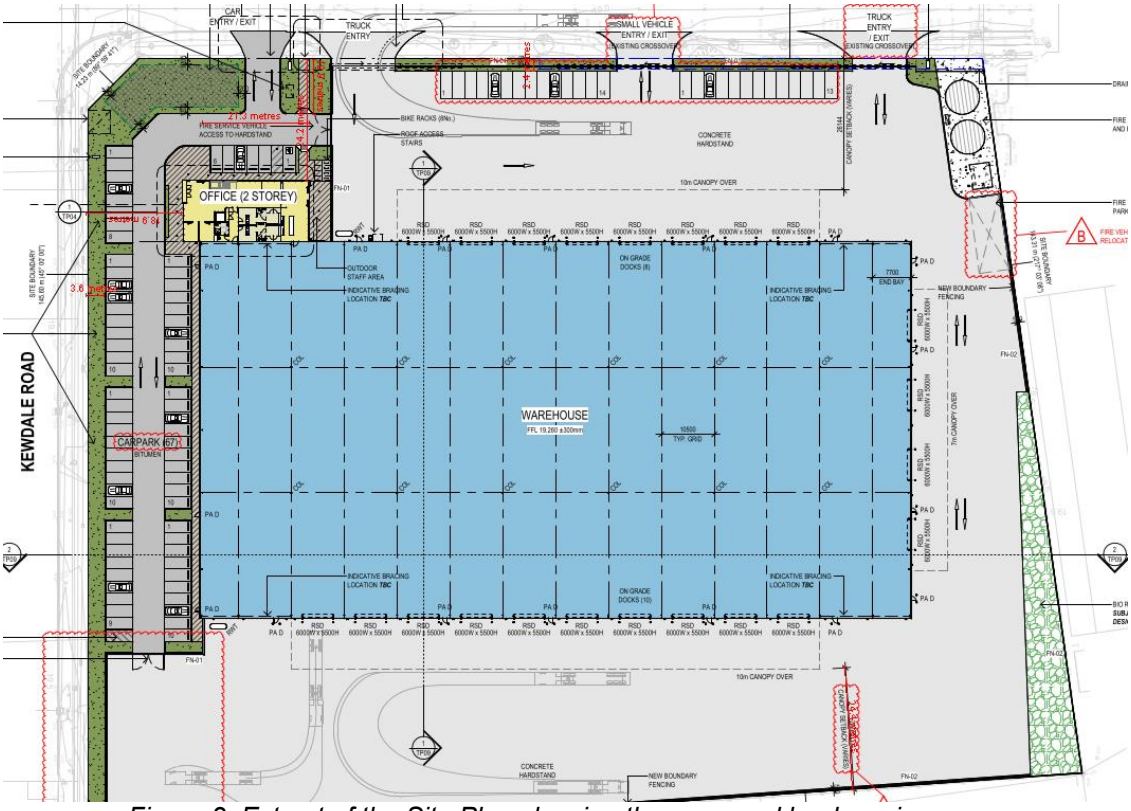


Figure 2: Extract of the Site Plan showing the proposed landscaping areas

It is considered that the variation can be supported for the following reasons:

- Substantial landscaping which is in excess of the LPS 15 requirements is provided along the Kewdale Road frontage and at the corner of Kewdale Road and Ferguson Street.
- There are opportunities to achieve high quality landscaping on the site. This can be secured by requiring a condition for a landscaping plan to be submitted.
- The adjacent Ferguson Street verge also contains landscaping. Taking this into account, the cumulative width of landscaping along the Ferguson Street frontage is approximately 7.8m (refer to Figure 3).

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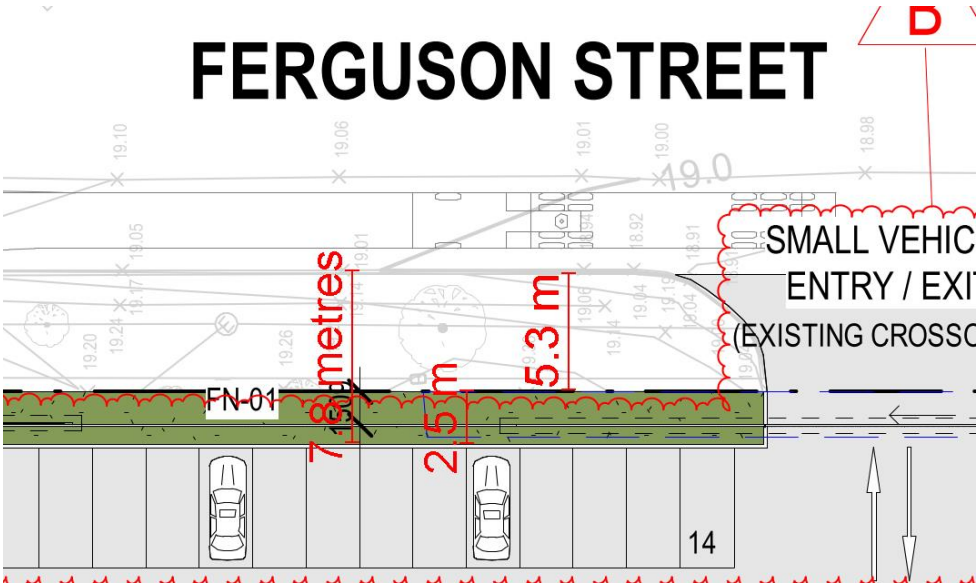


Figure 3 Extract showing minimum landscaping widths adjoining Ferguson Street

In light of the above, it is considered that the minor variation to landscaping along the Ferguson Street frontage can be supported.

Car Parking

Under LPS 15 a total of 119 car parking bays are required to be provided on the subject site. The proposal provides a total of 100 car bays, which equates to a shortfall of 19 bays. In considering the appropriateness of this variation the following points are relevant:

- There is scope to consider a variation to the parking requirements under Clause 4.13.2 of LPS 15 which states "… In those cases where the local government is satisfied that a number of spaces less than those stipulated in Table 2 is appropriate, it may grant approval, subject to the number of spaces required being not less than 50%... and then only on the condition that adequate space is reserved to meet the full parking requirement should it be needed at any time in the future."
- There is sufficient space to accommodate 19 additional bays on the site if required in the future. This can be achieved by extending the vehicle parking area along Kewdale Road (refer to red outlined area in Figure 4). Should Council approve the application, a condition is proposed outlining the need for this space to be reserved for these bays in future if required.

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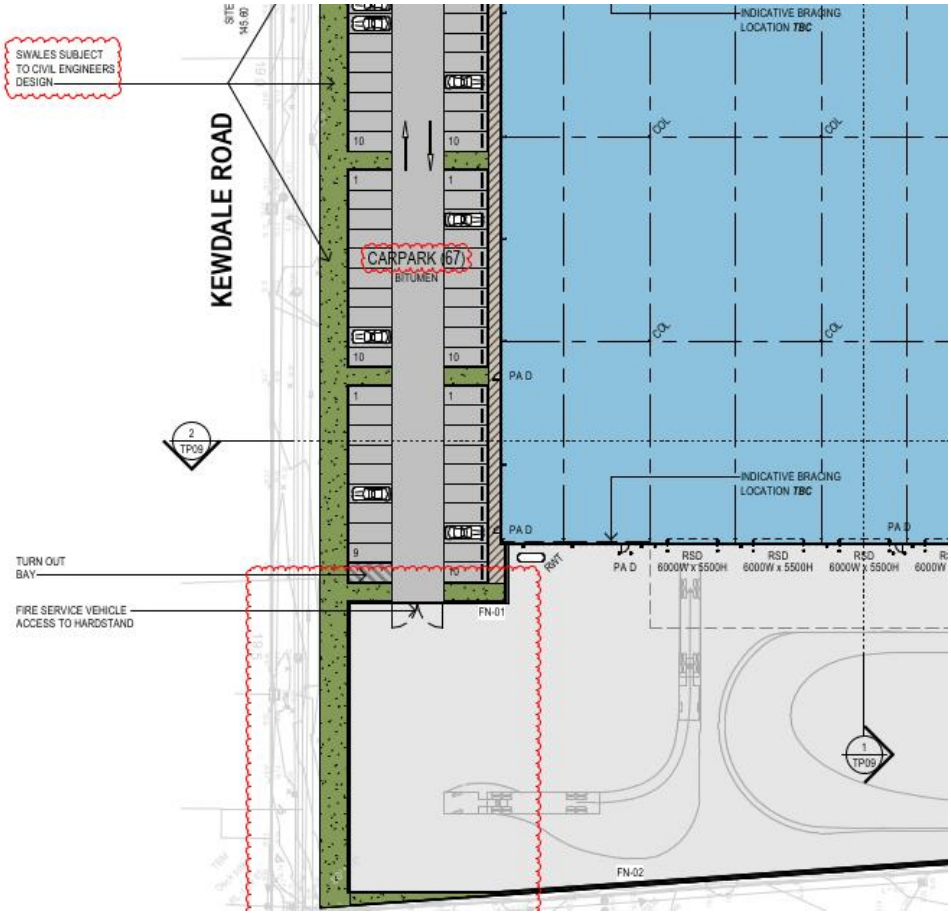


Figure 4: Extract showing area where additional parking space can be accommodated (highlighted in red)

- While employing a gross floor area calculation may effectively gauge parking requirements for small to medium size warehouses, it often results in excessive parking requirements for larger warehouses, surpassing actual staff and visitor numbers.
- Within the Kewdale industrial precinct, there are numerous larger warehouses which have been approved with parking shortfalls due to this. The table below provides examples of larger warehouse developments that operate efficiently with parking shortfalls:

Property	Building size (Gross Floor Area)	Number of bays provided on site
6 Valentine Street	12,390m²	38 bays
9 - 11 Bradford Street	20,303m²	52 bays
135 Kewdale Road	28,430m²	100 bays
17 Hazelhurst Street	35,110m²	95 bays
18 Miles Road	56,950m²	210 bays

Table 1: Examples of Other Warehouses in Kewdale Industrial Precinct

- In reference to the table above the warehouse aspect of this proposal is 10,630m². It is considered that the proposed parking arrangement is consistent with the parking

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arrangements provided for other large-scale warehouses within the Kewdale Industrial Precinct.

Based on the above, it is considered that the car parking arrangements for the proposed use are acceptable. In addition, the proposal includes bicycle parking and end trip facilities compliant with the requirements of LPS 15. It is recommended that a condition be included to require these bicycle bays, lockers and end trip facilities be provided.

Traffic

The applicant provided a Traffic Impact Statement prepared by Transcore, which concluded that no transport or safety issues were identified (Attachment 12.3.2). The report includes an assessment of the traffic generation, swept paths for access, circulation and egress. The report was also provided to DPLH who have no objection to the proposal.

Public Art Contribution

Local Planning Policy No. 11 requires public art to be provided as part of the development. The cost for the public art shall be at least 1% of the cost of the proposed development and in this case, at least $95,000.

The applicant has nominated a location within the 11m wide landscaping area adjacent to the Ferguson Street frontage for a sculpture to satisfy the public art requirement. The applicant will be advised to engage an artist to achieve a desirable public art outcome for the site. The proposed public art concept will be forwarded to the Public Art Advisory Panel who will make a recommendation to the City regarding the suitability of the proposed art.

It is recommended that a condition be included to provide public art to a minimum value of $95,000.

Conclusion

The proposed ‘Warehouse’ and ‘Office' is consistent with the objectives of the ‘Industrial’ zone. The minor LPS 15 variations to the landscaping width and parking shortfall are considered acceptable. On this basis, it is recommended that Council approve the application subject to conditions.

Financial implications

There are no financial implications evident at this time.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are no social implications associated with this report.

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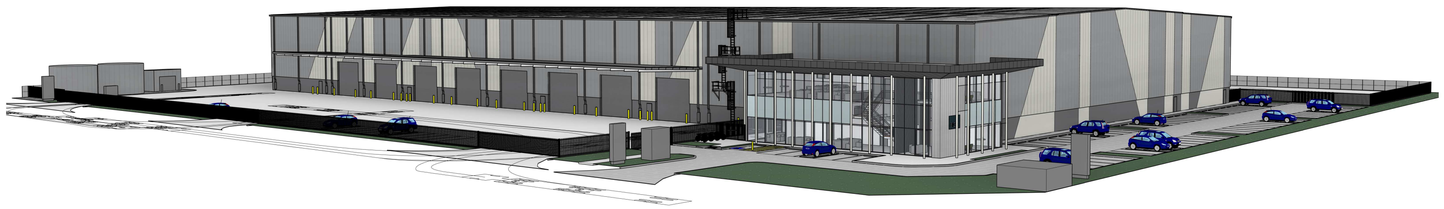
Attachment details

Attachment No and title
1. Development Plans [**12.3.1** - 13 pages]
2. Traffic Impact Statement [**12.3.2** - 27 pages]

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SHEET LIST:

TP00	COVER SHEET
TP01	SITE LOCALITY PLAN
TP02	EXISTING CONDITIONS, DEMOLITION PLAN
TP03	SITE PLAN
TP04	OFFICE FLOOR PLAN
TP05	ROOF PLAN
TP06	OVERALL ELEVATIONS - SHEET 1
TP07	OVERALL ELEVATIONS - SHEET 2
TP08	OFFICE ELEVATIONS
TP09	SECTIONS
TP10	TYPICAL DETAILS
TP11	SIGNAGE DETAILS
TP12	PROPOSED CROSSOVER DETAILS
TP50	PERSPECTIVE VIEWS



ARTISTS IMPRESSION ONLY
SCALE : NTS

INDEV

DEVELOPMENT PROPOSAL
6 FERGUSON STREET, KEWDALE, WA 6105

City of Belmont
AMENDED PLANS
RECEIVED 03/07/2023
Application No: 11/2023

watson young

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Version: 1, Version Date: 30/04/2024



City of Belmont
AMENDED PLANS
RECEIVED 03/07/2023
Application No: 11/2023

No.	DATE:	REVISION:	BY:	CHK:
A	13/12/2022	DEVELOPMENT APPLICATION ISSUE	DM	SA
B	01/06/2023	DEVELOPMENT APPLICATION ISSUE	RH	SA

All areas indicated are indicative for design and planning purposes only and should not be used for any contractual reasons without verification by a licensed surveyor or further design development being completed.

Watson Young Architects P/L Melbourne | Perth | Sydney 03 9516 8555 ACN. 111398700
8 Grattan Street Prahran VIC 3181 | e: info@watsonyoung.com.au | w: watsonyoung.com.au
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PROJECT:
DEVELOPMENT PROPOSAL
6 FERGUSON STREET, KEWDALE, WA 6105

TITLE:
SITE LOCALITY PLAN

TRUE NORTH

CLIENT:
INDEV
ACTING ON BEHALF OF LIONESS (WA) Pty Ltd
ACN 660 582 721 and ERYSIPELAS Pty Ltd

DATE: NOVEMBER, 2022
DRAWN BY: DM
SCALE: NTS @ A1
SCALE: NTS @ A3

JOB NO. 22341
DRAWING NO. TP01
REVISION: B

watson young



EXISTING CONDITIONS / DEMO PLAN
SCALE: 1 : 500

NOTES: DEMOLITION

CONTRACTOR IS TO ALLOW TO DEMOLISH ALL STRUCTURES AND TERMINATE ALL SERVICES ABOVE GROUND. ALL FOOTINGS, FOUNDATIONS AND IN GROUND SERVICES ETC., WILL BE THE RESPONSIBILITY OF BUILDING WORKS HEAD CONTRACTOR.

CONTRACTOR IS TO CONFIRM LOCATION OF ALL EXISTING IN GROUND SERVICES PRIOR TO COMMENCEMENT OF WORKS.

CONTRACTOR IS TO VISIT THE SITE AND ASCERTAIN ALL ON SITE CONDITIONS. NO VARIATION WILL BE APPROVED CAUSED BY A MISUNDERSTANDING OF SCOPE OF WORKS.

ALL DEMOLITION WORKS ARE TO BE IN ACCORDANCE WITH APPLICABLE PORTIONS OF THE LATEST FOLLOWING CURRENT AUSTRALIAN STANDARDS:
- AS-2187
- AS-2436
- AS-2601

AND ALSO MUST COMPLY WITH THE REQUIREMENTS OF:
- BCA
- LOCAL COUNCIL
- BASE BUILDING GUIDELINES

MAKE GOOD TO ORIGINAL CONDITION. DAMAGE TO STRUCTURES TO BE RETAINED AND TO ADJACENT PROPERTY WITH RESULTS FROM DEMOLITION OPERATIONS. ALL RESTORATION WORK IS TO BE PERFORMED WITH OUT EXPENSES TO THE PROPRIETOR.

ANY DAMAGE TO PATHS, NATURE STRIPS, GARDEN BEDS ETC. TO ADJOINING STREETS, ARE TO BE MADE GOOD AT THE CONTRACTORS EXPENSE.

PROVIDE BEFORE AND AFTER PHOTOGRAPHIC RECORD OF PROGRESS OF WORKS INCLUDING DILAPIDATION REPORT ON ADJOINING PROPERTIES.

DEMOLISHED MATERIALS BECOME PROPERTY OF THE CONTRACTOR AND ARE TO BE REMOVED FROM SITE.

DEMOLITION WORKS WILL BE DEEMED COMPLETE WHEN CONTRACTOR LEAVES SITE IN CLEAN AND LEVELED STATE.

CONTRACTOR IS TO PROVIDE SOLID HOARDING TO ENTIRE SITE BOUNDARY DURING ALL DEMOLITION WORKS.

REMOVAL OF TREES IS TO INCLUDE GRUBBING OF ROOTS.

CONTRACTOR IS TO ALLOW FOR AN INSPECTION TO ASCERTAIN WHETHER ANY ASBESTOS IS PRESENT ON SITE AND MAKE PROVISION FOR ITS REMOVAL IN STRICT ACCORDANCE WITH AUSTRALIAN STANDARDS.

City of Belmont
AMENDED PLANS
RECEIVED 03/07/2023
Application No: 11/2023

No.	DATE:	REVISION:	BY:	CHK:
A	13/12/2022	DEVELOPMENT APPLICATION ISSUE	DM	SA
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PROJECT:
DEVELOPMENT PROPOSAL
6 FERGUSON STREET, KEWDALE, WA 6105

TITLE:
EXISTING CONDITIONS, DEMOLITION PLAN

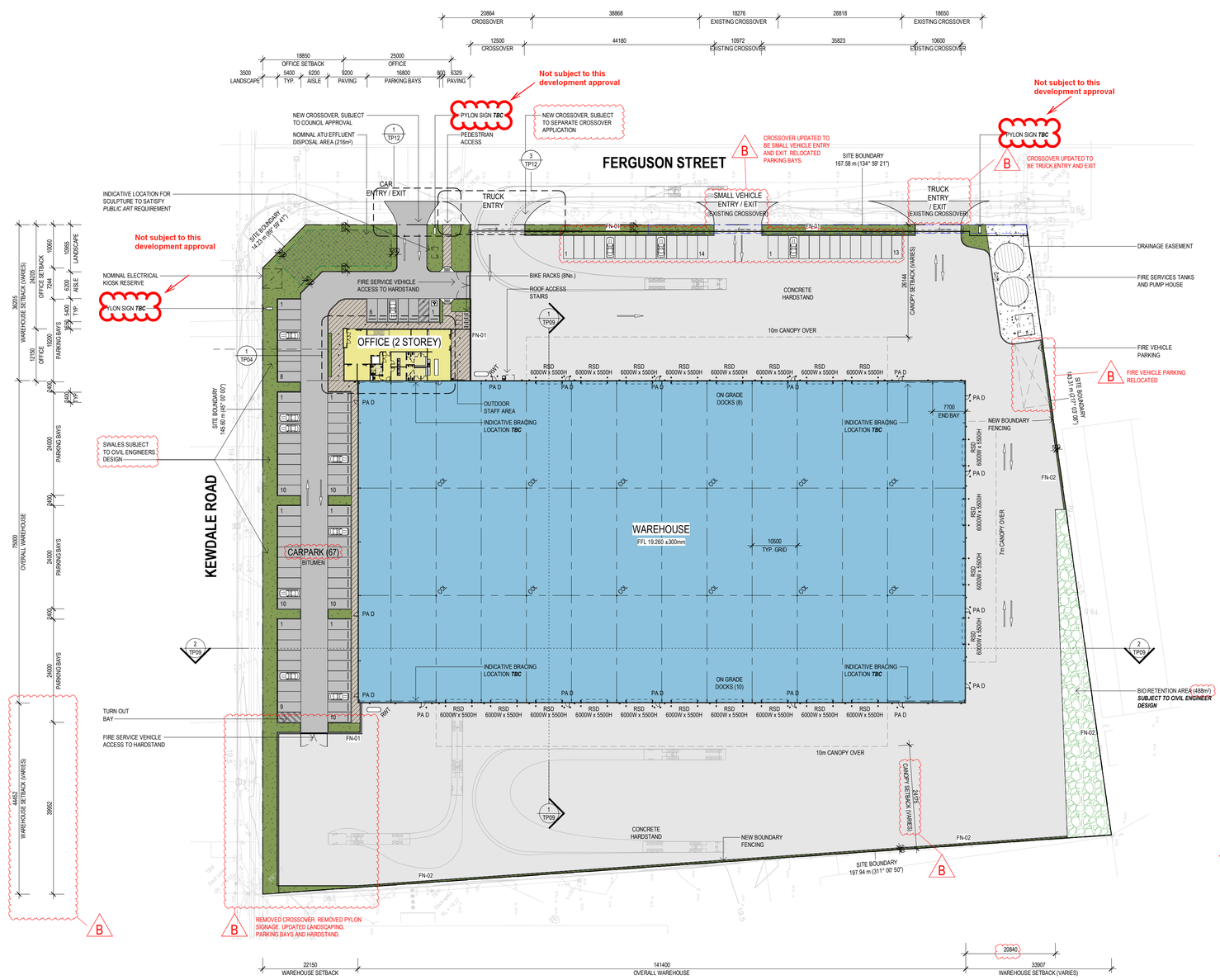
TRUE NORTH

CLIENT:
INDEV
ACTING ON BEHALF OF LIONESS (WA) Pty Ltd ACN 660 582 721 and ERYSIPELAS Pty Ltd

DATE: NOVEMBER, 2022
DRAWN BY: DM
SCALE: 1 : 500 @ A1
SCALE: 1 : 1000 @ A3

JOB NO: 22341
DRAWING NO: TP02
REVISION: B

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SITE PLAN
SCALE: 1 : 500

LEGEND

- INDICATES EXTENT OF HEAVY DUTY CONCRETE HARDSTAND TO CIVIL ENGINEERS DETAILS
- INDICATES EXTENT OF LIGHT DUTY BITUMEN TO CIVIL ENGINEERS DETAILS
- CONCRETE PAVING WITH EXPOSED AGGREGATE FINISH OR SIMILAR
- CRUSHED ROCK TO FIRE TRUCK ACCESS TRACK
- AREA OF GRASS / LANDSCAPING, REFER TO LANDSCAPE ARCHITECTS DRAWINGS FOR LANDSCAPE LAYOUT AND DETAILS
- AREA OF ON SITE BIO RETENTION, SUBJECT TO CIVIL ENGINEERS DESIGN

FN-01 1800mm HIGH BLACK VERTICAL METAL PICKET FENCING IN DIPLOMAT STYLE

FN-02 1800mm HIGH CHAINWIRE FENCING

RWT 10,000L CAPACITY RAINWATER TANK
NOTE: TANKS WILL BE USED FOR TOILETS, LANDSCAPE IRRIGATION AND WASH DOWN WHERE SUITABLE. REFER TO SUSTAINABLE MANAGEMENT PLAN (SMP) FOR FURTHER INFORMATION.

NOTES

ALL NEW CROSSOVERS IN ACCORDANCE WITH LOCAL COUNCIL REQUIREMENTS

ALL PARKING SPACES IN ACCORDANCE WITH LOCAL PLANNING SCHEME

ALL DISABLED PARKING SPACES IN ACCORDANCE WITH AUSTRALIAN STANDARD AS2890 (5.4m x 2.4m)

SITE STORMWATER DRAINAGE IN ACCORDANCE WITH LOCAL AUTHORITY & COUNCIL REQUIREMENTS

ALL RELATIVE LEVELS ARE SHOWN TO A.H.D. (Australian Height Datum)

DEVELOPMENT ANALYSIS

BUILDING	GFA
WAREHOUSE	10,630 m²
GF OFFICE	301 m²
FF OFFICE	301 m²
TOTAL AREA	11,232 m²

EXTERNAL AREAS (APPROX)	
BIO RETENTION	488 m²
CRUSHED ROCK	259 m²
HARDSTAND	12,808 m²
LANDSCAPE	1,441 m²
LIGHT DUTY	1,963 m²
PAVING	354 m²

PARKING	
BAYS PROVIDED	100

SITE COVERAGE	
TOTAL SITE AREA	27,923m²
TOTAL BUILDING FOOTPRINT* EXCL. PUMP HOUSE*	11,232m²
SITE COVERAGE	40.2%

*STORMWATER & EFFLUENT DISPOSAL (TBC)**

STAFF NUMBERS	
OFFICE + WAREHOUSE STAFF	*90*
MAX DAILY VOLUME DISPOSAL ON SITE	*7,539L / DAY (540L / 2000m² OF SITE AREA)*
TOTAL WASTE	*2,700L / DAY (90 x 30L / DAY)*

City of Belmont
AMENDED PLANS
RECEIVED 03/07/2023
Application No: 11/2023

No.	DATE:	REVISION:	BY:	CHK:
A	13/12/2022	DEVELOPMENT APPLICATION ISSUE	DM	SA
B	01/06/2023	DEVELOPMENT APPLICATION ISSUE	RH	SA

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DEVELOPMENT PROPOSAL
6 FERGUSON STREET, KEWDALE, WA 6105

TITLE:
SITE PLAN

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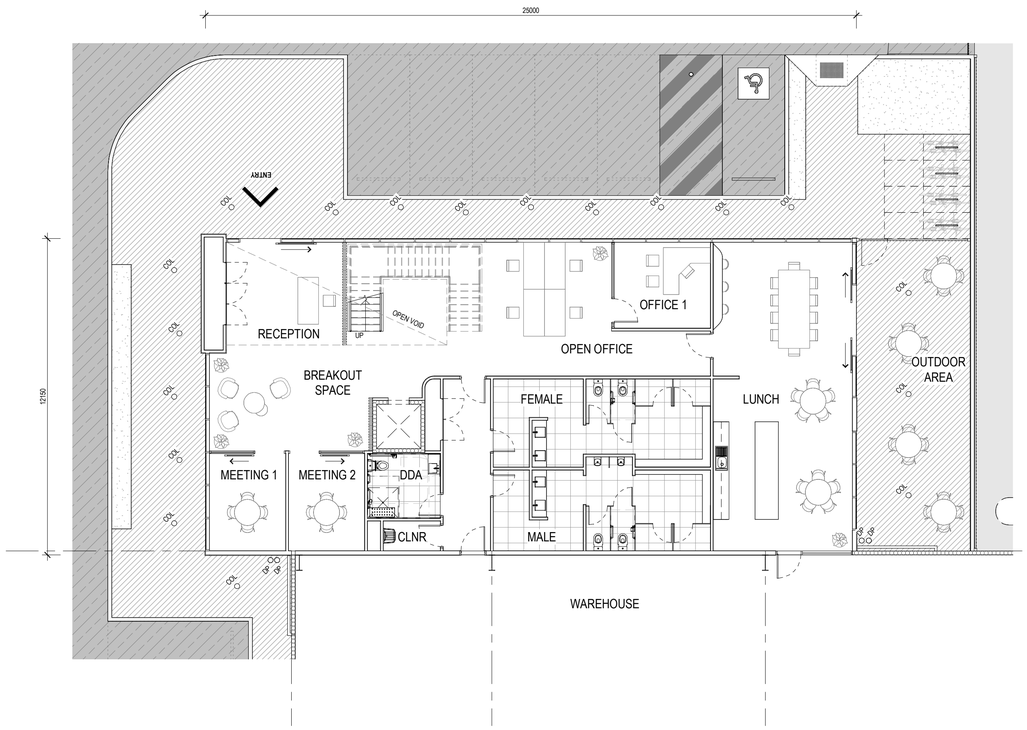
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DATE: NOVEMBER, 2022
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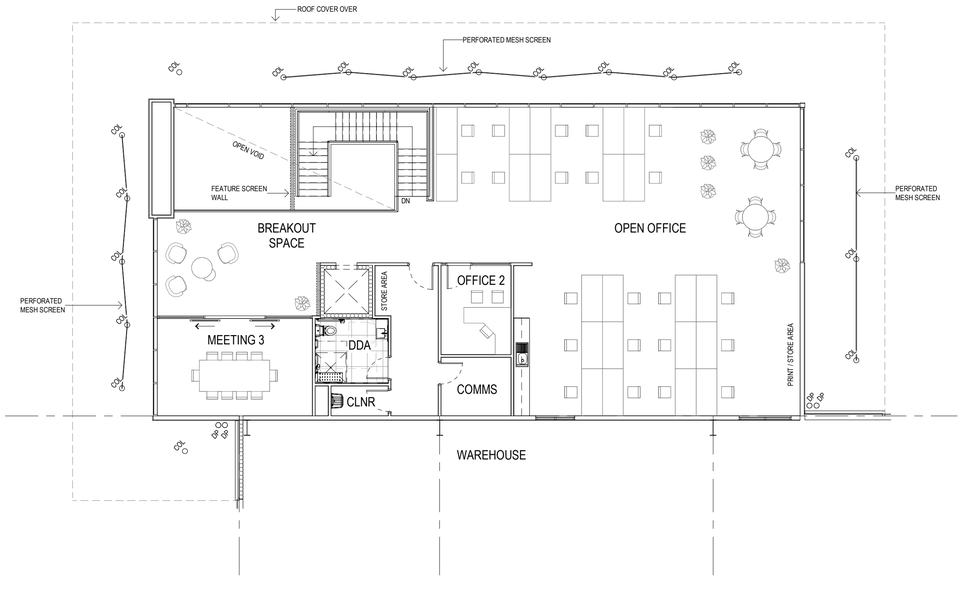
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DRAWING NO. TP03
REVISION B

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Version: 1, Version Date: 30/04/2024



OFFICE PLAN - GROUND FLOOR
SCALE: 1 : 100



OFFICE PLAN - FIRST FLOOR
SCALE: 1 : 100

City of Belmont
AMENDED PLANS
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Application No: 11/2023

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PROJECT:
DEVELOPMENT PROPOSAL
6 FERGUSON STREET, KEWDALE, WA 6105

TITLE:
OFFICE FLOOR PLAN

TRUE NORTH

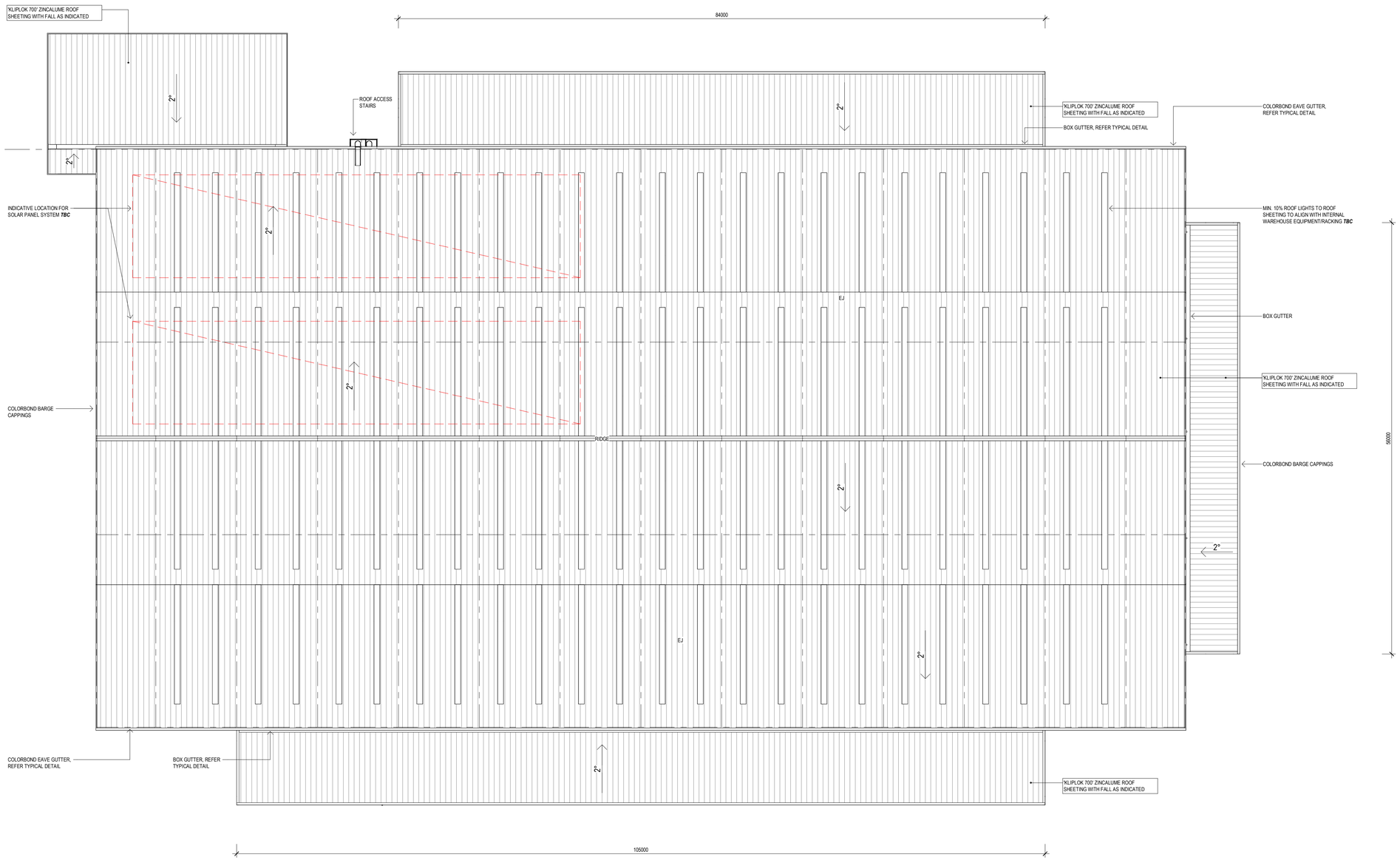
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DATE: NOVEMBER, 2022
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SCALE: 1 : 100 @ A1
SCALE: 1 : 200 @ A3

JOB NO: 22341
DRAWING NO: TP04
REVISION: B

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Version: 1, Version Date: 30/04/2024



OVERALL ROOF PLAN
SCALE: 1 : 250

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PROJECT:
DEVELOPMENT PROPOSAL
6 FERGUSON STREET, KEWDALE, WA 6105

TITLE:
ROOF PLAN

TRUE NORTH

CLIENT:
INDEV
ACTING ON BEHALF OF LIONESS (WA) Pty Ltd
ACN 660 582 721 and ERYSIPELAS Pty Ltd

DATE: NOVEMBER, 2022
DRAWN BY: DM
SCALE: 1 : 250 @ A1
SCALE: 1 : 500 @ A3

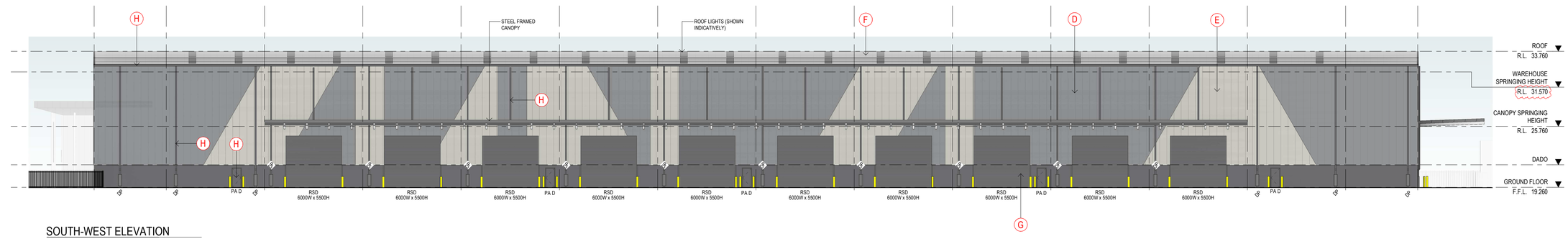
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DRAWING NO: TP05
REVISION: B

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Document Set ID: 5823185
Version: 1, Version Date: 30/04/2024



NORTH-EAST ELEVATION
SCALE: 1 : 200



SOUTH-WEST ELEVATION
SCALE: 1 : 200

EXTERNAL FINISHES

A	ALUMINIUM FRAMED GLAZING	TINTED BLUE-GREEN	I	BOLLARDS	SAFETY YELLOW
B	PRECAST CONCRETE PANEL, TEXTURE PAINT	COLORBOND BASALT	J	ALUMINIUM CLADDING	BLACK
C	PRECAST CONCRETE PANEL, TEXTURE PAINT	COLORBOND SOUTHERLY	K	EXTERNAL CLADDING	FIBRE CEMENT - GREY
D	COLORBOND WALL CLADDING	COLORBOND BLUE GUM	L	EXTERNAL CLADDING	FIBRE CEMENT - GREY
E	COLORBOND WALL CLADDING	COLORBOND SOUTHERLY	M	ALUMINIUM FRAMED COLORBACK GLAZING	TINTED BLUE-GREEN
F	ROOF CLADDING	ZINCALUME	N	PERFORATED MESH SCREEN	DARK
G	ROLLER SHUTTER DOOR CLADDING	COLORBOND BASALT	O	SCREEN FENCE	ALUMINIUM - BLACK
H	DOWNPIPES / CAPPINGS / PA DOORS	COLORBOND BASALT	P	FACADE COLUMNS	LIGHT

City of Belmont
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PROJECT:
DEVELOPMENT PROPOSAL
6 FERGUSON STREET, KEWDALE, WA 6105

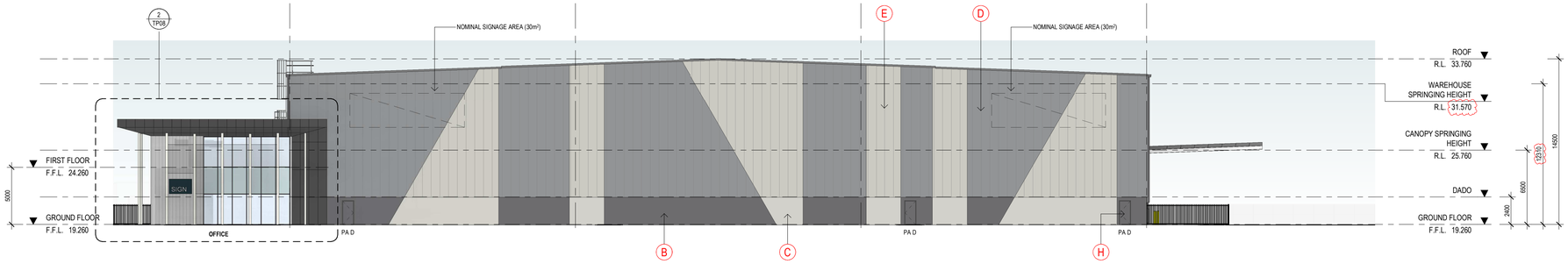
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OVERALL ELEVATIONS - SHEET 1

CLIENT:
INDEV
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ACN 660 582 721 and ERYSIPELAS Pty Ltd

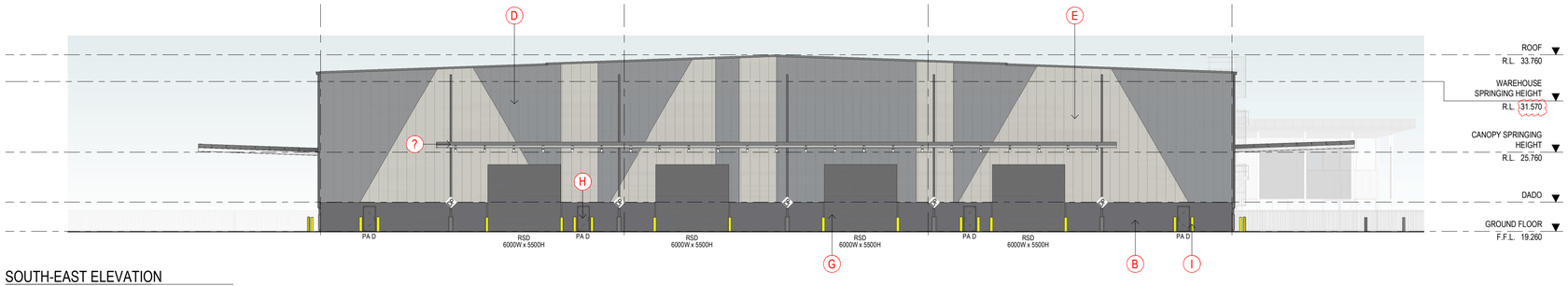
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DRAWN BY: DM
SCALE: 1 : 200 @ A1
SCALE: 1 : 400 @ A3

JOB NO. 22341
DRAWING NO. TP06
REVISION B

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NORTH-WEST ELEVATION
SCALE: 1 : 200



SOUTH-EAST ELEVATION
SCALE: 1 : 200

EXTERNAL FINISHES

A	ALUMINIUM FRAMED GLAZING	TINTED BLUE-GREEN	I	BOLLARDS	SAFETY YELLOW
B	PRECAST CONCRETE PANEL, TEXTURE PAINT	COLORBOND BASALT	J	ALUMINIUM CLADDING	BLACK
C	PRECAST CONCRETE PANEL, TEXTURE PAINT	COLORBOND SOUTHERLY	K	EXTERNAL CLADDING	FIBRE CEMENT - GREY
D	COLORBOND WALL CLADDING	COLORBOND BLUE GUM	L	EXTERNAL CLADDING	FIBRE CEMENT - GREY
E	COLORBOND WALL CLADDING	COLORBOND SOUTHERLY	M	ALUMINIUM FRAMED COLORBACK GLAZING	TINTED BLUE-GREEN
F	ROOF CLADDING	ZINCALUME	N	PERFORATED MESH SCREEN	DARK
G	ROLLER SHUTTER DOOR CLADDING	COLORBOND BASALT	O	SCREEN FENCE	ALUMINIUM - BLACK
H	DOWNPIPES / CAPPINGS / PA DOORS	COLORBOND BASALT	P	FACADE COLUMNS	LIGHT

City of Belmont
AMENDED PLANS
RECEIVED 03/07/2023
Application No: 11/2023

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B	01/06/2023	DEVELOPMENT APPLICATION ISSUE	RH	SA

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PROJECT:
DEVELOPMENT PROPOSAL
6 FERGUSON STREET, KEWDALE, WA 6105

TITLE:
OVERALL ELEVATIONS - SHEET 2

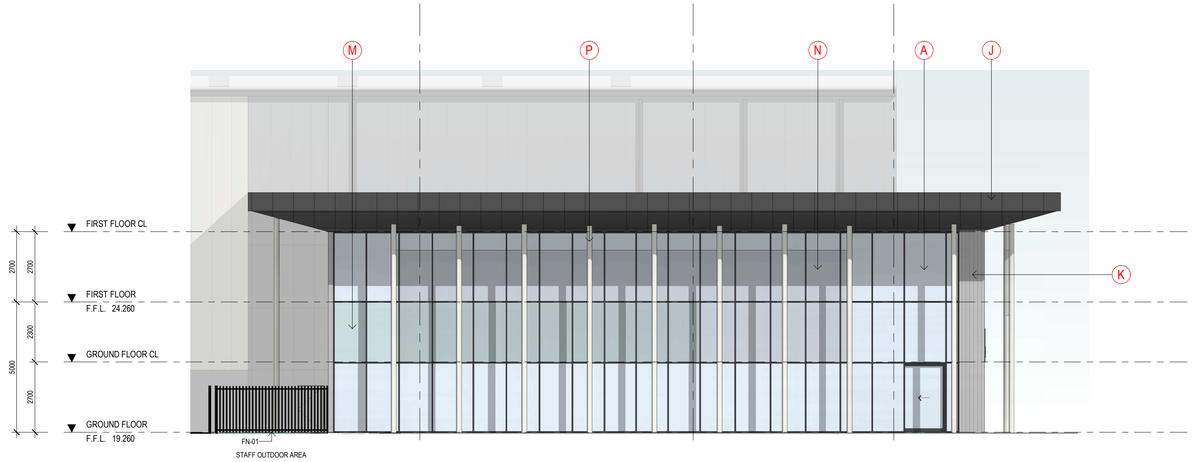
CLIENT:
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ACTING ON BEHALF OF LIONESS (WA) Pty Ltd
ACN 660 582 721 and ERYSIPELAS Pty Ltd

DATE: NOVEMBER, 2022
DRAWN BY: DM
SCALE: 1 : 200 @ A1
SCALE: 1 : 400 @ A3

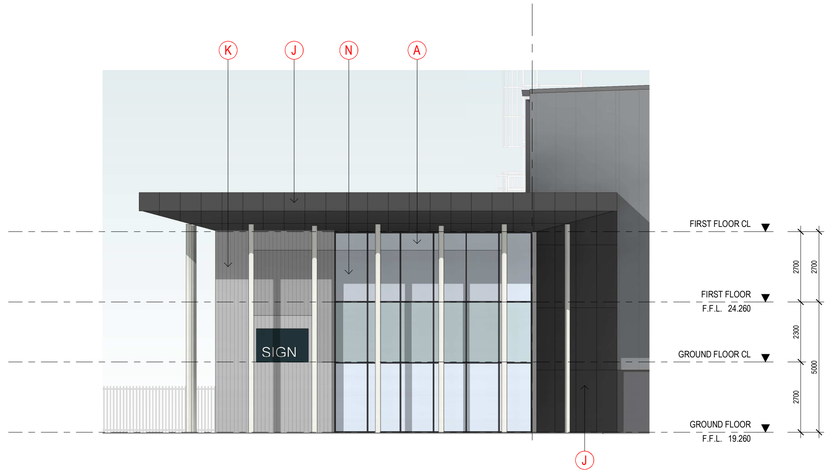
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DRAWING NO: TP07
REVISION: B

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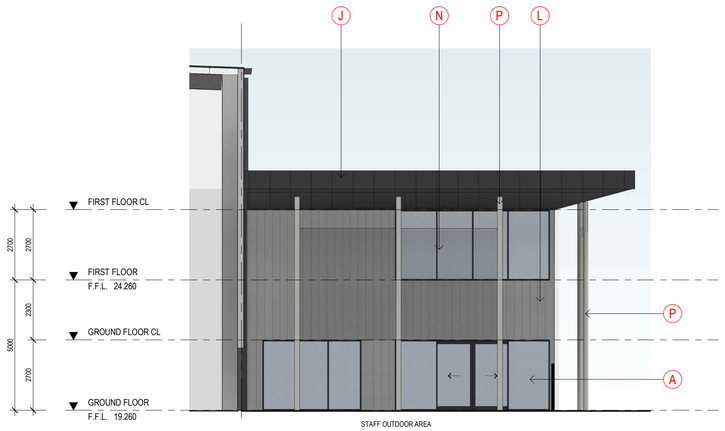
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Version: 1, Version Date: 30/04/2024



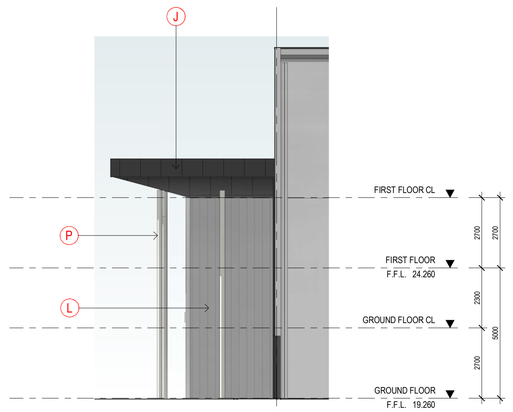
NORTH-EAST OFFICE ELEVATION
SCALE: 1 : 100



NORTH-WEST OFFICE ELEVATION
SCALE: 1 : 100



SOUTH-EAST OFFICE ELEVATION
SCALE: 1 : 100



SOUTH-WEST OFFICE ELEVATION
SCALE: 1 : 100

EXTERNAL FINISHES

A	ALUMINIUM FRAMED GLAZING	TINTED BLUE-GREEN
B	PRECAST CONCRETE PANEL, TEXTURE PAINT	COLORBOND BASALT
C	PRECAST CONCRETE PANEL, TEXTURE PAINT	COLORBOND SOUTHERLY
D	COLORBOND WALL CLADDING	COLORBOND BLUE GUM
E	COLORBOND WALL CLADDING	COLORBOND SOUTHERLY
F	ROOF CLADDING	ZINCALUME
G	ROLLER SHUTTER DOOR CLADDING	COLORBOND BASALT
H	DOWNPIPES / CAPPINGS / PA DOORS	COLORBOND BASALT
I	BOLLARDS	SAFETY YELLOW
J	ALUMINIUM CLADDING	BLACK
K	EXTERNAL CLADDING	FIBRE CEMENT - GREY
L	EXTERNAL CLADDING	FIBRE CEMENT - GREY
M	ALUMINIUM FRAMED COLORBACK GLAZING	TINTED BLUE-GREEN
N	PERFORATED MESH SCREEN	DARK
O	SCREEN FENCE	ALUMINIUM - BLACK
P	FACADE COLUMNS	LIGHT

City of Belmont
AMENDED PLANS
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B	01/06/2023	DEVELOPMENT APPLICATION ISSUE	RH	SA

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PROJECT:
DEVELOPMENT PROPOSAL
6 FERGUSON STREET, KEWDALE, WA 6105

TITLE:
OFFICE ELEVATIONS

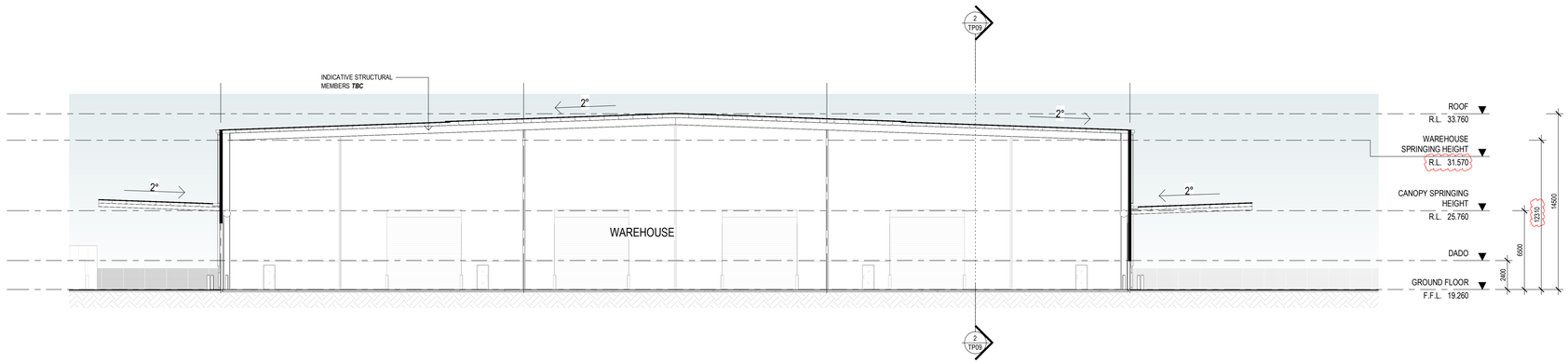
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DATE: NOVEMBER, 2022
DRAWN BY: DM
SCALE: 1 : 100 @ A1
SCALE: 1 : 200 @ A3

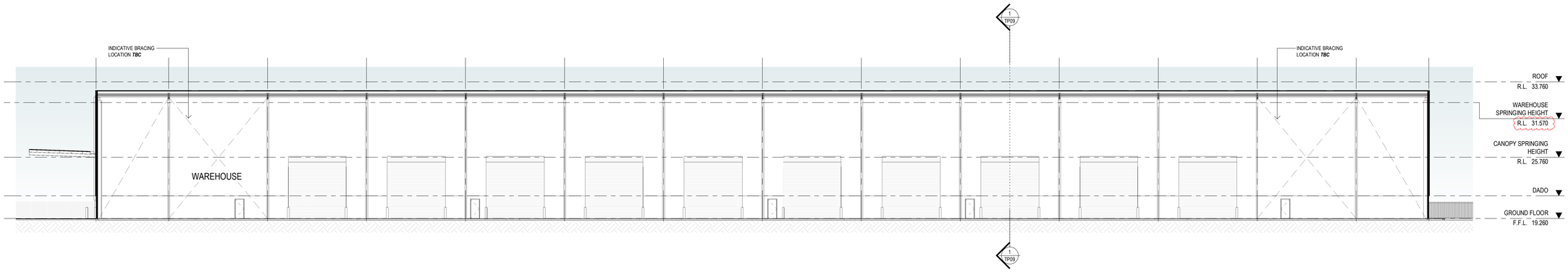
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DRAWING NO. TP08
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SECTION 1
SCALE: 1 : 200



SECTION 2
SCALE: 1 : 200

City of Belmont
AMENDED PLANS
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PROJECT:
DEVELOPMENT PROPOSAL
6 FERGUSON STREET, KEWDALE, WA 6105

TITLE:
SECTIONS

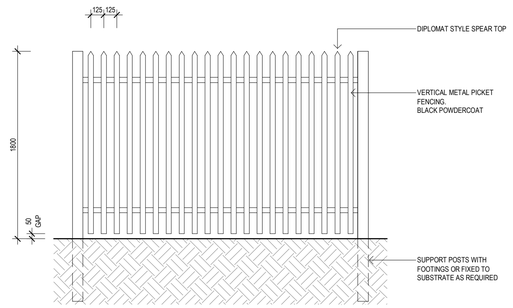
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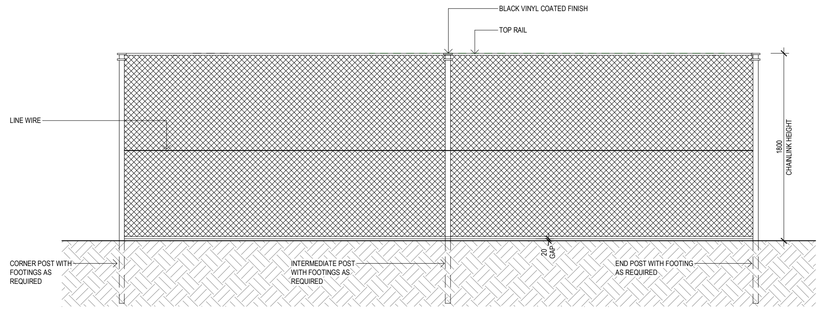
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DRAWING NO: TP09
REVISION: B

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Version: 1, Version Date: 30/04/2024



FN-01 - TYPICAL - VERTICAL METAL PICKET FENCING (1800H)
SCALE: 1 : 25



FN-02 - TYPICAL - CHAINWIRE FENCING (1800H)
SCALE: 1 : 25

City of Belmont
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PROJECT:
DEVELOPMENT PROPOSAL
6 FERGUSON STREET, KEWDALE, WA 6105

TITLE:
TYPICAL DETAILS

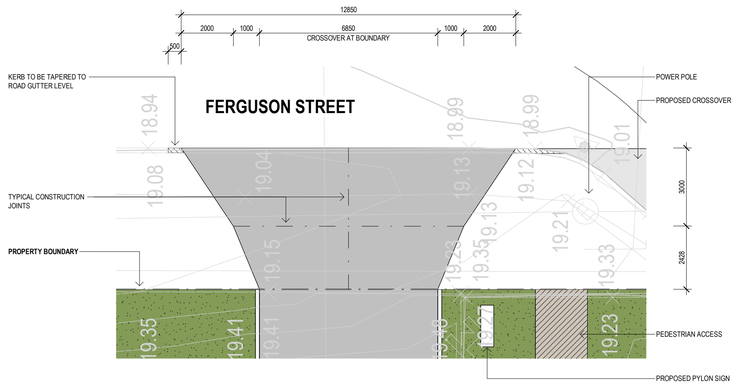
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DATE: NOVEMBER, 2022
DRAWN BY: DM
SCALE: 1 : 25 @ A1
SCALE:

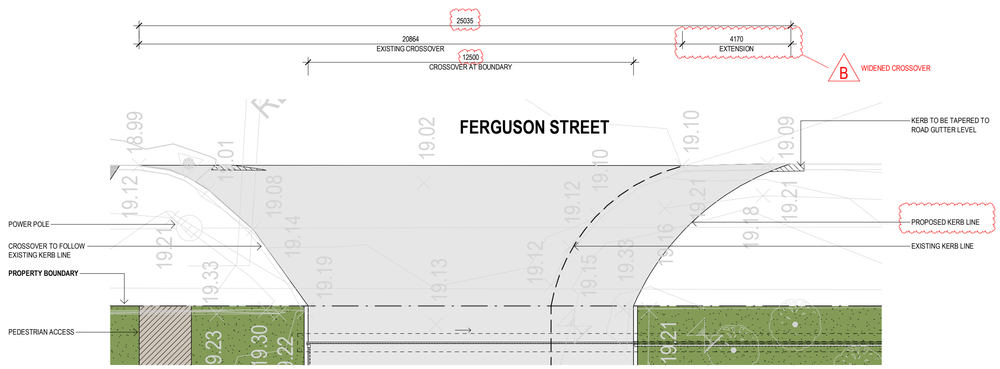
JOB NO. 22341
DRAWING NO. TP10
REVISION B

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Document Set ID: 5823185
Version: 1, Version Date: 30/04/2024



1 TP03 PROPOSED CAR CROSSOVER
SCALE: 1 : 100



3 TP03 PROPOSED TRUCK CROSSOVER
SCALE: 1 : 100

LEGEND

- INDICATES EXTENT OF HEAVY DUTY CONCRETE HARDSTAND TO CIVIL ENGINEERS DETAILS
- INDICATES EXTENT OF LIGHT DUTY BITUMEN TO CIVIL ENGINEERS DETAILS
- CONCRETE PAVING WITH EXPOSED AGGREGATE FINISH OR SIMILAR
- CRUSHED ROCK TO FIRE TRUCK ACCESS TRACK
- AREA OF GRASS / LANDSCAPING, REFER TO LANDSCAPE ARCHITECTS DRAWINGS FOR LANDSCAPE LAYOUT AND DETAILS
- AREA OF ON SITE BIO RETENTION, SUBJECT TO CIVIL ENGINEERS DESIGN

FN-01 1800mm HIGH BLACK VERTICAL METAL PICKET FENCING IN DIPLOMAT STYLE

FN-02 1800mm HIGH CHAINWIRE FENCING

RWT 10,000L CAPACITY RAINWATER TANK
NOTE: TANKS WILL BE USED FOR TOILETS, LANDSCAPE IRRIGATION AND WASH DOWN WHERE SUITABLE
REFER TO SUSTAINABLE MANAGEMENT PLAN (SMP) FOR FURTHER INFORMATION.

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PROJECT:
DEVELOPMENT PROPOSAL
6 FERGUSON STREET, KEWDALE, WA 6105

TITLE:
PROPOSED CROSSOVER DETAILS

TRUE NORTH

CLIENT:
INDEV
ACTING ON BEHALF OF LIONESS (WA) Pty Ltd
ACN 660 582 721 and ERYSIPELAS Pty Ltd

DATE: NOVEMBER, 2022
DRAWN BY: DM
SCALE: 1 : 100 @ A1
SCALE: 1 : 200 @ A3

JOB NO: 22341
DRAWING NO: TP12
REVISION: B

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AMENDED PLANS
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No.	DATE:	REVISION:	BY:	CHK:
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PROJECT:
DEVELOPMENT PROPOSAL
6 FERGUSON STREET, KEWDALE, WA 6105

TITLE:
PERSPECTIVE VIEWS

CLIENT:
INDEV
ACTING ON BEHALF OF LIONESS (WA) Pty Ltd
ACN 660 582 721 and ERYSIPELAS Pty Ltd

DATE: NOVEMBER, 2022
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Version: 1, Version Date: 30/04/2024

transcore 20 years anniversary

transport planning
traffic engineering
modelling

Proposed Industrial Development, 6 Ferguson Street, Kewdale

Transport Impact Statement

City of Belmont
AMENDED PLANS
RECEIVED 03/07/2023
Application No: 11/2023

PREPARED FOR:
INDEV WA Pty Ltd

June 2023

Document Set ID: 5823185
Version: 1, Version Date: 30/04/2024

Document history and status

Author	Revision	Approved by	Date Approved	Revision type
Kunyou Dai	r01	R White	29/06/2023	
Kunyou Dai	r01a	R White	29/06/2023	Final

File name: t23.046c.jd.r01

Author: Kunyou Dai

Project manager: Behnam Bordbar

Client: INDEV WA Pty Ltd

Project: 6 Ferguson Street, Kewdale

Document revision: r01a

Project number: t23.046c

City of Belmont
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APPENDIX A: PROPOSED DEVELOPMENT PLAN

APPENDIX B: TURN PATH ANALYSIS

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REPORT FIGURES

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1 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of INDEV WA Pty Ltd with regard to a proposed industrial development to be located at 6 Ferguson Street, Kewdale, in the City of Belmont.

The subject site is located south of the Kewdale Road / Ferguson Street intersection and is currently occupied by an existing industrial building. It is proposed to remove the existing building and build a warehouse with ancillary office and associated car parks. The subject site is bound by Kewdale Road to the northwest, Ferguson Street to the northeast, and industrial buildings to the southwest and southeast, as shown in **Figure 1**.



Figure 1: Location of the subject site

The location of the subject site within the Metropolitan Region Scheme (MRS) context is illustrated in **Figure 2**. The subject site is zoned as "Industrial" in the MRS. The MRS map identifies Kewdale Road as an Other Regional Road (Blue Road).

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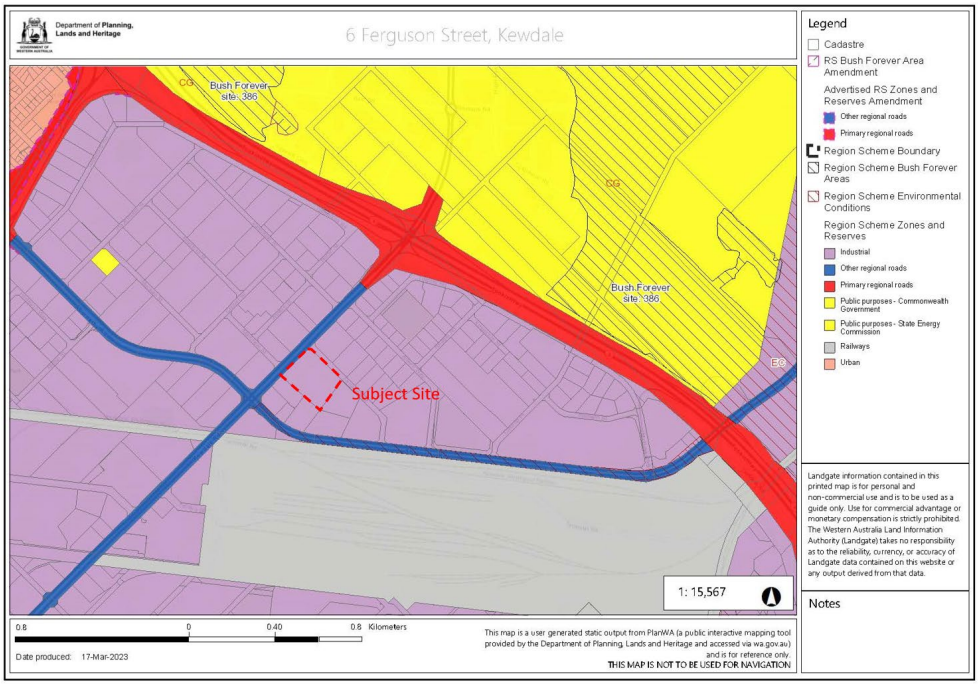


Figure 2. Location of the subject site in MRS

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: *"A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic*[1] *and therefore would have a moderate overall impact on the surrounding land uses and transport networks"*.

Section 5 of Transcore's report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the traffic associated with the proposed development, access and egress movement patterns and parking supply.

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[1] *Between 10 and 100 vehicular trips per hour*

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2 Proposed Development

The subject of this report is a proposed warehouse development. The facility will comprise the following elements:

- Warehouse (10,630 m^2); and,
- Two storey office (602 m^2).

According to the development plan provided in **Appendix A**, a total of 100 on-site parking bays, including one ACROD bay, are proposed to address the parking demand of the proposed development.

The proposed development site will have road frontage on two (2) sides: Ferguson Street to the northeast and Kewdale Road to the northwest. As part of the proposed development, vehicular access to the subject site will be facilitated through four (4) crossovers on Ferguson Street.

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3 Vehicle Access and Parking

3.1 Access

Currently, three (3) full-movement crossovers on Ferguson Street serve the subject site. As part of the proposed development, the existing crossovers will remain in the same location but will be modified to accommodate the heavy vehicles expected to use the site. One new full-movement crossover (Crossover 1) is proposed to be constructed for access to the main car park around the office component.

The proposed access/egress system is shown in **Figure 3**. It should be noted that crossover 2 will change to an entry-only format to provide the subject site with an efficient internal traffic operation system.



Figure 3: Proposed access/egress system

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3.2 Parking Supply and Demand

As part of the development proposal, a total of 100 parking bays, including one ACROD bay, are proposed to serve the proposed development.

It is understood by Transcore that the proposed parking supply meets the anticipated parking demand of the development.

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4 Provision for Service Vehicles

A turn path assessment was undertaken for inbound and outbound movements of 27.5m B-Double, which are expected to be the largest size vehicles to access the site. The outcome of the assessment is attached in **Appendix B**.

As demonstrated in **Appendix B**, the turn paths confirm satisfactory access, internal circulation and egress for the proposed development.

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5 Daily Traffic Volumes and Vehicle Types

5.1 Proposed Development Trip Generation

The subject site is currently occupied by an existing industrial building, which is proposed to be demolished. The existing generated traffic has been omitted from this assessment to ensure a robust analysis. The traffic volumes likely to be generated by the proposed development were estimated in accordance with the *ITE Trip Generation Manual (11th Edition)*.

Based on this, the trip rates which were used to estimate the proposed development traffic generation are as follows:

Warehousing (150) – 1000 Sq. Ft. GFA

- Weekday daily: 1.71vpd per 1000 sqft GFA/ 0.929 = 1.84vpd/ 100m^2 GFA;
- Weekday AM peak hour: 0.21 vph per 1000sqft GFA/ 0.929 = 0.23vph/ 100m^2 GFA; and,
- Weekday PM peak hour: 0.23 vph per 1000sqft GFA/ 0.929 = 0.25vph/ 100m^2 GFA.

Accordingly, it is estimated that the traffic generations for the proposed development are:

- Weekday daily: [1.71 x 11,232/100 (GFA)] = 207vpd; and,
- Weekday AM peak hour: [0.21 x 11,232/100 (GFA)] = 25vph; and,
- Weekday PM peak hour: [0.23 x 11,232/100 (GFA)] = 28vph.

The office component of the proposed development is not a standalone development, and it is associated with warehouse use. Therefore, the trip generations for the office component of the development are already accounted for in the trip generation calculations.

Accordingly, it is estimated that the proposed development would generate a total of approximate **207**vehicular trips per regular weekday with about **25** trips during the typical weekday AM peak hour and **28** trips during the typical weekday PM peak hour. These totals include both inbound and outbound vehicle movements.

The traffic generation and peak hour split detailed in **Table 1** were based on the following directional split assumptions for peak hour periods referenced from ITE Trip Generation Manual:

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Table 1. Estimated peak hour trips for the proposed development

Land Uses	Direction	Weekday Daily Traffic		Weekday AM Peak Hour Traffic		Weekday PM Peak Hour Traffic	
Warehouse	Inbound	50%	103	66%	17	24%	7
	Outbound	50%	103	34%	9	76%	21

5.2 Traffic Flow

Based on the general spatial distribution of existing industrial developments in the immediate area and the permeability of the local road network, the proposed industrial development's traffic distribution adopted for this analysis is as follows:

- 70% of trips to/from the northwest along Ferguson Street; and,
- 30% of trips to/from the southeast along Ferguson Street.

Figure 4 illustrates trip generation and traffic distribution over the local road network for the proposed industrial development.

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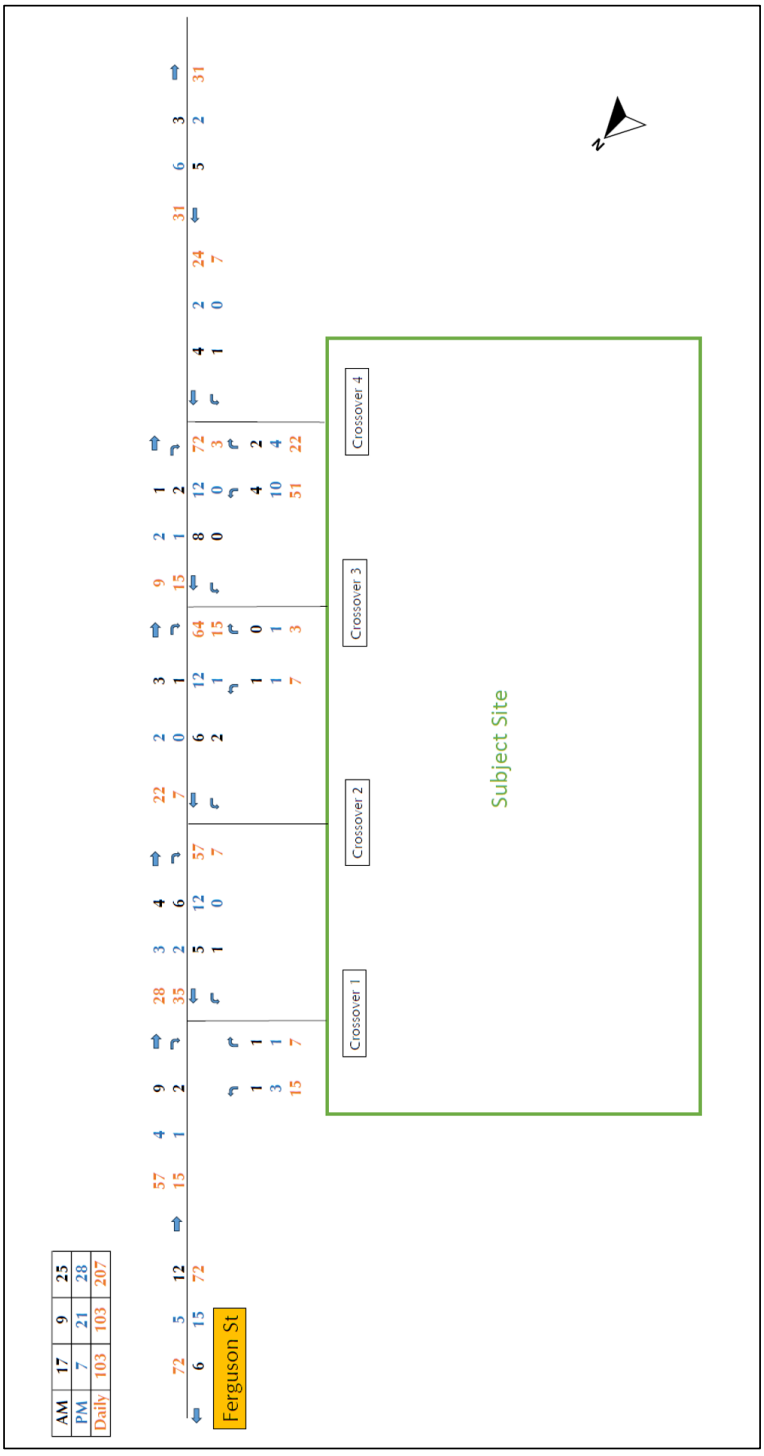


Figure 4: Estimated total daily traffic movements for the subject site

AM Peak Hour / PM Peak Hour / Daily

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5.3 Impact on Surrounding Roads

The WAPC Transport Impact Assessment Guidelines (2016) provide guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 per cent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

As detailed in **Section 5.1**, the proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis. Therefore, the impact of development traffic on the surrounding road network will not be significant.

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6 Traffic Management on the Frontage Streets

The Figure 5 illustrates the road hierarchy of the surrounding roads based on the Main Roads WA *Road Information Mapping System*. Kewdale Road is classified as a Distributor A and operates under a speed limit regime of 70 km/h, as shown in Figure 6.



Figure 5. Main Roads WA Road Information Mapping System Road Hierarchy

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Figure 6. Main Roads WA Road Information Mapping System Speed Data

The existing traffic counts sourced from Main Roads WA *Trafficmap* on the surrounding roads in the vicinity are shown in **Figure 7**.

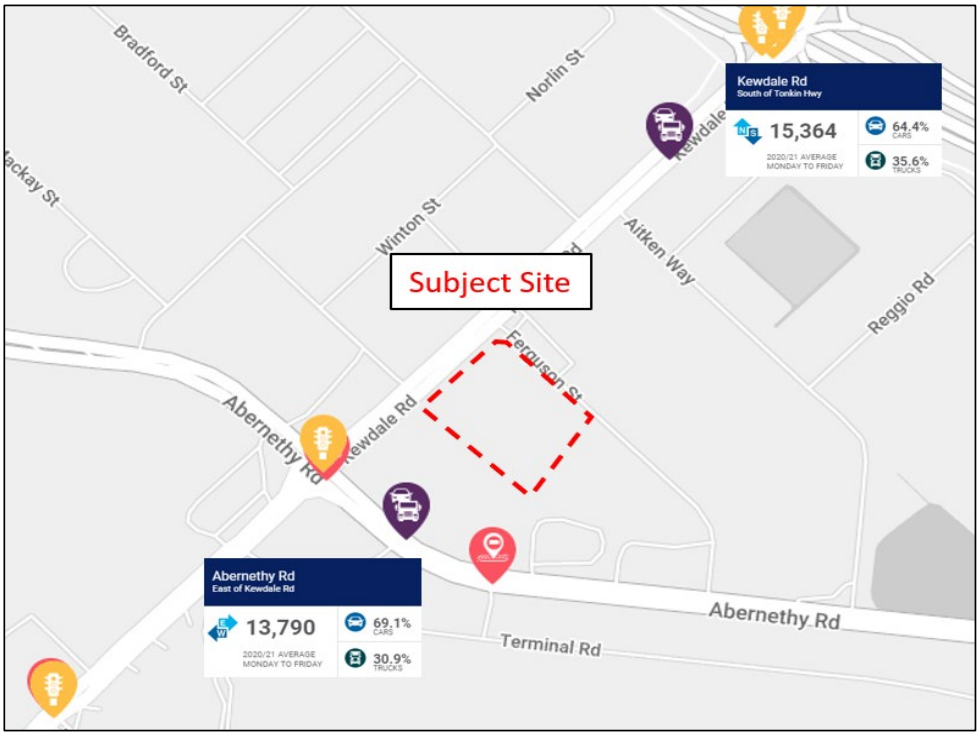


Figure 7. Existing traffic counts on surrounding roads

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Kewdale Road, adjacent to the subject site, is constructed as a dual carriageway road with two lanes in each direction, as shown in **Figure 8**. Kewdale Road forms a priority-controlled T-intersection with Marchesi Street to the southwest, and a priority-controlled T-intersection with Ferguson Street to the northeast.



Figure 8. Southwest-bound view along Kewdale Road

Ferguson Street, east of the subject site, is constructed as a single carriageway, two-way, undivided road with approximately 9.1 m wide trafficable pavement, as shown in **Figure 9**. Ferguson Street forms a priority-controlled T-intersection with Kewdale Road to the northwest, and a priority-controlled T-intersection with Abernethy Road to the north.



Figure 9. Northwest-bound view along Ferguson Street

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7 Public Transport Access

As detailed in **Figure 10**, the subject site has good access to the existing bus services that operate in the vicinity of the site.

The closest available bus services are route 37, which operates along Kewdale Road with the nearest bus stop located approximately 120m walking distance from the site. This bus route provides a direct link to Airport Central Station, Oats Street Station, and Belmont Forum Shopping Centre.



Figure 10. Public transport services (Transperth Maps)

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8 Pedestrian and Cycle Access

There is an existing 2.5m shared path on the northwest verge of Kewdale Road opposite the subject site and on the southeast verge immediately southwest of the subject site. There are no pedestrian and cyclist facilities provided on Ferguson Street in the vicinity of the subject site at present.

It is recommended that the shared path on the southeast verge of Kewdale Road should be extended to the Ferguson Street intersection adjacent to the subject site.

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9 Site Specific Issues

No site-specific issues have been identified within the scope of this assessment for the proposed warehouse development.

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10 Safety Issues

No particular safety issues have been identified within the scope of this assessment for the proposed warehouse development.

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11 Conclusions

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of INDEV WA Pty Ltd with regard to a proposed warehouse development to be located at 6 Ferguson Street, Kewdale, in the City of Belmont.

The subject site is currently occupied by an existing industrial building. It is proposed to demolish the existing building and build a warehouse with ancillary office and associated car parks. A total of 100 on-site parking bays, including one ACROD bay, are proposed to meet the parking demand of the proposed industrial development.

The three (3) existing crossovers on Ferguson Street will remain in the same location but will be modified to accommodate the heavy vehicles expected to use the site. One new full-movement crossover (Crossover 1) is proposed to be constructed for access to the main car park around the office component.

The traffic analysis undertaken in this report indicates that the traffic generation of the proposed development is relatively low and, as such, would have not have any significant impact on the surrounding road network.

Delivery/distribution traffic would generally be undertaken using heavy vehicles of up to 27.5m B-Double in size. The turn path analysis undertaken confirms satisfactory access, circulation and egress for the proposed development.

No particular transport or safety issues have been identified for the proposed development.

In conclusion, the findings of this Transport Impact Statement are supportive of the proposed development.

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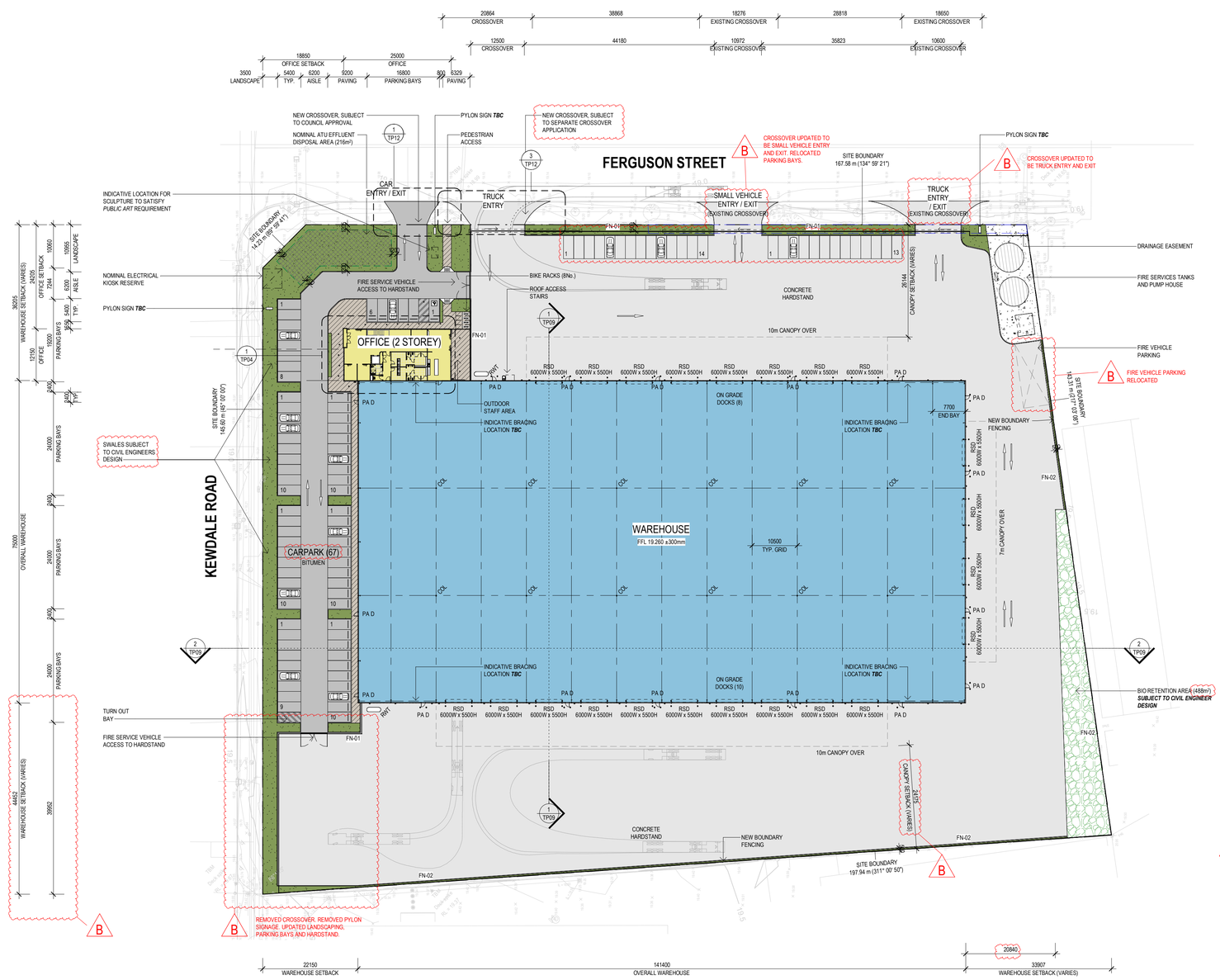
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Appendix A

PROPOSED DEVELOPMENT PLAN

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AMENDED PLANS
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SITE PLAN
SCALE: 1 : 500

LEGEND

- INDICATES EXTENT OF HEAVY DUTY CONCRETE HARDSTAND TO CIVIL ENGINEERS DETAILS
- INDICATES EXTENT OF LIGHT DUTY BITUMEN TO CIVIL ENGINEERS DETAILS
- CONCRETE PAVING WITH EXPOSED AGGREGATE FINISH OR SIMILAR
- CRUSHED ROCK TO FIRE TRUCK ACCESS TRACK
- AREA OF GRASS / LANDSCAPING, REFER TO LANDSCAPE ARCHITECTS DRAWINGS FOR LANDSCAPE LAYOUT AND DETAILS
- AREA OF ON SITE BIO RETENTION, SUBJECT TO CIVIL ENGINEERS DESIGN

FN-01 1800mm HIGH BLACK VERTICAL METAL PICKET FENCING IN DIPLOMAT STYLE

FN-02 1800mm HIGH CHAINWIRE FENCING

RWT 10,000L CAPACITY RAINWATER TANK
NOTE: TANKS WILL BE USED FOR TOILETS, LANDSCAPE IRRIGATION AND WASH DOWN WHERE SUITABLE. REFER TO SUSTAINABLE MANAGEMENT PLAN (SMP) FOR FURTHER INFORMATION.

NOTES

ALL NEW CROSSOVERS IN ACCORDANCE WITH LOCAL COUNCIL REQUIREMENTS

ALL PARKING SPACES IN ACCORDANCE WITH LOCAL PLANNING SCHEME

ALL DISABLED PARKING SPACES IN ACCORDANCE WITH AUSTRALIAN STANDARD AS2890 (5.4m x 2.4m)

SITE STORMWATER DRAINAGE IN ACCORDANCE WITH LOCAL AUTHORITY & COUNCIL REQUIREMENTS

ALL RELATIVE LEVELS ARE SHOWN TO A.H.D. (Australian Height Datum)

DEVELOPMENT ANALYSIS

BUILDING	GFA
WAREHOUSE	10,630 m²
GF OFFICE	301 m²
FF OFFICE	301 m²
TOTAL AREA	11,232 m²

EXTERNAL AREAS (APPROX)	
BIO RETENTION	488 m²
CRUSHED ROCK	259 m²
HARDSTAND	12,808 m²
LANDSCAPE	1,441 m²
LIGHT DUTY	1,963 m²
PAVING	354 m²

PARKING	
BAYS PROVIDED	100

SITE COVERAGE	
TOTAL SITE AREA	27,923m²
TOTAL BUILDING FOOTPRINT* EXCL. PUMP HOUSE*	11,232m²
SITE COVERAGE	40.2%

*STORMWATER & EFFLUENT DISPOSAL (TBC)**

STAFF NUMBERS	
OFFICE + WAREHOUSE STAFF	*90*
MAX DAILY VOLUME DISPOSAL ON SITE	*7,539L / DAY (540L / 2000m² OF SITE AREA)*
TOTAL WASTE	*2,700L / DAY (90 x 30L / DAY)*

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B	01/06/2023	DEVELOPMENT APPLICATION ISSUE	RH	SA

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PROJECT:
DEVELOPMENT PROPOSAL
6 FERGUSON STREET, KEWDALE, WA 6105

TITLE:
SITE PLAN

TRUE NORTH

CLIENT:
INDEV
ACTING ON BEHALF OF LIONESS (WA) Pty Ltd ACN 660 582 721 and ERYSIPELAS Pty Ltd

DATE: NOVEMBER, 2022
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SCALE: 1 : 500 @ A1
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JOB NO. 22341
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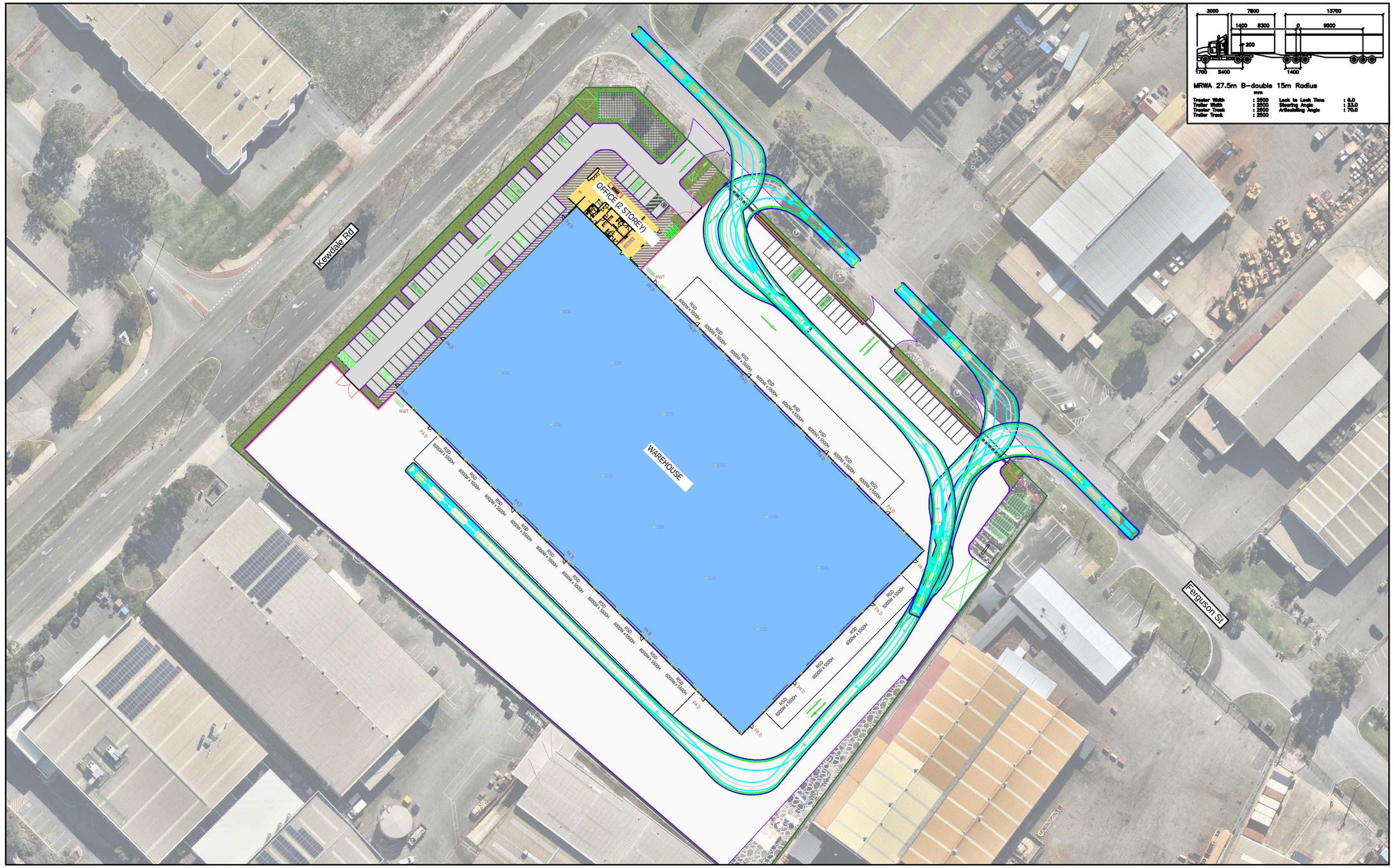
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Appendix B

TURN PATH ANALYSIS

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6 Ferguson Street, Kewdale

27.5m B-Double

Service vehicle entry

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LEGEND

Vehicle Body

Wheel Path

500mm Clearance

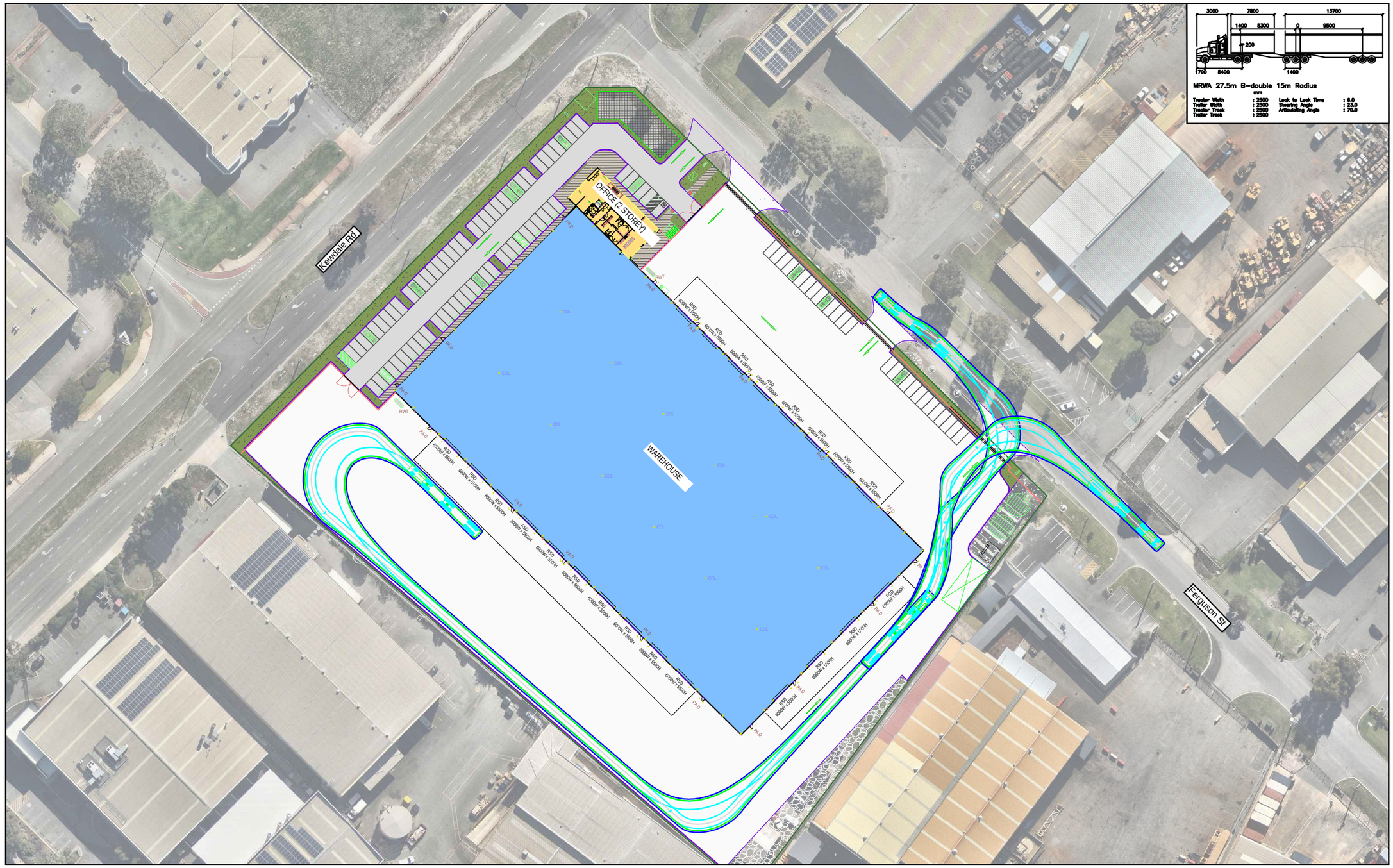
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6 Ferguson Street, Kewdale

27.5m B-Double

Service vehicle exit

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LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t23.046c.sk04

28/6/2023

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transcore

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12.4 Engagement Strategy 2023 & beyond

Voting Requirement	:	Simple Majority
Subject Index	:	78/011
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	12.7 25 July 2023
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Corporate and Governance

Council role

Executive The substantial direction setting and oversight role of the Council eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

The purpose of this report is to seek final Council endorsement of the attached Engagement Strategy 2023 & beyond (ES) and provide Council with an update on feedback received during the public advertising period.

Summary and key issues

- The ES aims to review how the City of Belmont (City) communicates with and listens to the City's community, stakeholders and customers.
- The ES addresses an action in the Corporate Business Plan 2023-2027 to implement an engagement strategy.
- The draft ES was developed following a community consultation exercise that ran between late February and mid-May 2023.
- The draft ES was endorsed by Council at the July OCM for public advertising.
- The public advertising period ran from 4 August – 25 August.
- Six comments were received during the public comment period.
- The ES has been amended based on feedback received and an updated version is attached for final endorsement.
- The document has been written in plain English to align to feedback received during the initial consultation period.

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Officer Recommendation

That Council:

1. Endorse the Engagement Strategy 2023 and beyond at Attachment 12.4.1.
2. Authorises the Chief Executive Officer to:
   a. Approve minor changes.
   b. Arrange for the Engagement Strategy to be graphically designed prior to publication.

Officer Recommendation adopted en bloc - Refer to Resolution appearing at Item 12.

Location

Not applicable.

Consultation

The ES was developed following extensive consultation with community, staff and stakeholders to gather ideas on what good engagement looks like or feels like and also potential barriers to good engagement.

There were two consultation periods for the ES:

- Ideas gathering and design – February 2023 – May 2023
- Public advertising of draft strategy – August 2023

The strategy also drew on feedback provided during the City's annual community scorecard exercise which surveys around 800 – 900 community members and includes questions on communication, consultation and customer service.

First consultation – February to May 2023

The first consultation period ran from late February 2023 to May 2023.This consultation period had two phases, an ideas gathering phase and a design phase.

During the ideas gathering phase, contributors were encouraged to add a comment to one of four ideas boards. The ideas boards were both physical, (being taken to and used at a range of events and meetings), and online through Belmont Connect.

In addition to the ideas boards, a survey was available for people who had more to say and a sign-up form was provided to those that wished to take part in a community workshop. Forms were available in hard copy and online through Belmont Connect.

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656 inputs were collected to help inform the strategy. Some inputs collected did not address engagement. They were classified separately and brought the number of inputs relating to engagement to 604.

During the design phase, staff working groups reviewed the inputs and grouped similar issues into priority areas or common themes. This was undertaken by staff working groups due to the high volume of ideas received.

The themes and main ideas were considered at two design workshops on 3 and 13 May 2023 to enlist the help of community and stakeholders to develop principles and understand community priorities for the ES.

Second consultation – 4 to 25 August 2023

The purpose of the second consultation phase was to distribute the draft ES for public comment. The draft ES was advertised for a period of 21 days.

As there was already extensive consultation to develop the draft ES, an important aspect of the second consultation period was checking in with the people who contributed ideas in the first consultation period.

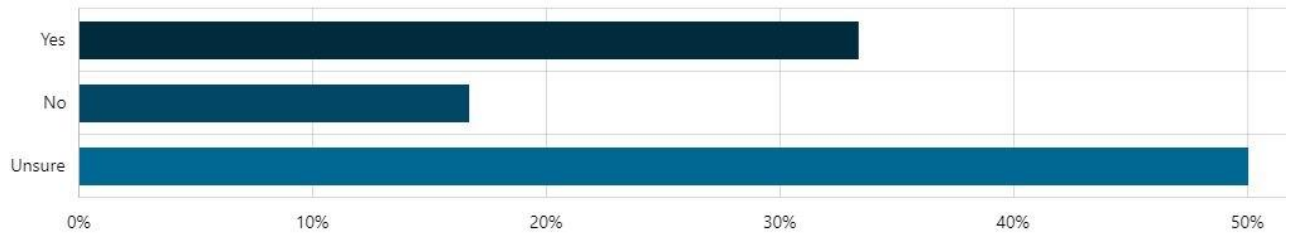
Advertising was carried out through the following channels:

- Emails to everyone who participated in the initial consultation and left their email address inviting them to review the draft ES.
- Perth Now newspaper
- City of Belmont website
- BeNews email newsletter
- Belmont Connect consultation page
- City of Belmont social media
- Digital signs

Six responses were received during the second consultation period. Five addressed aspects of the draft ES and one was feedback related to City events.

Respondents were asked "Do you feel that our Engagement Strategy provides a good guide for how we listen to and communicate with our community, customers and stakeholders?”

Two respondents supported this statement, one did not and three were unsure.



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The full comments from each respondent can be found at Attachment 12.4.2 along with officer commentary.

The comments were mainly focused on the consultation/ engagement aspects of the strategy and less on customer service and communications. Many comments aligned to feedback received in the first consultation period about barriers to engagement and frustration around consultation practices.

One respondent was an engagement consultant and provided detailed feedback around contemporary engagement practices. It is noted that the draft ES took a very broad interpretation of engagement to include customer service. We also acknowledge the choice of word ‘consultation’ to describe engagement could be confusing. It was chosen because many community members didn’t understand what engagement meant during ideation phase of project but had a greater recognition of the word consultation. The respondent was contacted for clarification, some feedback applied to the ES and feedback that focused on consultation/engagement will be applied to further initiatives in the strategy including:

- Engagement and customer service toolkits and training for staff.
- Clear guidelines for communication and engagement.

Below are the changes made to the Engagement Strategy based on the feedback received:

- Page 4: Strengthened opening section highlighting that the plan addresses both Customer Service and Engagement initiatives.
- Page 4: Word consultation to describe engagement could be confusing to some. Added consultation/ engagement to opening sections.
- Page 12: Inclusion of IAP2 spectrum levels to show aim of ideas gathering was to consult and design workshops to involve.
- Page 16 line added to ‘some of the things we heard’ to include ‘Do not be afraid to air different ideas. You cannot be stale, you need to evolve.’
- Page 17 line added to ‘some of the things we heard’ to include 'It should not matter where good ideas come from.’
- Page 19 additional idea for what success looks like to include ‘Improvements in the local area based on community needs and aspirations.

Strategic Community Plan implications

In accordance with the 2020 – 2040 Strategic Community Plan:

Goal 5: Responsible Belmont

Strategy: 5.1 Support collaboration and partnerships to deliver key outcomes for our City

Strategy: 5.2 Manage the City's assets and financial resources in a responsible manner and provide the best possible services for the community

Strategy: 5.3 Invest in services and facilities for our growing community

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Strategy: 5.5 Engage and consult the community in decision-making

Strategy: 5.6 Deliver effective, fair and transparent leadership and decision-making, reflective of community needs and aspirations

Policy implications

There are no policy implications associated with this report.

Statutory environment

There are no specific statutory requirements to develop an ES, however the ES is consistent with sections of the *Local Government Act 1995* and associated Regulations, and other legislation governing how local governments communicate and conduct consultations on various matters.

Background

The ES is a long-term document which acknowledges the links between how we communicate, provide customer service and engage with the community and stakeholders.

It explains how we want to talk to and listen to our community, stakeholders and customers.

Under the Integrated Planning and Reporting Framework it is considered a long-term plan with a minimum five-year period.

The ES aligns with the City Strategic Community Plan 2020 – 2024, Goal 5: Responsible Belmont.

The ES groups together three strategies listed in the Corporate Business Plan 2022 – 2026 into one:

- Community Engagement and Stakeholder Management Strategy
- Marketing and Communications Strategy
- Customer Focus Strategy

The ES was developed through extensive community consultation from late February to May 2023 including an ideas phase that collected more than 600 inputs and a design phase that shaped the ideas into themes, principles and initiatives.

When developing the ES, consideration was given to the trends shaping the future of consultation, communications and customer service including; accessibility, digital transformation, personalisation, collaboration, openness, data-driven choices, information security, privacy and government reform.

A draft of the ES was endorsed at the July Ordinary Council Meeting for public comment. Six comments were received, and the strategy amended based on feedback.

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Report

Included in the ES are themes, principles and initiatives.

There are five key themes that emerged during the design phase of the project.

Principles that link to these themes were created with the assistance of community members and were edited slightly through a plain English review process.

Theme	Principle
Be real	We will respect you when we engage with you. We will be fully present and open in our communications
Accessible and inclusive	We will support an understanding of diverse groups in the City. We will make things easy to understand and make sure there are many ways to connect.
Build relationships	We will work to build constant connection through respect and understanding.
Listen and remember	We will support you to share your ideas, concerns and stories to create change that helps the community. We hear you and your input is important.
Quality and innovation	We will try to be creative, open, and welcoming by communicating with people wherever they are - both in person and online. We will keep learning from our actions and the feedback we are given.

Under each of the five themes, a range of initiatives were identified to drive action.

A recurring input received during the consultation process was a call for engagement to be easy to understand and consider the diverse abilities of our community.

The ES has gone through a plain English review by an accessibility consultant to ensure the document is simple to understand.

More detail on the themes, principles and initiatives are contained in the attached ES.

Projects under each initiative will be planned and captured at an operational level through regular implementation planning and the annual Corporate Business Plan and budget process.

The ES presented in this report has not been designed as ‘publish ready’. Once the ES has been endorsed it will be designed with relevant imagery and published on the City’s website. Any implementation plans relating to the ES will remain operational documents.

The content of the Mayor’s message may change prior to publication as determined by the Mayor.

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Financial implications

There are no immediate financial implications required to deliver the ES for the 2023/2024 financial year, as initial implementation can be accommodated within the proposed 2023/2024 budget.

The ES is identified as a key action in the Corporate Business Plan 2023-2027. Any further budget required to achieve the proposed initiatives will be considered through the annual budget process.

Environmental implications

There are no environmental implications associated with this report.

Social implications

The ES seeks to improve how the City of Belmont listens to and communicates with community, stakeholders and customers which can lead to better outcomes for the City and better social outcomes for the community. The theme relating to accessible and inclusive strives to improve connections to a broad range of people to ensure their views are represented.

Attachment details

Attachment No and title
1. Engagement Strategy 2023 and beyond Sept 2023 [**12.4.1** - 22 pages]
2. Draft Engagement Strategy feedback August 2023 [**12.4.2** - 4 pages]

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CITY OF BELMONT

Engagement Strategy 2023 & Beyond

DRAFT



City of Belmont

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BELMONT • CITY OF OPPORTUNITY •

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Acknowledgement of Country

The City of Belmont acknowledges the Whadjuk Noongar people as the Traditional Owners of this land and we pay our respects to Elders past, present and emerging. We further acknowledge their cultural heritage, beliefs, connection and relationship with this land which continues today.

We acknowledge all Aboriginal and Torres Strait Islander peoples living within the City of Belmont.

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Message from the Mayor

It is with great pleasure I present the Engagement Strategy 2023 and beyond.

This document signifies our commitment to building a stronger, more inclusive, and vibrant community in the City of Belmont through better engagement.

The Engagement Strategy is not merely a collection of words on paper; it is a blueprint that outlines the important connections between effective communication, exceptional customer service, and genuine engagement with our community, customers and stakeholders.

At its heart, we aim to be real in our interactions, ensuring that voices are heard and valued in an environment where diversity is celebrated, relationships are nurtured, and your feedback is actively sought and remembered.

The core themes of "Be Real," "Accessible and Inclusive," "Build Relationships," "Listen and Remember," and "Quality and Innovation" serve as our guide. These themes and the principles that underpin them were crafted through extensive engagement with our community, gathering insights and perspectives from various sources, such as ideas boards, pop-up events, surveys, and community workshops.

This document is not just about setting goals; it's about setting a path forward. Change is a journey that takes time. Following on from this strategy is a comprehensive plan to embed the principles of better engagement into the very fabric of our organisation.

As we embark on this exciting journey together, I invite each of you to be an active participant in shaping our City of Opportunity. Your input, your ideas, and your passion are essential to our shared success.

Together, we will build a stronger, more vibrant community where every voice matters, and everyone feels they have the opportunity to belong.

Cr Phil Marks

Mayor

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What this strategy includes

The strategy explains how we want to talk to and listen to our community, stakeholders, and customers.

It understands that there are links between how we communicate, provide customer service, and engage with the community and stakeholders. It sets out actions and plans in these areas:

1. Consultation (also known as Engagement) – to have open conversations, where both parties can share their thoughts, ideas and work together to solve problems.
2. Communication – to make sure we share important information with everyone.
3. Customer Service – to provide attention focused on you as a customer.

In this strategy we think about customer experience as well as engagement, which is a slightly different approach to how others may view engagement.

We believe if we focus on improving engagement with our community and stakeholders, this will also improve engagement with our customers.

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Why we engage

We engage with our communities because it leads to better results for everyone.

Engagement provides a place for information sharing between the City of Belmont and members of the community or important stakeholders.

Basically, good engagement is built on good communication and makes sure that we listen and think about the needs of our customers, stakeholders, and our diverse community.

Better choices and actions

We can make better choices and take good action when we know what people need and value.



Builds trust

If we engage well, people are more likely to trust that their needs are being thought about and met.



Better future planning

Helps to see trends and issues, allowing the City to respond better and more quickly to new challenges.



Open and accountable

Good engagement openly shows the reasons for our choices and actions.



Good business

Good engagement and customer service is at the centre of good business.



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The strategic context

Our Strategic Community Plan 2020- 2040 explains the importance of including the community in decisions we make. Part of the Strategic Community Plan is:

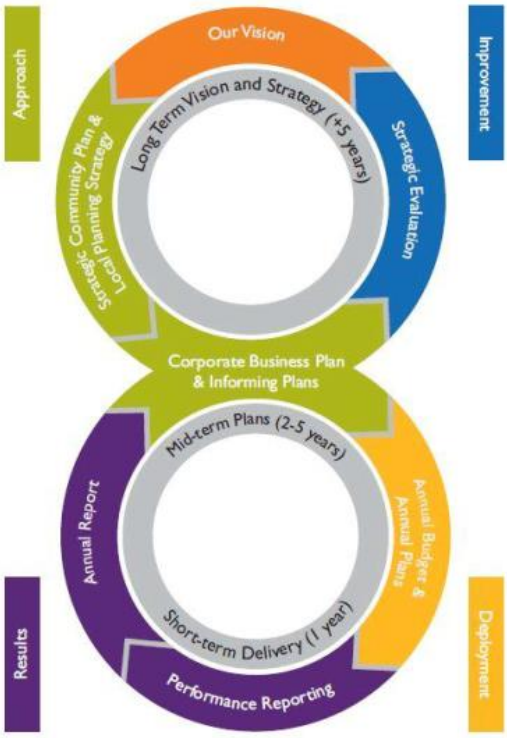
Goal 5: Responsible Belmont – We are inclusive, engaging and act with integrity.

These outcomes under Goal 5 support this Engagement Strategy.

- The Community is actively involved in decision making through engagement.
- Engagement is a part of everything the City does.
- The Community has a high level of trust in the Council and the City of Belmont.
- The City is well governed and acts with the highest level of integrity.

5.1 Support collaboration and partnerships to deliver key outcomes for our City
5.2 Manage the City's assets and financial resources in a responsible manner and provide the best possible services for the community.
5.3 Invest in services and facilities for our growing community.
5.5 Engage and consult the community in decision-making.
5.6 Deliver effective, fair and transparent leadership and decision-making, reflective of community needs and aspirations.

This strategy will last at least five years, which matches the City of Belmont's Integrated Planning and Reporting Framework.



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Links with other City strategies

This strategy is intended to work with other City of Belmont strategies and plans that support the community.

There are other City strategies that have actions on engagement and communications, including strategies to support different groups of people in our community which might go into more detail about how we engage with those groups.

About our community

Population

45,762 in 2023

63,729 Forecast 2041

48% of residents under the age of 34

19% of our residents are over the age of 60 years old.

2,042 (or 5%) people require assistance with core activities.

Diversity

40.9% born overseas.

89 different cultures.

31% speak a language other than English.

2.5% identify as Aboriginal or Torres Strait Islanders

Household

22% are couples with children.

24% are couples without children.

9% are single parent families.

31% are lone person households.

Education

54.5% of people hold a tertiary qualification, including vocational qualifications.

35% of people have no qualifications.

5.6% of people are neither working nor studying.

*Based on 2021 data in Profile ID (profile.id.com.au/Belmont)

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Trends and opportunities

There are many trends happening in the areas of communications, consultation/ engagement, and customer service that we need to think about when making a strategy for the future.

Accessibility



Organisations are being asked to make sure that their services and information can be easily used and understood by everyone. This includes using accessibility standards and guidelines and providing different communication and engagement options. This increased focus on accessibility makes sure local governments are meeting the needs of a diverse community, and making sure services are fair for everyone.

Digital transformation



Many people are becoming more comfortable with digital communications. Mobile devices are used more often for communications. They are also used to find information on what is happening in the local community. Artificial intelligence is also changing how customers and businesses communicate.

Personalisation



Community members and stakeholders are expecting that services will match their specific needs. This also applies to how organisations engage with and serve customers. This means we may need to understand community needs and choices better, along with delivering services and communications in many different ways.

Collaboration



Local governments are working more closely with other agencies, community groups, and businesses to build better relationships and deliver more services. This includes providing information to community groups and organisations and involving them for engagement activities.

Openness



Communities are asking for more openness from their local governments and more information about projects, programs and services. There is also an increased focus on local governments needing to be open and honest about how they make choices.

Data-driven choices



Organisations have a growing amount of information to make better choices and improve service delivery. This includes better ways to collect information and use the information to make good choices that meet the needs of the community.

Information security and privacy



As government services become more digital and the need to collect better information increases, there is also an increasing need to better protect that information.

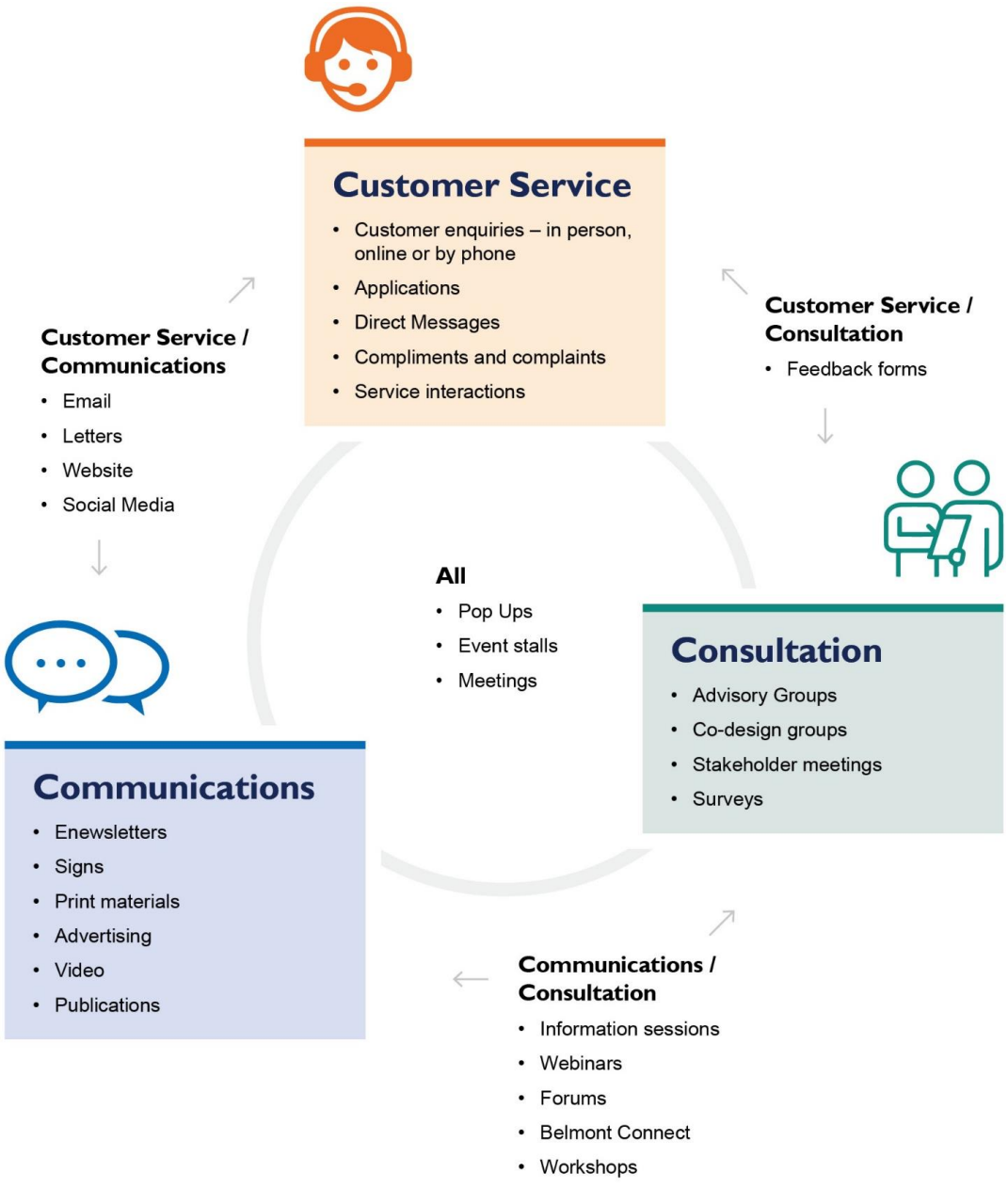
Government reform



Government organisations at all levels are being asked to meet the increased needs of their communities without increased costs. In Western Australia, changes to the Local Government Act include a focus on engagement, access to information and how organisations keep and use that information.

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How we currently engage



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How we are performing

The City of Belmont often asks our local community to rate our services through a scorecard that shows how we are performing. It also shows how we are going compared to other local governments who also do the scorecard.

Here were some of the results collected in 2022 that involve consultation, communications and customer service.

Doing well:

- Above industry average for customer service (86% positive rating) and communications (78% positive rating).
- Industry leader on some of the ways we communicate. Fortnightly email newsletter 'BeNews' (93%), bimonthly printed newsletter 'Belmont Bulletin' (93%), City of Belmont website (92%).

Ways we can do better:

- Below the industry average for consultation (70% positive rating).
- Most of our community feel we listen and respect community views, but we are not an industry leader in this space (82% positive rating).
- Explaining the reasons for choices and how community views are taken into account (81%).

The above results are taken from the City of Belmont MARKYT Community Perceptions Scorecard 2022.

Barriers to engagement

When collecting ideas for this strategy, we asked staff and community members about what can block good communication, consultation and customer service. Some of the responses were:

Time:

- People were too busy and didn't have enough time.
- Not enough time given to collect views or communicate well.

Access:

- Not able to access types of engagement, communication or customer service.

Understanding and inclusion

- Cultural, language or ability blocks.
- Information was hard to understand.

Trust:

- Not trusting in the process or that their views will be heard.
- Previous bad experience.

Awareness

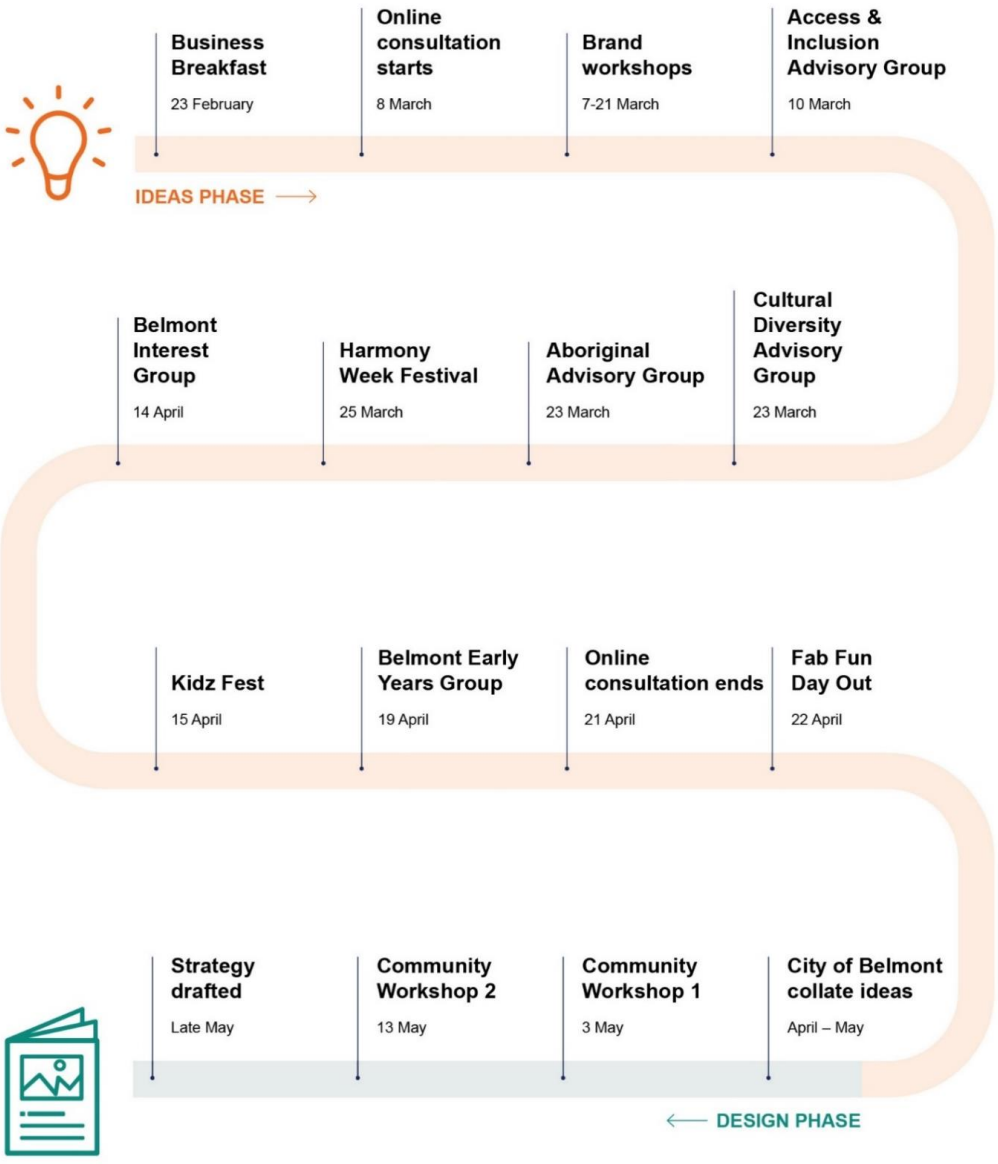
- Not aware of communication or consultation activities.
- Not sure how to access information or ways to contact the City.

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Our approach

This strategy was developed between February and June 2023.

Here are some of the ways we collected information and ideas for this strategy and then built the strategy with the help of community members and City of Belmont staff.



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Ideas phase

Over nine weeks we collected ideas on good consultation, communication and customer service, as well as ideas on what can block good engagement. We also did three brand workshops to help us understand how the brand fits in with the Engagement Strategy.

We collected these ideas in many ways, from online ideas and surveys to in person pop ups at events and meetings. The aim was to consult widely to gather a variety of views.

Design phase

We asked three staff working groups to put the ideas into main themes. We also asked about how we can be successful with this strategy.

We took these main themes to community workshops to create a principle for each area. We also asked our community members to describe how this strategy can help us to be successful. The aim of this was to involve community members in building key elements of the strategy.

Summary



656

ideas were collected.

Ideation Phase

6 Advisory Groups and Networks	**3** Events and Festivals
2 Internal Staff Pop Up Board Locations	**14 ideas** Online Gather Boards
18 Contributors Survey	**399 Visits** Engagement Strategy Page

Design Phase

4 Internal Staff Working Groups	**2** Community Workshops

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Key themes

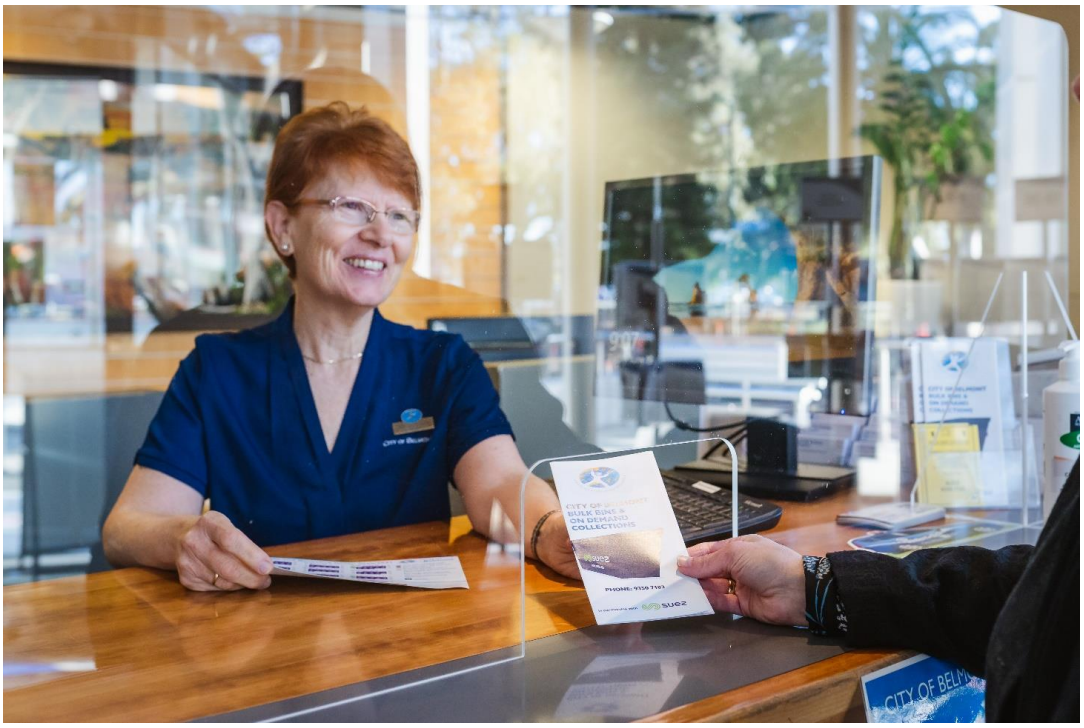
Be real

Some things we heard:

- Kindness and helpfulness.
- Treat others how you want to be treated.
- Friendly engaging communication.
- If they can repeat back to you what you have spoken, it shows they are listening.
- Yarning – talking openly.

Theme	Principle	Initiatives
Be real	We will respect you when we engage with you. We will be fully present and open in our communications.	• Engagement and customer service toolkits and training for staff. • Clear guidelines for communication and engagement • Improve our brand assets and style guide. • Deliver a brand strategy that respects our past, present and future.

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Accessible and inclusive

Some things we heard:

- Make things easy to understand.
- When engaging with the community, it is important to think about their cultural backgrounds - cultural awareness and safety is important.
- Different ways of connecting are needed for different age groups.
- All types of communication thought about: print, large print, audio, braille, AUSLAN, email. Interpreter services (AUSLAN)
- Make more ways for customers who are getting older, have disabilities, or are vulnerable, to engage.

Theme	Principle	Initiatives
Accessible and inclusive	We will support an understanding of diverse groups in the City. We will make things easy to understand and make sure there are many ways to connect.	• Look at and improve accessibility in City communications. • Put time and effort into engagement activities that support diverse representation and provide different ways for our community to take part. • Training and guidelines for City staff to write in plain English. • Show our diverse community in our communications. • Keep providing training for City staff to improve diversity and cultural understanding.

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Build relationships

Some things we heard:

- Build stronger relationships with community leaders who can communicate, support, and engage with community groups in a better way.
- Customer services is not just being a person in line but a person with a name, history and face.
- Invite the right stakeholders to be involved.

Theme	Principle	Initiatives
Build relationships	We will work to build constant connection through respect and understanding.	• Build relationships with community groups and members to improve how we share information. • Have a better understanding of stakeholders. • Aim to build helpful partnerships for all. • Celebrate our community relationships and community leaders.

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Listen and remember

Some things we heard:

- Good consultation means listening to ideas, even if they are difficult.
- Feedback should be ongoing and not just 'thanks for your opinion'.
- Take the time to listen to what people are saying.
- Don't' be afraid of different ideas. You cannot be stale, you need to evolve.
- Provide responses and follow up complaints.
- Show how feedback and choices are linked together.

Theme	Principle	Initiatives
Listen and remember	We will support you to share your ideas, concerns and stories to create change that helps the community. We hear you and your input is important.	• Look at and improve how we receive feedback. • Improve the use of technology to get and keep community input. • Explore ways to remember people's preferred ways to communicate. • Improve processes to let people know how their views were considered and what we did, based on what we heard.

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Quality and innovation

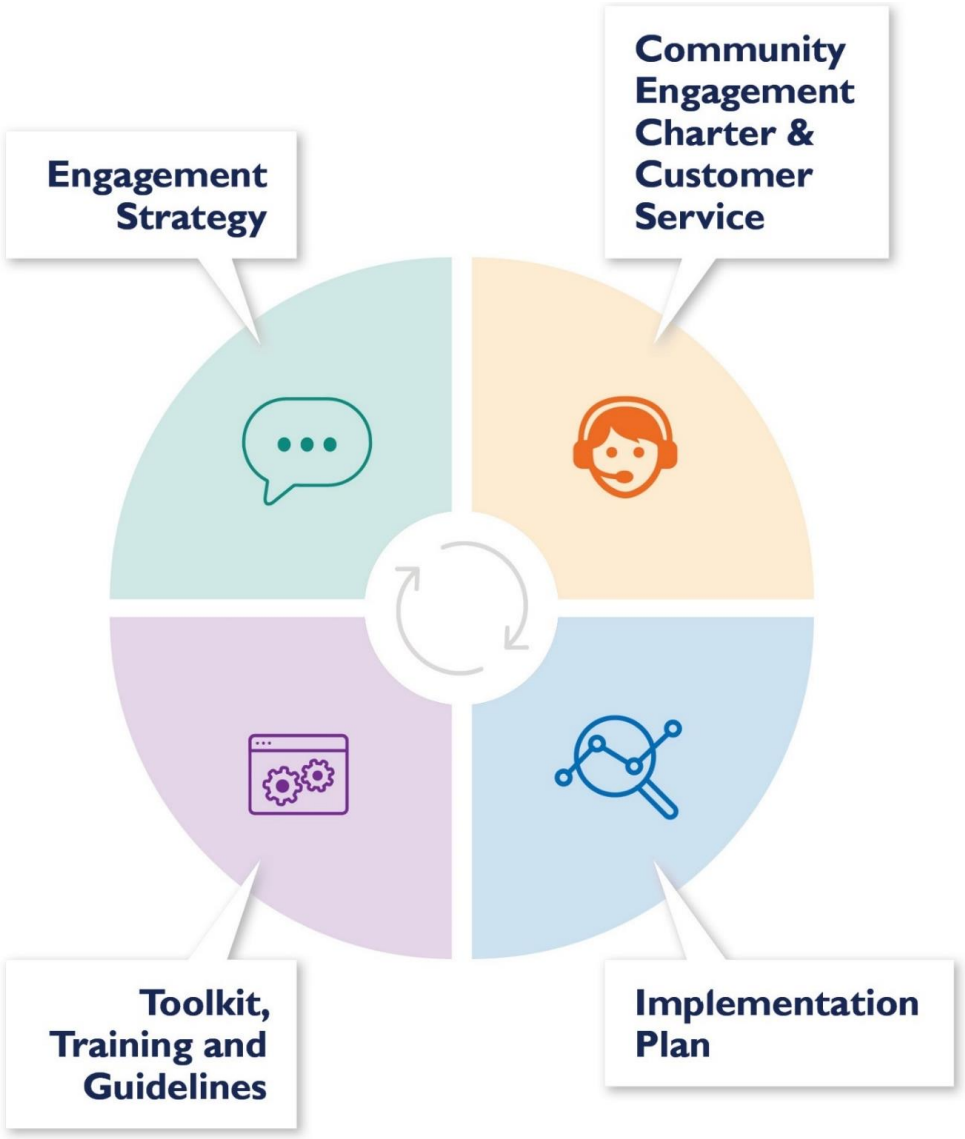
Some things we heard:

- Use technology to solve common problems
- Use simple English and simple pictures.
- Have different options for how you do your consultation.
- Use more video and online ways to engage.
- It should not matter where good ideas come from.
- Listen, look, learn, improve.

Theme	Principle	Initiatives
Quality and innovation	We will try to be creative, open, and welcoming by communicating with people wherever they are - both in person and online. We will keep learning from our actions and the feedback we are given.	• Understand and improve our customer experiences. • Look at and improve our methods and processes for better customer service, communications and engagement. • Look at and improve how we gain information and keep it safe.

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How we will deliver this strategy



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What success would look like

According to our community and staff

We asked our staff and community how we can be successful, and the results were very similar.

Here are some of the shared ideas.

- A community that is proud and supportive of their local government, made through a relationship based on openness and trust.
- A connected and lively community that welcomes all abilities, cultures and diversity.
- Services that are engaging and respond to the needs of the community.
- Improvements in the local area based on community needs and aspirations.
- Lots of chances for the community to get involved, with clear and open communication about the results and choices that have been made.An engaged community that shares honest ideas and feedback to make a safe, lively, and diverse community.
- A valued, skilled, and confident workforce focused on providing very good customer service and engaging well with community and stakeholders.

Improvement in results

If this strategy is successful, we will improve our scores for communication, customer service, and consultation in our regular community perception scorecard.

	Current (2022 scorecard) Performance Index Score (PIS) & Positive Rating	Industry Average 2022 PIS	Industry High 2022 PIS	Goal range Performance Index Score (PIS) & Positive Rating
Customer Service	65 (86% positive rating)	58	68	65-69 (86%-90% positive rating)
Communications	58 (78% positive rating)	47	62	58-63 (78%-82% positive rating)
Consultation	51 (70% positive rating)	43	60	52-60 (72%-78% positive rating)

Good communication, consultation and customer service may also lead to better scores in other areas.

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Key definitions

Engagement

The term engagement can have many meanings.

The definition given by the International Association of Public Participation (IAP2) is:

> "an intentional process with the specific purpose of working across organisations, stakeholders and communities to shape the decisions or actions of members of the community, stakeholders or organisations in relation to a problem, opportunity or outcome."[i]

The IAP2 spectrum of engagement has five different levels of engagement. The first is communications, which is telling people about what we are doing. After communications is consultation and then other forms of engagement with increasing levels of involvement in decisions or actions.

When we talked to people about this strategy, we used the word consultation to describe engagement as people found it easier to understand.

Communications

In this strategy, we are using the word communications to refer to:

> "the practice of using a combination of channels and tools to communicate with a desired market for the purpose of brand awareness, ... advertising, or promotion.[ii]"

Customer experience

Customer experience has also been defined in many ways. One definition we liked is:

> ".. the sum-totality of how customers engage with your company and brand, not just in a snapshot in time, but throughout the entire arc of being a customer." [iii]

Community

Individuals and groups of people; based on geography or interest. In this instance a community may be formed based on where they live (community in place), those who share a similar interest (community of practice) or due to an affiliation with others (e.g., a sporting community)

Customer

An individual, group of individuals, business or organisation that uses the City's services.

Stakeholder

Individuals, a group of individuals, organisations who are more likely to be impacted or have a specific stake in the outcome of decisions.

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Other definitions

Accessible
Being easy to use or understand by many different people so more people can be included.

Artificial Intelligence
Using a computer to do tasks usually done by humans because the task requires a level of intelligence such as learning, problem solving, planning, reasoning or identifying patterns.

Barriers to engagement
Something that stops people from engaging or makes it harder to engage.

Diversity
The range of people in our community to include different backgrounds, cultures, languages, beliefs, ages, abilities, genders, sexual orientations and more.

Education
The school level that different members of our community achieved.

Household
The types of families or individuals who live in a location in our community.

Inclusive
To provide opportunities for all to be involved and to include people who might sometimes be left out.

Initiative
To do something.

In person pop up
A way of communicating with people face to face to get their feedback or to give them information in a public location or at an event.

MARKYT Community Perceptions Scorecard
A feedback exercise conducted by a business called Catalyse Pty Ltd to work out how people think an organisation is performing in a number of different areas.

Population
Some facts about the number of people in our community including their ages.

Principle
A rule or a belief that influences how we behave.

ProfileID
A website that shows information about our community that draws from the Australian Census and Bureau of Statistics as well as other sources of information.

Theme
A core idea that comes up many times and through different ways.

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Thank you

Many people helped create this strategy, and we would like to thank them for taking the time to share.

- Everyone who provided an idea during the ideas phase.
- Design workshop and brand workshop participants.
- City Advisory Group members who helped.
- The Centre for Accessibility Australia who helped us write this strategy in plain English.
- Community and business partners who told others about this strategy.
- Our Council, Executive Leadership Team and Operational Leadership Team who took part in workshops.
- Our staff working group members.

[i] IAP2 Your Peak Body for Engagement | IAP2 Australasia
[ii] Marketing & Communications Industry: Definition & Trends | Pearson Pathways
[iii] Adam Richardson (2010), Understanding Customer Experience, Harvard Business Review 28 October 2010 Understanding Customer Experience (hbr.org)

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Draft Engagement Strategy- Feedback	Officer comment
Respondent 1: Overall, I feel the council engages its residents well and offers many activities for people to participate in. For improved stakeholder engagement residents need to feel that they are heard and something is done to discourage anti-social behaviour whether it occurs near the shopping centre, the bus stops, on the busses or in parks. There is a sense of helplessness when one calls the hotline to report anti-social behaviour. The issue is generally passed onto other departments or agencies resulting in little ownership within the council. There needs to be a long-term plan to address issues as it is understood that they cannot be resolved overnight. There is an opportunity for the council to be part of the solution.	This comment reflects feedback received during the first consultation phase and contributed to the creation of the ES. It supports one of the key themes in the ES of Listen and Remember. No changes noted to ES.
Respondent 2: The strengths of this strategy: • significant efforts to reach different demographics across the city. • clear statement of expected change in indicators if strategy is successfully implemented. The weaknesses of this strategy: • no clear statement of or justification of how representative the strategy is of the attitudes in the City. • no clear statement of degree to which the contributors to the strategy had access to information to make recommendations (eg. consultation in the City, different ways of consulting, resident preference for level on IAP2 spectrum). • no articulated theory of change or logic model to justify why and how the recommended 'initiatives' would work to address the barriers to engagement. • justification unclear as to why staff were asked to create themes but residents were asked to create initiatives (what skills and strengths does one or the other have that suits them to these tasks?). • The strategy and the consultation process makes no distinction between the different levels of the IAP2 spectrum either in the final strategy or when trying to gather input from residents. Therefore the output of the process is very general and overly focused on information provision and consultation levels. This will likely limit the value of strategy on a broad level and make it narrowly useful on the first two levels.	Contributor contacted for clarification. Some of the feedback can be applied to further initiatives in the strategy including • Engagement and customer service toolkits and training for staff. • Clear guidelines for communication and engagement. Examples provided to respondent to show how theory of change and IAP2 spectrum can be added to supporting documents. Changes to the strategy based on this feedback: • Strengthened opening section to outline the plan addresses both Customer Service and Engagement initiatives. • Added consultation/ engagement to opening sections. • Inclusion of levels of IAP2 spectrum added to page 12. Additional detail included in Council report to provide more details on: • why staff categorised ideas into themes • justification of community representation - consultation feedback and annual Community Scorecard.

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Respondent 3: It appeared at times that there were fixed ideas being communicated rather than listening and expressing views that would tell of the community's values. The comments in the report reflected too much jargon in the language used.	Note: Themes, principles and initiatives outlined in the strategy were drawn from community input. Given nature of the strategy it was hard to avoid specific terms, during the plain English review any words that could be seen as jargon have a definition provided.
Respondent 4: I was involved with one long session at Council Rooms. There was a diversity of community members ie workers, pensioners, retirees, disability, indigenous, cultural groups, business. Discussion and ideas were very diverse, showing a great selection of areas of knowledge from the group present. My observation of that session clearly showed that the DRAFT Plan was working to obtain the required information although I feel there was time pressure and not enough small group discussion prior to recording each groups findings.	Feeback noted regarding time constraints in the design workshop to inform future workshop planning. No changes noted to ES
Respondent 5: Don't think they should charge city belmont residents (especially seniors) concession card holders etc. any extra for events as we pay enough rates etc.	No changes noted to ES
Respondent 6: You do need to improve your engagement for public comment stuff. Your process and effort on it has been frustrating for the past decade. You City of Belmont have been too narrow. Too narrow-minded. You do this all the time, and you don't realise it. Take a look around, you are in the middle of the Perth metro area, you have got to be more aware. You seem inclined to want small, neat things. I want to contribute to some relevant, important public comments. Yet for example in the last two years, I am not notified, or are unaware, or are out of time. Recent examples were your draft Public Open Spaces Strategy comment, Community infrastructure plan, Recreation Facility Needs analysis, sporting spaces strategy, Recreational plan, and draft streetscapes enhancement strategy. Had been looking for a Public Open Space comment for years, yet you snuck it in. Plus you need to give us 6 weeks to comment. This and others, you seemed to want to rush through. Need encourage and notify all areas surrounding City of Belmont. i.e.. Cities of Swan, Bayswater, Vincent, City of Perth, Town of Victoria Park, City of Canning. A one page ad in one Belmont local newspaper is not enough to raise awareness.	This comment reflects feedback received during the first consultation phase and provided through the annual community scorecard that contributed to the themes, principles and initiatives in ES. Although much of the commentary appears negative it supports the aim of the ES to improve how we talk to and listen to our community and stakeholders. Agree with the statement "Good consultation and decision-making will lead to better results in everything" this closely aligns to page 5 'We engage with our communities because it leads to better results for everyone." Changes to the strategy based on this feedback: • Page 16 line added to 'some of the things we heard' to include the feedback noted in this response.

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Was surprised you attempted a streetscapes plan that possibly can only be minimal results until underground power, or when central light poles are provided down local distributor roads. Had quickly glanced your finalized sports spaces, facilities document. At least you know what you don't have. Challenge is for staff and new staff to change that, or in the future your deficiencies will essentially be the same. In terms of sports, if you have none, they will (including school kids) join teams outside of your boundaries, and you will lose them. I think for many sports you do not realise that. You really think of there is no team demand. Well the truth is there is no team, Because you have no sports ground provision. Page 8. Collaboration. You are not doing enough. When you continually look inward. It is if you cannot see beyond the river, cannot see beyond the Airport, cannot see beyond Kewdale industrial area. Page 9. Your main website does not easily get to consultations. If you are not very familiar, you would miss the "Belmont connect" icon. If you type "City of Belmont public comment" "Belmont public comment" it should automatically go to consultation site. Yet it does not. Failure of your IT in terms of a webpage. You need to warn productive people that public comment on certain important things is coming up in the next few months. Then when does, highlight it and allow sufficient time for reasonable people to read, think it over, fact check, research, and contribute. If you are retired then you have all the time in the world to do this. If you are working, if is difficult to find the time and to remember the consultation is on. Page 10. Can agree with "Barriers to engagement", many of those listed. A real problem when you want to try for the community and wider community. Page 12. You will be successful, if you get good ideas. Page 16. Do not be afraid to air different ideas. Staff and/or Council Members might think (on a certain idea put forward) that won't solve a problem, yet in year/s time they probably will think the reverse. Ie. Sometimes it takes a bit of time (months, year/s) for reasonable idea to gain acceptance and support. That is especially true for City of Belmont suburbs in Year 2000s. You cannot be stale, you need to evolve. Page 17. Quality and innovation. City of Belmont through its Council Meetings agenda items and public consultations needs to openly reference and compare more to other Perth metro local government areas. Do not be afraid to learn from others and openly compare to. It should not matter where good ideas, policies, and strategies come from in Perth metro, as long as they get picked up.	• Page 17 line added to 'some of the things we heard' to include the feedback noted in this response. • Page 19 additional idea for what success looks like added.

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Page 19. Success would look like. A better community, with improved results. For example that can equal: more night time activation. More businesses. More quality residential opportunities. Less vandalism. Less rubbish. More public transit (bus) use, and services. Less car congestion. Less air pollution. Less local unemployment. More diversity in sports provision (not merely cricket, aussie rules football, lawn bowls, soccer). Not so sure of this scorecard you keep hyping. Forget your obsession with that. Final point. Good consultation and decision-making will lead to better results in everything.	

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12.5 Opportunity Award Nominations 2023

Voting Requirement	:	Simple Majority
Subject Index	:	51/003
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Corporate and Governance

Council role

Executive The substantial direction setting and oversight role of the Council eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

To determine the recipients of the 2023 Opportunity Awards to be presented at the Mayoral Dinner on Saturday, 7 October 2023.

Summary and key issues

The Opportunity Awards were established as part of the City's Marketing Strategy in 1998 to recognise individuals, groups or organisations that have made a significant contribution to City of Belmont during the past year.

The Executive Leadership Team makes recommendations in relation to the Opportunity Awards for endorsement by Council, in accordance with a Council resolution passed in August 1998.

Officer Recommendation

That Council endorse the recipients of the 2023 Opportunity Awards identified in Confidential Attachment 12.5.2 and that the nominations remain confidential until presented at the Mayoral Dinner scheduled for Saturday, 7 October 2023.

Officer Recommendation adopted en bloc- Refer to Resolution appearing at Item 12.

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Location

Not applicable.

Consultation

There has been no specific consultation undertaken in respect to this matter.

Strategic Community Plan implications

In accordance with the 2020 – 2040 Strategic Community Plan:

Goal 5: Responsible Belmont

Strategy: 5.1 Support collaboration and partnerships to deliver key outcomes for our City

Policy implications

There are no policy implications associated with this report.

Statutory environment

There are no specific statutory requirements in respect to this matter.

Background

Opportunity Awards were introduced in 1998 as part of the City of Belmont Marketing Strategy 1998-1999.

At that time, 25 August 1998, Council by resolution introduced two new concepts:

“A visual presentation to support the Mayor’s speech.

The presentation of Opportunity Awards to stakeholders in recognition of their contribution to a significant/outstanding project within the City over the past twelve months demonstrating that the project has enhanced the amenity and quality of life in the City, or has greatly assisted the organisation in achieving its objective.”

The process requires the Executive Leadership Team to confidentially make a recommendation on worthy projects or stakeholders for endorsement by Council.

Projects are to be recommended on the basis that the stakeholder has assisted in the development and enhancement of the City of Belmont. An exemplary level of co-operation must also have been displayed, that has resulted in everyone’s objectives being achieved.

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A list of the previous winners of the Opportunity Awards since its inaugural presentation in 1998 is detailed in Attachment 12.5.1.

Each winner receives an award and a certificate detailing the stakeholder's contribution.

Report

The Executive Leadership Team in consultation with the Operational Leadership Team sought nominations that would fit the criteria including:

- contribution to a significant/outstanding project within the City of Belmont, and
- contribution being within the last 12 months, and
- the contribution has enhanced the amenity and quality of life in the City of Belmont, or the contribution has greatly assisted the organisation in achieving its objectives.

The Executive Leadership Team has considered the nominations for the 2023 Opportunity Awards and has agreed on the nominations detailed in Confidential Attachment 12.5.2.

It is requested that the nominations remain confidential until presented at the Mayoral Dinner scheduled for Saturday 7 October 2023.

Financial implications

There are no financial implications evident at this time.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are no social implications associated with this report.

Attachment details

Attachment No and title	
1.	Previous Opportunity Award Winners [**12.5.1** - 2 pages]
2.	CONFIDENTIAL REDACTED - Recommendation for 2023 Opportunity Awards (Confidential matter in accordance with Local Government Act 1995 section 5.23(2)(b)(e)) [**12.5.2** - 2 pages]

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Previous Opportunity Award Winners

Year	Recipients
1998	• Secureforce International • The Western Australian Turf Club • The Satterley Group.
1999	• The Belmont Business Enterprise Centre • Ascot Waters Consortium • Eldercare and the Faulkner Park Retirement Estate Board of Management.
2000	• The Perron Group • Main Roads Department • Ministry of Housing.
2001	• Western Power and Office of Energy • The Reading Group • Mell-Fin Securities Pty Ltd.
2002	• The Sister City Association • The Belmont Rotary Club.
2003	No Mayoral Dinner was held as a result of the refurbishment of the Civic Centre.
2004	The 2004 Mayoral Dinner concentrated on launching the rebranding and repositioning of the City of Opportunity Marketing Strategy.
2005	• Maxicom Construction Group • People Solutions • South Eastern Metropolitan District Office of the WA Police.
2006	• Lotterywest • Strategic Leadership Consulting Pty Ltd • St John Ambulance.
2007	• McLeods Barristers and Solicitors • Motor Trade Association of Western Australia (Inc) • Belmont / Victoria Park State Emergency Service Unit • Western Australian Planning Commission.
2008	• Reginald Fernandes • Matthew Lyford – Watchtower • Richard Campbell – CMS Events.
2009	• Local Government Insurance Services (LGIS) • Peter Coxon – Coxon Group of Companies.
2010	• The Property Council of Australia • Laraine Wheller – Wheller Consulting/Rubis.
2011	• Perth Airport • Eastern Metropolitan Regional Council • Western Australian Local Government Association.
2012	• South East Metro Crime Prevention and Diversity Unit.
2013	• Main Roads Western Australia - City East Alliance Group • Belmont Forum Shopping Centre.
2014	• Finbar Group Limited – Spring View Towers Residential Apartments • Swan River Trust - Foreshore Partnership • Consulate-General of Japan – Support of Sister City Relationship.
2015	• YMCA.
2016	• Landcorp – The Springs Development • Main Roads WA – Gateway Project – Perth Airport Entry.
2017	No Awards were presented in 2017.
2018	• Zenien.

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Year	Recipients
2019	• Mr Bryce Hellmrich • Tavolo Café • Belmont Forum/Perron Group
2020	No Awards were presented in 2020 – No Mayoral Dinner as a result of COVID
2021	• Mr Noel Nannup • Mr Cameron Aitkenhead – author of Belmonsters books • The Big Picture Factory
2022	• Constable Care Foundation • Ruah Community Services • Dr Ian MacLeod • Gott Health

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12.6 Accounts for Payment - August 2023

Voting Requirement	:	Simple Majority
Subject Index	:	54/007-Creditors-Payment Authorisations
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	NIL
Previous Items	:	N/A
Applicant	:	NA
Owner	:	N/A
Responsible Division	:	Corporate and Governance

Council role

Executive The substantial direction setting and oversight role of the Council eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

To present to Council the list of expenditure paid for the period 1 August 2023 to 31 August 2023 under delegated authority.

Summary and key issues

A list of payments is presented to the Council each month for confirmation and endorsement in accordance with the *Local Government (Financial Management) Regulations 1996*.

Officer Recommendation

That the Authorised Payment Listing for August 2023 as provided under Attachment 12.6.1 be received.

Officer Recommendation adopted en bloc - Refer to Resolution appearing at Item 12.

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Location

Not applicable.

Consultation

There has been no specific consultation undertaken in respect to this matter.

Strategic Community Plan implications

In accordance with the 2020 – 2040 Strategic Community Plan:

Goal 5: Responsible Belmont

Strategy: 5.2 Manage the City's assets and financial resources in a responsible manner and provide the best possible services for the community

Strategy: 5.6 Deliver effective, fair and transparent leadership and decision-making, reflective of community needs and aspirations

Policy implications

There are no policy implications associated with this report.

Statutory environment

Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996* states:

> "If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared:
>
> (a) the payee's name;
>
> (b) the amount of the payment;
>
> (c) the date of the payment; and
>
> (d) sufficient information to identify the transaction."

(3) A list prepared under sub regulation (1) is to be presented to Council at the next ordinary meeting of Council after the list is prepared; and recorded in the minutes of that meeting.

Regulation 13A of the *Local Government (Financial Management) Regulations 1996* effective from 1 September 2023 states:

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(1) If a local government has authorised an employee to use a credit, debit or other purchasing card, a list of payments made using the card must be prepared each month showing the following for each payment made since the last such list was prepared —

(a) the payee's name;

(b) the amount of the payment;

(c) the date of the payment;

(d) sufficient information to identify the payment.

(2) A list prepared under subregulation (1) must be —

(a) presented to the council at the next ordinary meeting of the council after the list is prepared; and

(b) recorded in the minutes of that meeting.

Background

Council has delegated to the Chief Executive Officer under Delegation 1.1.18 to make payment from the Municipal and Trust Fund account. In accordance with Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996,* where this power has been delegated, a list of payments each month is to be compiled and presented to Council.

Report

The following summary of payments are recommended for confirmation and endorsement.

Payment type	Payment reference	$
Municipal Fund Cheques	788866-788868	1,384.35
Municipal Fund EFTs	EF085672-EF085751 EF085754-EF086004	4,593,623.96
Municipal Fund Payroll	August 2023	2,474,170.09
Trust Fund EFT	EF085752-EF085753	14,445.40
Total Payments for August 2023		**7,083,623.80**

A copy of the Authorised Payment Listing is included as Attachment 12.6.1.

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Financial implications

All expenditure included in the Authorised Payment Listing is in accordance with Council's Annual budget.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are no social implications associated with this report.

Attachment details

Attachment No. and title
1. August 2023 Payments [**12.6.1** - 6 pages]

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City of Belmont

Accounts for Payment - August 2023

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Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
Contractors					
EF085672	04/08/23	00390	Landgate	$975.10	Title Search Fees
EF085673	04/08/23	00394	Child & Adolescent Health Service - Dept of Health WA	$721.86	Immunisation Expenses
EF085674	04/08/23	00608	Programmed Skilled Workforce Ltd	$11,551.95	Labour/Personnel Hire
EF085675	04/08/23	00699	Marketforce Pty Ltd	$769.97	Advertising & Printing
EF085676	04/08/23	00707	LoGo Appointments	$1,444.58	Labour/Personnel Hire
EF085677	04/08/23	00717	Main Roads Western Australia	$11,183.62	Road Building Contractor- Traffic Loop Reinstatement
EF085678	04/08/23	00830	Canon Production Printing Australia Pty Ltd	$305.58	Photocopy Expenses
EF085687	04/08/23	01714	Total Eden Pty Ltd - Nutrien Water	$246.54	Reticulation Parts & Repairs
EF085689	04/08/23	01982	Northam Avon Descent Association Inc	$11,000.00	Avon Descent 2023 Sponsorship
EF085690	04/08/23	02050	Austraffic WA	$13,798.40	Traffic Count Survey- Various Locations
EF085691	04/08/23	02172	Miss Maud	$207.95	Catering/Catering Supplies
EF085693	04/08/23	02303	Ultimo Catering and Events	$1,908.00	Catering/Catering Supplies
EF085694	04/08/23	02451	Carlisle Events Hire Pty Ltd	$2,194.50	Plant/Equipment Hire
EF085695	04/08/23	02458	Technology One Ltd	$178,122.15	TechnologyOne SaaS Platform Fee
EF085696	04/08/23	02837	GLG Greenlife Group	$16,862.44	Mowing and Pruning
EF085697	04/08/23	02840	ALS Environmental - Australian Laboratory Services	$101.20	Professional Fees - Testing
EF085698	04/08/23	03031	Retech Rubber	$544.50	Plant Parts & Repairs
EF085699	04/08/23	03142	Redfish Technologies Pty Ltd	$9,625.00	Chamber Audio Visual ServiceSupport23/24
EF085700	04/08/23	03419	Gott Health	$110.00	Community Exercise Classes
EF085701	04/08/23	03504	Classic Tree Services	$8,034.40	Tree Pruning Within CoB
EF085704	04/08/23	04301	Michael Page - Page Personnel	$1,013.94	Labour/Personnel Hire
EF085705	04/08/23	04400	The Freedom Fairies	$858.00	Music/Entertainment Expenses
EF085706	04/08/23	04454	FM Contract Solutions Pty Ltd	$892.62	Professional Fees - Analysis
EF085707	04/08/23	04579	Mills Recruitment	$7,918.11	Labour/Personnel Hire
EF085708	04/08/23	04675	Bindi Bindi Dreaming	$1,320.00	Music/Entertainment Expenses
EF085710	04/08/23	04917	Environmental Industries Pty Ltd	$19,752.63	Gardening Contractor
EF085712	04/08/23	05016	Cyclus Pty Ltd	$379.50	Labour/Personnel Hire
EF085714	04/08/23	05283	IRP Pty Ltd	$5,403.20	Labour/Personnel Hire
EF085715	04/08/23	05377	Encyclopaedia Britannica Australia Ltd	$3,184.50	Computer Software Maintenance- Subscription
EF085716	04/08/23	05463	International Solutions Group Pty Ltd - ISG Cleaning	$1,966.25	Cleaning Services
EF085717	04/08/23	05567	Elmo Software Limited	$21,656.80	Computer Software Maintenance-Annual Licence 2023-2024
EF085718	04/08/23	05568	Allstate Kerbing and Concrete	$5,159.00	Kerbing Contractor
EF085720	04/08/23	05819	Ritz Drycleaners	$204.75	Cleaning Services
EF085721	04/08/23	05840	Commercial Aquatics Australia Pty Ltd	$473.00	Oasis Expenses
EF085723	04/08/23	06033	Baby Sensory Perth South of the River	$440.00	Library-Entertainment Expense
EF085724	04/08/23	06146	SpacetoCo Pty Ltd	$33.00	Refund
EF085725	04/08/23	06159	Macrame By Amala	$2,051.00	Community Art Classes
EF085727	04/08/23	06284	Talent International	$8,126.29	Labour/Personnel Hire
EF085728	04/08/23	06304	Prestige Property Maintenance	$3,168.00	Building Maintenance
EF085729	04/08/23	06325	StemSmart	$4,158.00	Library-Coding Program
EF085730	04/08/23	06334	Foodbank WA	$400.00	Community Nutrition Classes
EF085731	04/08/23	06358	The Event Mill Pty Ltd	$1,732.45	Plant/Equipment Hire- Art Awards
EF085732	04/08/23	06374	Vaughn McGuire	$715.00	Music/Entertainment Expenses-Pioneer Lunch
EF085733	04/08/23	06384	Hire Society	$1,462.37	Plant/Equipment Hire-Citizenship Ceremony
EF085735	04/08/23	06439	Barking Wolf Pty Ltd	$1,000.00	Library-Entertainment Expense
EF085736	04/08/23	06444	Jones Lang LaSalle Advisory Services	$56,100.00	Asset Valuation- Parks & Building
EF085737	04/08/23	06462	Maxima Training Group (Aust) Ltd	$9,938.35	Labour/Personnel Hire
EF085738	04/08/23	06491	Crisdale Recruitment Group	$1,991.09	Labour/Personnel Hire
EF085740	04/08/23	06514	Under the Jacaranda	$4,800.00	Photography/Framing Expenses-Museum
EF085741	04/08/23	06522	Kieran Togher T/as Toppo Digital	$1,425.00	Computer Software Maintenance-GIS Consulting
EF085742	04/08/23	06530	Janice Oliver	$600.00	Library-Entertainment Expense
EF085743	04/08/23	06541	Tania Ferrier	$225.00	Art Awards/Exhibition
EF085744	04/08/23	06555	Miranda Farmer T/A Farmer Designs	$1,100.00	Professional Fees - Design
EF085745	04/08/23	06563	TIDA - Okinawan Dance Group	$200.00	Music/Entertainment Expenses
EF085746	04/08/23	06564	Jessica Taylor	$2,004.13	Library-Entertainment Expense-Imaginarium
EF085757	11/08/23	00118	Australia Post	$22,105.63	Postage
EF085758	11/08/23	00221	John Hughes Group	$1,307.54	New Ford Ranger Security Vehicles
EF085759	11/08/23	00230	Jackson McDonald	$9,616.75	Legal Expenses
EF085764	11/08/23	00608	Programmed Skilled Workforce Ltd	$3,415.21	Labour/Personnel Hire
EF085766	11/08/23	00726	T-Quip	$1.10	Plant Parts & Repairs
EF085771	11/08/23	01339	P J WRIGHT & ASSOCIATES PTY LTD	$5,610.00	Belmont HUB- Drainage Design
EF085773	11/08/23	02298	Pelican Linemarking	$330.00	Line Marking
EF085775	11/08/23	02418	Programmed Property Services Pty Ltd	$8,580.00	Gardening Maintenance contract
EF085777	11/08/23	02451	Carlisle Events Hire Pty Ltd	$902.00	Plant/Equipment Hire
EF085779	11/08/23	02779	Natural Area Holdings Pty Ltd	$8,448.00	Gardening - Plants/Supplies
EF085780	11/08/23	02844	Chandler Macleod Group Ltd	$7,788.09	Labour/Personnel Hire
EF085782	11/08/23	02913	Syrinx Environmental Pty Ltd	$3,432.00	Professional Fees - Foreshore Landscaping
EF085783	11/08/23	03032	Hisco Pty Ltd/Reward Hospitality	$430.37	Catering/Catering Supplies
EF085786	11/08/23	03504	Classic Tree Services	$4,725.60	Tree Pruning Within CoB
EF085788	11/08/23	03583	DFES Direct Brigade Alarm Monitoring	$1,881.00	Fire Equipment/Service- Annual Fee
EF085791	11/08/23	04070	Manheim Pty Ltd	$22.00	Plant Parts & Repairs
EF085792	11/08/23	04120	Randstad Pty Ltd	$1,377.33	Labour/Personnel Hire
EF085793	11/08/23	04161	Play Check	$605.00	Playground Audit
EF085796	11/08/23	04974	Turf Care WA Pty Ltd	$5,673.98	Turf Renovation
EF085798	11/08/23	05240	Otium Planning Group Pty Ltd	$10,917.50	Feasibility Report- 400 Abernethy Rd
EF085799	11/08/23	05283	IRP Pty Ltd	$1,589.28	Labour/Personnel Hire
EF085800	11/08/23	05336	West-Sure Group Pty Ltd	$479.66	Security Services
EF085802	11/08/23	05738	Double G (WA) Pty Ltd t/as Think Water Perth	$11,594.71	Irrigation works - Operations Centre
EF085805	11/08/23	05944	Delron Cleaning Pty Ltd - Ventia	$145.65	Cleaning Services
EF085806	11/08/23	06075	Micro Products Australia	$119.50	Electrical Goods
EF085807	11/08/23	06129	AKJC Hospitality Group - 8 Yolks Cafe	$120.00	Catering/Catering Supplies
EF085809	11/08/23	06366	Powerdrive Roofing	$17,259.00	Roof works - Bemont Tennis Club
EF085811	11/08/23	06485	Constructive Building Consultants	$1,100.00	Professional Fees - Building
EF085812	11/08/23	06528	Diplomatik Pty Ltd	$1,957.52	Professional Fees - Recruitment Services
EF085784	11/08/23	03104	Rawlinsons WA	$7,100.50	Belvidere Street - Quantity Surveyor
EF085818	11/08/23	99998	Holborn Lenhoff Massey	$2,222.00	Legal Expenses
EF085819	15/08/23	00195	Bin Bath Australia Pty Ltd	$13.75	Cleaning Services

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EF085821	15/08/23	00501	Infor Global Solutions (ANZ) Pty Ltd	$2,040.50	Licensing Module Training
EF085823	15/08/23	00931	Sonic HealthPlus Pty Ltd	$234.00	Medical Examinations
EF085825	15/08/23	03504	Classic Tree Services	$10,717.30	Tree Pruning Within CoB
EF085826	15/08/23	03906	EPT Elec Power Technologies Pty Ltd	$2,552.00	Computer Hardware Maintenance
EF085827	15/08/23	04963	Centigrade	$3,423.57	Airconditioning/Refrigeration Maintenance
EF085828	15/08/23	04974	Turf Care WA Pty Ltd	$4,950.99	Turf Renovation
EF085829	15/08/23	05209	Portland Broome Pty Ltd	$2,172.50	Professional Fees - Recruitment Services
EF085830	15/08/23	05838	Petstock Pty Ltd	$44.97	Pound Expenses
EF085831	15/08/23	05944	Delron Cleaning Pty Ltd - Ventia	$436.98	Cleaning Services
EF085832	15/08/23	06094	Boyan Electrical Services	$1,257.03	Electrical Contractor
EF085842	18/08/23	00083	Ascot Veterinary Hospital	$267.00	Pound Expenses
EF085846	18/08/23	00394	Child & Adolescent Health Service - Dept of Health WA	$721.86	Immunisation Expenses
EF085847	18/08/23	00442	Dial Before You Dig Australia	$440.00	Survey Expenses- Membership Fee 2023-2024
EF085848	18/08/23	00585	Hydroquip Pumps	$86,953.90	Bore Drilling/ Maintenance-Various Parks
EF085849	18/08/23	00608	Programmed Skilled Workforce Ltd	$6,800.69	Labour/Personnel Hire
EF085850	18/08/23	00699	Marketforce Pty Ltd	$2,933.33	Advertising & Printing
EF085851	18/08/23	00707	LoGo Appointments	$3,483.03	Labour/Personnel Hire
EF085853	18/08/23	01074	Shred-X Pty Ltd	$11.07	Rubbish Removals
EF085854	18/08/23	01090	St John Ambulance Australia Inc	$457.60	First Aid Service
EF085855	18/08/23	01097	Dept of the Premier & Cabinet	$410.40	Advertising & Printing
EF085860	18/08/23	02298	Pelican Linemarking	$2,420.00	Line Marking
EF085861	18/08/23	02425	Prestige Alarms	$1,034.00	Security Services
EF085862	18/08/23	02451	Carlisle Events Hire Pty Ltd	$6,294.20	Plant/Equipment Hire
EF085864	18/08/23	02672	Ruah Community Services	$16,962.73	Preventive Domestic Violence Services
EF085865	18/08/23	02760	Dalcon Environmental Pty Ltd	$330.00	Professional Fees - Algae Testing
EF085866	18/08/23	02844	Chandler Macleod Group Ltd	$3,904.32	Labour/Personnel Hire
EF085868	18/08/23	04002	Ray White Urban Springs	$411.40	Professional Fees - Property
EF085870	18/08/23	04301	Michael Page - Page Personnel	$1,013.94	Labour/Personnel Hire
EF085871	18/08/23	04391	Lifeskills Australia	$1,045.00	Professional Fees - Analysis
EF085873	18/08/23	04482	Allan Davies & Trevor Chudleigh Architects	$924.00	Professional Fees - Architect
EF085874	18/08/23	04529	Southern Cross Care (WA) Inc	$11,536.88	Independent Living Units -Management Fees
EF085875	18/08/23	04544	SirsiDynix Pty Ltd	$59.26	Computer Software Maintenance
EF085876	18/08/23	04579	Mills Recruitment	$3,443.14	Labour/Personnel Hire
EF085877	18/08/23	04690	Paraquad Industries	$7,865.47	Courier Service
EF085879	18/08/23	05283	IRP Pty Ltd	$1,589.28	Labour/Personnel Hire
EF085880	18/08/23	05493	Dapth	$1,897.50	Computer Software Maintenance-Website Support Half Yearly Services
EF085881	18/08/23	05819	Ritz Drycleaners	$98.65	Cleaning Services
EF085882	18/08/23	06094	Boyan Electrical Services	$7,495.85	Electrical Contractor
EF085883	18/08/23	06160	SEEK Limited	$3,500.48	Advertising
EF085885	18/08/23	06188	Cannington Retravision	$1,899.00	Electrical Goods
EF085886	18/08/23	06284	Talent International	$5,789.15	Labour/Personnel Hire
EF085888	18/08/23	06339	Focus Consulting WA Pty Ltd	$1,100.00	Electrical Contractor
EF085889	18/08/23	06384	Hire Society	$1,339.99	Plant/Equipment Hire-Pioneer's Lunch
EF085892	18/08/23	06461	Kristy Nita Brown	$1,800.00	Library-Entertainment Expense
EF085893	18/08/23	06462	Maxima Training Group (Aust) Ltd	$4,918.98	Labour/Personnel Hire
EF085894	18/08/23	06491	Crisdale Recruitment Group	$3,613.46	Labour/Personnel Hire
EF085896	18/08/23	06522	Kieran Togher T/as Toppo Digital	$2,805.00	Computer Software Maintenance-GIS Consulting
EF085897	18/08/23	06528	Diplomatik Pty Ltd	$2,331.75	Professional Fees - Recruitment Services
EF085900	18/08/23	06554	Made To Be Messy	$451.00	Community Art Classes
EF085863	18/08/23	02498	City of South Perth	$7,148.02	Animals Impound Fee
EF085907	25/08/23	00163	Bayswater Fire Protection	$1,631.30	Fire Equipment/Service
EF085913	25/08/23	00390	Landgate	$1,903.20	Title Search Fees
EF085916	25/08/23	00608	Programmed Skilled Workforce Ltd	$4,239.87	Labour/Personnel Hire
EF085917	25/08/23	00707	LoGo Appointments	$3,659.59	Labour/Personnel Hire
EF085918	25/08/23	00718	Major Motors Pty Ltd	$160,392.52	New Isuzu Truck-TRU20 Replacement
EF085919	25/08/23	00726	T-Quip	$965.05	Plant Parts & Repairs
EF085921	25/08/23	00989	PAV Perth Audiovisual - Royal Pride Pty Ltd	$2,499.86	Pioneers Expense
EF085922	25/08/23	01059	Sledgehammer Concrete Cutting Service	$98.30	Concrete Contractor
EF085925	25/08/23	01507	The Pressure King	$10,792.36	Graffiti Removal
EF085927	25/08/23	01772	Data3 Limited	$10,229.73	Computer Software Maintenance-Remote Access
EF085928	25/08/23	02303	Ultimo Catering and Events	$25,147.50	Catering/Catering Supplies-Pioneers Lunch
EF085930	25/08/23	02425	Prestige Alarms	$1,980.00	Security Services
EF085931	25/08/23	02711	CPG Research and Advisory Pty Ltd	$1,558.33	Advisory Fees - August 2023
EF085932	25/08/23	02779	Natural Area Holdings Pty Ltd	$5,885.00	Mowing and Pruning
EF085933	25/08/23	02844	Chandler Macleod Group Ltd	$2,405.13	Labour/Personnel Hire
EF085934	25/08/23	02927	Art Install	$1,021.90	Display Plinth
EF085935	25/08/23	02958	Yoshino Sushi	$70.40	Catering/Catering Supplies
EF085936	25/08/23	03504	Classic Tree Services	$8,547.00	Tree Pruning Within CoB
EF085937	25/08/23	03583	DFES Direct Brigade Alarm Monitoring	$1,881.00	Fire Equipment/Service- Annual Fee
EF085941	25/08/23	04137	Greive Panelbeaters	$2,000.00	Plant Parts & Repairs
EF085942	25/08/23	04454	FM Contract Solutions Pty Ltd	$892.62	Professional Fees - Analysis
EF085943	25/08/23	04529	Southern Cross Care (WA) Inc	$5,768.44	Independent Living Units Management
EF085944	25/08/23	04579	Mills Recruitment	$6,157.15	Labour/Personnel Hire
EF085945	25/08/23	04580	Brenda Greenfield	$300.00	Music/Entertainment Expenses
EF085946	25/08/23	04723	Future Logic	$3,201.95	Computer Software Maintenance- Cisco Replacement Switch
EF085948	25/08/23	05016	Cyclus Pty Ltd	$206.80	Labour/Personnel Hire
EF085949	25/08/23	05523	Go Doors Pty Ltd	$262.63	Building Maintenance
EF085952	25/08/23	05974	Stuart Hayward	$800.00	Music/Entertainment Expenses
EF085954	25/08/23	06160	SEEK Limited	$1,905.09	Advertising
EF085956	25/08/23	06203	Ngala Boodja Aboriginal Land Care	$7,612.00	Maintenance of Natural Areas COB
EF085957	25/08/23	06241	Classic Clicks Photography and Photobooth	$1,540.00	Photography- Pioneer's Event
EF085958	25/08/23	06295	Savana Environmental	$242.00	Rubbish Removals
EF085959	25/08/23	06335	Hatch Pty Ltd	$9,405.00	Professional Fees - Belvidere Street Revitalisation
EF085960	25/08/23	06345	SoCo Studios - Travis Hayto Photography	$5,428.50	Photography/Framing Expenses
EF085961	25/08/23	06389	Netstar Australia Pty Ltd	$82.50	Security Services
EF085962	25/08/23	06397	Cassey Hutton	$300.00	Music/Entertainment Expenses
EF085963	25/08/23	06414	Complete Glass & Glazing Services	$10,442.00	Road Building Contractor
EF085964	25/08/23	06445	Bippity Boppity Brush	$760.00	Music/Entertainment Expenses
EF085968	25/08/23	06527	Jurovich Surveying	$28,336.00	Survey Expenses - 400 Abernethy Rd
EF085969	25/08/23	06561	Pinyo Fordham	$1,460.00	Professional Fees - Marketing
EF085970	25/08/23	06574	Beam Me Up Media	$313.50	Library-Entertainment Expense
EF085971	25/08/23	06584	Joanna Sassoon	$250.00	Library-Entertainment Expense

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EF085973	25/08/23	06588	Iredale Pedersen Hook Architects	$330.00	Library-Entertainment Expense
EF085974	25/08/23	06596	Sophie Australia Wildflowers Photography	$100.00	Photography/Framing Expenses
EF085990	30/08/23	00221	John Hughes Group	$101,848.94	New Security Vehicles
EF085993	30/08/23	00247	CAI Fences	$968.00	Fence Repair
EF085996	30/08/23	00295	Capital Recycling	$12,244.65	Rubbish Removals
EF085997	30/08/23	00305	CJD Equipment Pty Ltd	$1,662.02	Mower Parts & Repairs
EF085999	30/08/23	00412	Dowsing Group Pty Ltd	$1,136.65	Concrete Contractor
EF086002	30/08/23	00491	Fujifilm Business Innovation Australia	$3,960.18	Photocopy Expenses
EF086003	30/08/23	00557	City Subaru	$2,788.30	Plant Parts & Repairs
EF086005	30/08/23	00608	Programmed Skilled Workforce Ltd	$11,799.74	Labour/Personnel Hire
EF086006	30/08/23	00699	Marketforce Pty Ltd	$13,040.06	Advertising & Printing
EF086007	30/08/23	00706	Local Health Authorities Analytical Committee	$10,428.26	Analytical Services Fee 2023/24
EF086008	30/08/23	00726	T-Quip	$1,622.40	Plant Parts & Repairs
EF086009	30/08/23	00734	McIntosh and Son WA	$2,209.19	Plant Parts & Repairs
EF086010	30/08/23	00736	McLeods	$16,542.98	Legal Expenses
EF086011	30/08/23	00784	Bucher Municipal	$10,056.35	Plant Parts & Repairs
EF086013	30/08/23	00815	New Town Toyota	$2,399.35	Plant Parts & Repairs
EF086014	30/08/23	00830	Canon Production Printing Australia Pty Ltd	$410.07	Photocopy Expenses
EF086016	30/08/23	00859	Cannington Mazda(Prev Parkland Mazda)	$356.00	Plant Parts & Repairs
EF086017	30/08/23	00917	Positive Auto Electrics	$983.40	Plant Parts & Repairs
EF086018	30/08/23	00931	Sonic HealthPlus Pty Ltd	$485.10	Medical Examinations
EF086019	30/08/23	00972	Repco Auto Parts	$379.50	Plant Parts & Repairs
EF086020	30/08/23	00983	R M Surveys	$9,586.50	Survey Expenses
EF086021	30/08/23	00988	Reece Australia Pty Ltd	$2,103.26	Plumbing Maintenance/Supplies
EF086022	30/08/23	01112	Sunny Industrial Brushware	$719.40	Plant Parts & Repairs
EF086023	30/08/23	01138	E & M J Rosher Pty Ltd	$13.77	Plant Parts & Repairs
EF086025	30/08/23	01186	ZircoDATA Pty Ltd	$1,890.00	Records Storage
EF086027	30/08/23	01233	Stihl Shop Redcliffe	$1,002.60	Tools/Tool Repairs
EF086028	30/08/23	01243	WARP Pty Ltd	$70,659.15	Traffic Control
EF086031	30/08/23	01339	P J WRIGHT & ASSOCIATES PTY LTD	$2,640.00	Belmont HUB- Drainage
EF086032	30/08/23	01358	Kevrek Australia Pty Ltd	$440.00	Plant Parts & Repairs
EF086034	30/08/23	01409	BCA Consultants Pty Ltd	$4,400.00	Airconditioning/Refrigeration Maintenance
EF086036	30/08/23	01462	Arcus Australia Pty Ltd	$6,479.00	New Freezer -Civic Centre Kitchen
EF086037	30/08/23	01533	WC Convenience Management	$5,462.61	Building Maintenance
EF086039	30/08/23	01549	Community Arts Network WA - CANWA	$5,500.00	Lullabies Project
EF086041	30/08/23	01712	Donegan Enterprises Pty Ltd	$75,301.82	Various Parks Repairs and Maintenance
EF086042	30/08/23	01714	Total Eden Pty Ltd - Nutrien Water	$1,499.51	Reticulation Parts & Repairs
EF086043	30/08/23	01731	Charter Plumbing and Gas	$9,654.22	Plumbing Maintenance/Supplies
EF086044	30/08/23	01735	Air Roofing Co Pty Ltd	$27,445.00	Roof repairs - Belmont Oasis
EF086045	30/08/23	01797	Green Skills (Ecojobs)	$3,124.21	Labour/Personnel Hire
EF086048	30/08/23	02059	Western Resource Recovery Pty Ltd	$216.70	Rubbish Removals
EF086050	30/08/23	02086	Pro AV Solutions (WA)	$61,851.03	Belmont HUB- Comms Room Electrical Work
EF086052	30/08/23	02207	Wilson Security	$120,751.40	Security Services
EF086055	30/08/23	02387	Triton Electrical Contractors Pty Ltd	$737.00	Electrical Contractor
EF086056	30/08/23	02393	Zipform Pty Ltd	$7,036.34	Rates Brochures Postage
EF086057	30/08/23	02410	System Maintenance	$2,419.30	Plumbing Maintenance/Supplies
EF086058	30/08/23	02425	Prestige Alarms	$19,302.47	Security Services
EF086060	30/08/23	02458	Technology One Ltd	$139,903.11	TechnologyOne Subscription Fee 2023-2024
EF086063	30/08/23	02589	Zenien	$6,782.27	Security Services
EF086064	30/08/23	02627	Dunbar Services WA Pty Ltd	$1,354.10	Cleaning Services
EF086065	30/08/23	02629	Paperbark Technologies Pty Ltd	$44,530.80	COB-Street Tree Inventory Analysis
EF086066	30/08/23	02837	GLG Greenlife Group	$18,506.63	Mowing and Pruning
EF086067	30/08/23	02849	Total Nissan and Kia - Total Autos (1990)	$959.00	Plant Parts & Repairs
EF086069	30/08/23	02958	Yoshino Sushi	$118.80	Catering/Catering Supplies
EF086070	30/08/23	03031	Retech Rubber	$626.12	Plant Parts & Repairs
EF086072	30/08/23	03419	Gott Health	$330.00	Community Exercise Classes
EF086073	30/08/23	03464	Bridgestone Australia Ltd	$14,592.92	Plant Parts & Repairs
EF086074	30/08/23	03571	Perrott Painting Maintenance Contracts	$13,066.20	Painting Contractor
EF086075	30/08/23	03593	Philip Swain	$1,235.85	Labour/Personnel Hire
EF086076	30/08/23	03794	Testel Australia Pty Ltd	$3,368.64	Electrical Contractor
EF086077	30/08/23	03824	Konica Minolta	$113,511.86	Purchase of new photocopiers
EF086079	30/08/23	04026	HK Calibration Technologies Pty Ltd	$660.00	Plant Parts & Repairs
EF086081	30/08/23	04105	Cleanflow Environmental Solutions	$7,363.87	Drainage Maintenance
EF086083	30/08/23	04246	Bibliotheca Australia Pty Ltd	$482.00	Computer Software Maintenance
EF086084	30/08/23	04301	Michael Page - Page Personnel	$1,140.68	Labour/Personnel Hire
EF086085	30/08/23	04302	Southern Cross Housing Ltd	$14,594.74	Independent Living Units Management Fees
EF086086	30/08/23	04320	ABM Landscaping	$7,920.00	Bricks/Bricklaying- Tomato Lake
EF086087	30/08/23	04496	Azure Painting Pty Ltd	$7,040.00	Painting Contractor
EF086088	30/08/23	04643	Nyoongar Outreach Services Inc	$6,875.00	Security Services
EF086089	30/08/23	04693	Allwest Plant Hire Australia Pty Ltd	$10,461.37	Plant/Equipment Hire
EF086092	30/08/23	04779	One 20 Productions	$4,870.80	Plant/Equipment Hire- Avon Descent
EF086093	30/08/23	04888	Database Consultants Australia	$51,676.90	Computer Software Maintenance- Pinforce Annual Fees
EF086094	30/08/23	04908	Tamper Evident	$249.70	Pound Expenses
EF086095	30/08/23	04917	Environmental Industries Pty Ltd	$19,752.63	Landscape Maintenance
EF086096	30/08/23	04963	Centigrade	$26,926.49	Airconditioning/Refrigeration Maintenance
EF086098	30/08/23	05252	AAAC Towing Pty Ltd	$495.00	Towing Vehicles
EF086099	30/08/23	05344	Veolia Recycling and Recovery Pty Ltd (Previously Suez)	$473,024.45	Rubbish Removals
EF086100	30/08/23	05345	Rain Bird Australia Pty Ltd	$21,870.20	Reticulation Parts & Repairs-Weather Station Plan
EF086101	30/08/23	05370	OKMG Pty Ltd	$1,925.00	Photography/Framing Expenses-The Imaginarium
EF086102	30/08/23	05427	Horizon West Landscape & Irrigation Pty Ltd	$264.00	Gardening Contractor
EF086104	30/08/23	05523	Go Doors Pty Ltd	$12,384.38	Building Maintenance
EF086105	30/08/23	05623	Tree Planting and Watering - Baroness Holdings	$20,248.23	Trees Watering Services
EF086106	30/08/23	05692	Newground Water Services Pty Ltd	$489,075.40	Reticulation Installation - Various locations
EF086107	30/08/23	05738	Double G (WA) Pty Ltd t/as Think Water Perth	$3,864.90	Reticulation Parts & Repairs
EF086109	30/08/23	05771	Alsco Pty Ltd	$193.59	Cleaning Services
EF086110	30/08/23	05801	Integrated Fuel Services & Solutions	$240.46	Plant Parts & Repairs
EF086111	30/08/23	05809	Specialized Cleaning Group t/as Clean Sweep	$27,890.50	Plant/Equipment Hire
EF086112	30/08/23	05840	Commercial Aquatics Australia Pty Ltd	$330.00	Oasis Expenses
EF086113	30/08/23	05855	Rock-n Boptots - Candice Watson	$300.00	Library-Entertainment Expense
EF086114	30/08/23	05944	Delron Cleaning Pty Ltd - Ventia	$97,794.17	Cleaning Services
EF086115	30/08/23	06067	TK Elevator Australia Pty Ltd	$1,543.45	Building Maintenance
EF086116	30/08/23	06094	Boyan Electrical Services	$31,038.32	Electrical Contractor

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EF086117	30/08/23	06104	Flick Anticimex Pty Ltd	$2,675.48	Pest Control
EF086118	30/08/23	06210	366 Solutions Pty Ltd	$14,360.50	Computer Software Maintenance- Belnet Project
EF086120	30/08/23	06269	Hidrive Group Pty Ltd	$91,653.21	New Ranger vehicles
EF086121	30/08/23	06276	Efficient Site Services (WA)	$16,417.50	Gardening Maintenance
EF086122	30/08/23	06282	Dell Financial Services Pty Ltd	$6,259.37	Plant/Equipment Hire
EF086124	30/08/23	06293	Freo Fire Maintenance Services Pty Ltd	$775.50	Fire Equipment/Service
EF086125	30/08/23	06297	Swan Cafe	$4,305.00	Catering/Catering Supplies- Avon Descent Food Vouchers
EF086126	30/08/23	06304	Prestige Property Maintenance	$4,691.50	Building Maintenance
EF086127	30/08/23	06308	South West Corridor Development Foundation Incorporated	$5,500.00	Environmental Expenses
EF086128	30/08/23	06326	Total Tools Kewdale	$71.00	Tools/Tool Repairs
EF086129	30/08/23	06335	Hatch Pty Ltd	$1,806.75	Professional Fees - Planning
EF086130	30/08/23	06337	MowScape Pty Ltd	$5,344.16	Turf Maintenance
EF086132	30/08/23	06362	Marjan Partitions Pty Ltd t/as M & M Interiors	$29,221.89	Building Maintenance-Various locations
EF086133	30/08/23	06377	Choiceone Pty Ltd	$32,206.82	Labour/Personnel Hire
EF086134	30/08/23	06472	Overall Perth Gutter Cleaning	$2,100.00	Cleaning Services
EF086135	30/08/23	06488	Wespray On Paving Pty Ltd	$1,760.00	Line Marking
EF086136	30/08/23	06491	Crisdale Recruitment Group	$4,998.67	Labour/Personnel Hire
EF086138	30/08/23	06523	Premier Services Australia Pty Ltd	$3,333.00	Building Maintenance- Belmont HUB
EF086139	30/08/23	06580	Omnicom Media Group	$3,057.81	Advertising
EF086140	30/08/23	06587	Brayco Commercial	$1,322.00	Catering/Catering Supplies
EF086141	30/08/23	06591	Blue Tang (WA) T/A The Reef Unit Trust	$3,300.00	Professional Fees - Design
EF086142	30/08/23	06598	Arcus Refrigeration Service	$231.00	Refrigeration Maintenance
EF086062	30/08/23	02498	City of South Perth	$12,355.47	Animals Impound Fee
	Contractors Total			**$3,735,451.37**	
Credit Card					
EF085834	15/08/23	03526	Cairns Regional Council	$1,295.62	Conference LGCOG July 23
EF085835	15/08/23	05121	Glasshouse Bar	$135.33	Meals-Conference
EF085837	15/08/23	06409	Google	$1,045.46	Subscription
EF085836	15/08/23	06342	Uber Eats	$4,462.54	Catering/Catering Supplies
	Credit Card Total				
Fuels and Utilities					
EF085666	04/08/23	00042	Alinta Energy	$2,761.05	Light, Power, Gas
EF085683	04/08/23	01252	Water Corporation	$1,087.12	Water, Annual & Excess
EF085685	04/08/23	01274	Synergy	$37,175.59	Light, Power, Gas
EF085756	11/08/23	00042	Alinta Energy	$478.30	Light, Power, Gas
EF085769	11/08/23	01252	Water Corporation	$5,936.18	Water, Annual & Excess
EF085770	11/08/23	01274	Synergy	$89,955.67	Light, Power, Gas
EF085776	11/08/23	02422	Connect Call Centre Services	$912.73	Phone/Internet expenses
EF085778	11/08/23	02631	Ampol - Caltex	$17,602.72	Fuel, Oil, Additives
EF085789	11/08/23	03592	Steven Harling	$129.05	Fuel, Oil, Additives
EF085810	11/08/23	06424	Telstra Limited	$3,928.90	Phone/Internet expenses
EF085841	18/08/23	00042	Alinta Energy	$4,954.20	Light, Power, Gas
EF085857	18/08/23	01252	Water Corporation	$15,229.21	Water, Annual & Excess
EF085859	18/08/23	01274	Synergy	$1,768.88	Light, Power, Gas
EF085891	18/08/23	06424	Telstra Limited	$13,813.39	Phone/Internet expenses
EF085906	25/08/23	00042	Alinta Energy	$178.40	Light, Power, Gas
EF085920	25/08/23	00788	Motorcharge - WEX Fuel Cards Australia Ltd	$16,436.06	Fuel, Oil, Additives
EF085923	25/08/23	01252	Water Corporation	$2,535.84	Water, Annual & Excess
EF085924	25/08/23	01274	Synergy	$4,964.57	Light, Power, Gas
EF085938	25/08/23	03592	Steven Harling	$161.07	Fuel, Oil, Additives
EF085994	30/08/23	00264	Castrol Australia Pty Ltd	$833.82	Fuel, Oil, Additives
EF086029	30/08/23	01274	Synergy	$36,599.71	Light, Power, Gas
	Fuels and Utilities Total			**$257,442.46**	
Materials					
EF085669	04/08/23	00231	Bunnings Group Ltd	$1,423.18	Hardware
EF085671	04/08/23	00317	Coles Supermarkets Aust Pty Ltd	$403.21	Groceries
EF085679	04/08/23	01085	OHS Alert - Specialist News Pty Ltd	$1,009.00	Publications/Newspapers
EF085681	04/08/23	01202	Tudor House (WA) Pty Ltd	$735.00	Oasis Windsocks
EF085684	04/08/23	01263	West Australian Newspapers Ltd	$293.37	Publications/Newspapers
EF085688	04/08/23	01906	Frazzcon Enterprises	$1,568.72	Signs
EF085692	04/08/23	02201	Neverfail Springwater Limited	$29.70	Beverages
EF085702	04/08/23	04053	Totally Workwear TWW	$206.96	Safety Clothing/Equipment
EF085709	04/08/23	04759	StrataGreen	$784.08	Gardening - Plants/Supplies
EF085711	04/08/23	05011	Bullet Produce (was WA Fresh)	$468.50	Groceries
EF085713	04/08/23	05036	Smedia Pty Ltd	$500.00	Books/CDs/DVDs
EF085722	04/08/23	05992	Corsign WA	$1,039.50	Signs
EF085726	04/08/23	06234	Brandworx Australia	$464.11	Uniforms
EF085734	04/08/23	06385	Belmont Liquor Store (Cellarbrations at Belmont)	$2,397.00	Beverages- Pioneers Lunch
EF085739	04/08/23	06510	Love Street Supermarket	$650.00	Groceries
EF085755	11/08/23	00009	Cafe Corporate	$760.00	Groceries
EF085760	11/08/23	00231	Bunnings Group Ltd	$1,333.25	Hardware
EF085762	11/08/23	00422	Elizabeth Richards Pty Ltd	$640.17	Books/CDs/DVDs
EF085765	11/08/23	00627	Jason Signmakers	$250.84	Signs
EF085781	11/08/23	02862	James Bennett Pty Ltd	$9,454.83	ACP Plan FEE 2023-2024
EF085787	11/08/23	03539	Environment Essentials Pty Ltd, Victoria	$3,652.00	Directories Renewal2023-2024
EF085790	11/08/23	04053	Totally Workwear TWW	$699.96	Safety Clothing/Equipment
EF085794	11/08/23	04759	StrataGreen	$2,153.43	Gardening - Plants/Supplies
EF085797	11/08/23	05011	Bullet Produce (was WA Fresh)	$888.50	Groceries
EF085801	11/08/23	05432	Bloomin Boxes	$1,650.00	Flowers
EF085803	11/08/23	05742	Citygreen Systems Pty Ltd	$2,845.70	Design Package- City Standards Technical Designs
EF085808	11/08/23	06234	Brandworx Australia	$484.30	Uniforms
EF085804	11/08/23	05927	Xsential Pty Ltd	$371.80	Cartridge
EF085820	15/08/23	00317	Coles Supermarkets Aust Pty Ltd	$455.13	Groceries
EF085824	15/08/23	01093	SAI Global Limited	$78.03	Publications/Newspapers
EF085843	18/08/23	00203	BOC Gases Australia Ltd	$146.25	Welding Equipment/Supplies
EF085845	18/08/23	00317	Coles Supermarkets Aust Pty Ltd	$68.10	Groceries
EF085852	18/08/23	00986	Reface Industries Pty Ltd	$412.67	Cleaning Products
EF085856	18/08/23	01214	Visimax	$290.50	Safety Clothing/Equipment
EF085858	18/08/23	01261	Wesfarmers Kleenheat Gas Pty Ltd	$78.29	Welding Equipment/Supplies
EF085869	18/08/23	04275	City Rubber Stamps	$67.85	Stationery & Printing
EF085872	18/08/23	04394	JB Hi-Fi Belmont Forum - Library purchases	$792.42	Books/CDs/DVDs
EF085895	18/08/23	06504	Prompt Sheetmetal Industries	$1,815.00	Gardening - Plants/Supplies

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Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
EF085898	18/08/23	06540	Storytime PODs Pty Ltd	$1,677.50	Books/CDs/DVDs
EF085899	18/08/23	06551	Highlux Pty Ltd	$1,198.51	Lights & Light Fittings
EF085912	25/08/23	00317	Coles Supermarkets Aust Pty Ltd	$228.84	Groceries
EF085914	25/08/23	00406	Domus Nursery	$4,858.70	Gardening - Assorted Tress
EF085926	25/08/23	01547	Big W	$783.30	Craft/Display Materials
EF085939	25/08/23	03660	Safe T Card Australia Pty Ltd	$46.20	Safety Clothing/Equipment
EF085940	25/08/23	04053	Totally Workwear TWW	$355.38	Safety Clothing/Equipment
EF085947	25/08/23	05011	Bullet Produce (was WA Fresh)	$926.50	Groceries
EF085953	25/08/23	06120	de Greenhouse - Floraplants Pty Ltd	$188.27	Gardening - Plants/Supplies
EF085955	25/08/23	06201	C-Wise	$2,153.80	Gardening - Plants/Supplies
EF085967	25/08/23	06521	Lucindas Everlastings	$625.00	Gardening - Plants/Supplies
EF085987	30/08/23	00066	APC Storage Solutions Pty Ltd	$528.00	Safety Clothing/Equipment
EF085988	30/08/23	00132	Bolinda Publishing Pty Ltd	$275.74	Books/CDs/DVDs
EF085989	30/08/23	00185	Benara Nurseries	$43,693.68	Gardening - Assorted Tress
EF085991	30/08/23	00231	Bunnings Group Ltd	$1,974.22	Hardware
EF085992	30/08/23	00233	Bunzl Limited	$1,054.33	Cleaning Products
EF085995	30/08/23	00278	Chefmaster Australia	$311.45	Cleaning Products
EF085998	30/08/23	00380	Dawsons Garden World Pty Ltd	$790.20	Gardening - Plants/Supplies
EF086000	30/08/23	00414	Dulux Australia	$97.66	Paint & Accessories
EF086015	30/08/23	00850	Pacific Safety Wear Malaga	$773.85	Safety Clothing/Equipment
EF086024	30/08/23	01183	Total Packaging (WA) Pty Ltd	$3,432.00	Cleaning Products
EF086026	30/08/23	01206	Access Icon Pty Ltd t/a Cascada	$1,126.40	Concrete Products
EF086030	30/08/23	01325	Poolegrave Signs and Engraving	$330.00	Signs
EF086033	30/08/23	01398	Winc Australia Pty Ltd	$894.00	Stationery & Printing
EF086035	30/08/23	01426	Sprayline Spraying Equipment	$48.75	Gardening - Plants/Supplies
EF086038	30/08/23	01547	Big W	$42.00	Craft/Display Materials
EF086040	30/08/23	01570	Blackwoods	$2,810.50	Hardware
EF086046	30/08/23	01945	Rynat Industries Australia	$195.38	Building Material
EF086047	30/08/23	01955	Image Extra - Starmix Holdings Pty Ltd	$1,941.50	Building Material
EF086049	30/08/23	02067	Grasstrees Australia	$2,854.50	Gardening - Assorted Plants
EF086051	30/08/23	02088	Lock Stock & Farrell Locksmith	$547.45	Hardware
EF086054	30/08/23	02320	Ambius Indoor Plants	$527.91	Gardening - Plants/Supplies
EF086059	30/08/23	02431	ASB Branded Merchandise - ASB Marketing Pty Ltd	$12,684.65	Promotional Items
EF086061	30/08/23	02459	A1 Steel & Alloy	$1,523.50	Metal Goods
EF086068	30/08/23	02862	James Bennett Pty Ltd	$96.03	Assorted Books
EF086071	30/08/23	03144	COS Complete Office Supplies Pty Ltd	$169.11	Stationery & Printing
EF086078	30/08/23	03856	SEM Distribution - newspaper delivery	$343.04	Publications/Newspapers
EF086080	30/08/23	04053	Totally Workwear TWW	$706.29	Safety Clothing/Equipment
EF086082	30/08/23	04145	T J Depiazzi and Sons	$4,128.30	Gardening - Plants/Supplies
EF086090	30/08/23	04759	StrataGreen	$6,657.27	Gardening - Plants/Supplies
EF086097	30/08/23	05082	Accidental Health and Safety Perth	$447.24	Medical/First Aid Supplies
EF086103	30/08/23	05465	QBD Books	$220.25	Books/CDs/DVDs
EF086108	30/08/23	05770	Kwik Kopy Perth CBD	$873.51	Stationery & Printing
EF086119	30/08/23	06234	Brandworx Australia	$3,256.65	Uniforms
EF086123	30/08/23	06288	Perth Materials Blowing Pty Ltd	$6,090.70	Maintenance of Natural Areas COB
EF086131	30/08/23	06346	Southern Chronicles	$400.00	Publications/Newspapers
EF086137	30/08/23	06509	The Seed Collection Pty Ltd	$446.49	Gardening - Plants/Supplies
	Materials Total			**$156,695.90**	
Other					
EF085667	04/08/23	00116	OneMusic - Australasian Performing Right Assoc	$1,973.14	Subscription
EF085668	04/08/23	00177	Belmont Park Tennis Club Inc	$2,000.00	MoU - Annual Contributions for 2023/2024
EF085670	04/08/23	00242	Cabcharge Australia Pty Ltd	$879.92	Conference Expenses
EF085682	04/08/23	01244	Western Australian Treasury Corporation	$43,166.63	Bank Guarantee Fee
EF085686	04/08/23	01711	Irrigation Australia Ltd	$780.00	Membership Fee 2023-2024
EF085703	04/08/23	04079	Belmont Men's Shed Inc	$13,750.00	Grants General
EF085747	04/08/23	06594	Shania Hunt	$79.70	Staff Reimbursement
EF085748	04/08/23	06595	Helen Karageorgiou	$1,462.91	Staff Reimbursement
EF085754	09/08/23	167265	Robyn Elizabeth Hewett	$1,000.00	Bond Payment/Refund
EF085768	11/08/23	01240	WA Local Government Association	$63,726.94	Subscription 2023-2024
788866	11/08/23	00889	Petty Cash - Finance	$916.80	Petty Cash Recoup
EF085772	11/08/23	01396	Volunteering WA	$55.00	Membership Fee
EF085774	11/08/23	02377	Faulkner Park Board Management	$14,842.39	Faulkner Park Board Management Monthly Contribution
EF085785	11/08/23	03375	Belmont Villa Soccer Club	$350.00	Community Contribution Fund
EF085795	11/08/23	04901	Perth Irish Rugby Football Club Inc	$350.00	Community Contribution Fund
EF085813	11/08/23	06599	Kevin Wylde	$87.00	Membership Fee-Working With Children
EF085814	11/08/23	99998	Dolores Gomeze	$51.95	Cloth Nappy Rebate
EF085815	11/08/23	99998	Rachelle Brammer	$85.90	Cloth Nappy Rebate
EF085816	11/08/23	99998	SA & LA Phillips	$704.18	Subsidy Payment
EF085817	11/08/23	99998	Stephen Robinson	$620.79	Subsidy Payment
EF085833	15/08/23	99998	Brendan Couch & Maria Gutta	$1,475.54	Rate Refund
EF085838	15/08/23	01711	Irrigation Australia Ltd	$435.60	Membership Fee 2023-2024
EF085840	17/08/23	01236	Department of Fire and Emergency Services	$134,486.85	Emergency Services Levy
EF085844	18/08/23	00285	City of Armadale	$1,275.18	Printing Services
EF085867	18/08/23	03071	Department of Transport - Vehicle Owner Searches	$167.20	Vehicle Ownership Searches
EF085884	18/08/23	06184	Christy Ho	$42.70	Staff Reimbursements
EF085902	18/08/23	99998	Jarod Harris	$30.00	FOI Fee Refund
EF085903	18/08/23	99998	Angela Carbery	$400.00	Sports Donation
EF085904	18/08/23	99998	Simone James Murrish	$1,202.33	Rate Refund
EF085908	25/08/23	00169	Belmont Business Enterprise Centre	$22,825.00	2023 Belmont & WA Small Business Award Sponsorship
EF085909	25/08/23	00177	Belmont Park Tennis Club Inc	$32,112.00	MoU - Annual Contributions for 2023/2024
EF085910	25/08/23	00242	Cabcharge Australia Pty Ltd	$58.70	Conference Expenses
EF085911	25/08/23	00285	City of Armadale	$145.78	Printing Services
EF085929	25/08/23	02377	Faulkner Park Board Management	$14,842.39	Faulkner Park Board Management Monthly Contribution
EF085951	25/08/23	05668	Lions Cancer Institute	$2,945.00	Community Contribution Fund 2023
EF085965	25/08/23	06477	Bruce Mentz	$191.50	Staff Reimbursement
EF085976	25/08/23	06615	Stuart Downing	$1,521.92	Staff Reimbursement
EF085977	25/08/23	06616	Megan Corfield	$213.25	Staff Reimbursement
EF085981	25/08/23	99998	Sarah Lee	$100.00	Cloth Nappy Rebate
EF085982	25/08/23	99998	Vicki Lee Beckett	$600.00	Rate Refund
EF085983	25/08/23	99998	Melissa Luders	$489.01	Vendor Pens Refund
EF085984	25/08/23	99998	LJ Koldenhoven	$580.25	Vendor Pens Refund
EF085985	25/08/23	99998	SP Carter	$645.77	Vendor Pens Refund

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Pmnt_Ref	Date	CR_Code	Supplier	Pmnt_Amnt	Description
EF085986	25/08/23	99998	RICHARD ERNEST WYMER	$570.89	Vendor Pens Refund
788867	30/08/23	00893	Petty Cash - Library	$295.90	Petty Cash Recoup
788868	30/08/23	99999	Sundry Creditor	$171.65	Application Fee Refund
EF086012	30/08/23	00795	LGISWA	$1,000.89	Flu Vaccinations
EF086091	30/08/23	04773	Tangent Nominees Pty Ltd - Summit Homes Group	$1,192.63	Building Bond Refund
EF086143	30/08/23	99998	William Brennan	$498.07	Vendor Pens Refund
EF086144	30/08/23	99998	R Marshall	$720.64	Vendor Pens Refund
EF086145	30/08/23	99998	Lok Ting Murray	$71.95	Cloth Nappy Rebate
EF086146	30/08/23	99998	WW Apollos & LD Oakes	$525.88	Rate Refund
EF086147	30/08/23	99998	Jordan K Martin	$514.60	Rate Refund
	Other Total			**$369,232.32**	
Property, Plant & Equipment					
EF085719	04/08/23	05621	Grillex	$28,482.30	OP Centre-3 Bench Seats- Konnect Square
EF085839	17/08/23	06578	Interstudio Pty Ltd	$4,482.50	Office Furniture
EF085972	25/08/23	06586	Felton Industries	$13,394.15	Street Furniture-Belmont Sports & Recreational Centre
EF086053	30/08/23	02254	PLE Computers	$320.00	Computer Hardware
	Property, Plant & Equipment Total			**$46,678.95**	
Salaries/Wages					
EF085665	01/08/23	99971	SuperChoice	$127,634.26	Superannuation Contribution
SL020823	03/08/23	COB	City of Belmont Payroll	$612,249.93	Salaries/Wages
EF085749	04/08/23	99952	Child Support Agency	$1,011.33	Salaries/Wages
EF085750	04/08/23	99954	City of Belmont Social Club	$360.00	Salaries/Wages
EF085751	04/08/23	99962	LGRCEU - WA Shire Councils Union	$132.00	Salaries/Wages
WG100823	10/08/23	COB	City of Belmont Payroll	$133,139.43	Salaries/Wages
WG110823	10/08/23	COB	City of Belmont Payroll	$50,943.24	Salaries/Wages
SL160823	17/08/23	COB	City of Belmont Payroll	$658,666.41	Salaries/Wages
EF085905	22/08/23	99971	SuperChoice	$128,479.87	Superannuation Contribution
TW230823	24/08/23	COB	City of Belmont Payroll	$1,579.85	Salaries/Wages
WG230823	24/08/23	COB	City of Belmont Payroll	$133,412.36	Salaries/Wages
EF085975	25/08/23	06605	Shire of Halls Creek	$20,231.74	Long Service Leave
EF085978	25/08/23	99952	Child Support Agency	$1,115.52	Salaries/Wages
EF085979	25/08/23	99954	City of Belmont Social Club	$360.00	Salaries/Wages
EF085980	25/08/23	99962	LGRCEU - WA Shire Councils Union	$132.00	Salaries/Wages
SL300823	31/08/23	COB	City of Belmont Payroll	$604,722.15	Salaries/Wages
	Salaries/Wages Total			**$2,474,170.09**	
Training and Conferences					
EF085680	04/08/23	01197	Helloworld Travel Belmont WA	$3,750.00	Sister City Expense
EF085761	11/08/23	00323	John Christie	$98.60	Conference Expenses
EF085763	11/08/23	00602	Local Government Professionals Australia WA	$945.00	Conference Expenses
EF085767	11/08/23	01178	Kelyn Training Services	$1,350.00	Training
EF085822	15/08/23	00602	Local Government Professionals Australia WA	$395.00	Conference Expenses
EF085878	18/08/23	04977	WARP Training Australia Pty Ltd	$650.00	Training
EF085890	18/08/23	06394	Rapid Global Pty Ltd	$2,200.00	Training-Subscription
EF085901	18/08/23	06597	City of Karratha	$1,345.00	Conference Expenses
EF085887	18/08/23	06309	Anthea Bird	$3,520.76	Staff Reimbursement
EF085915	25/08/23	00602	Local Government Professionals Australia WA	$1,896.00	Conference Membership Fee 2023-2024
EF085950	25/08/23	05526	International Association for Public Participation	$595.00	Training
EF085966	25/08/23	06517	Clarity Communications	$2,178.00	Training
EF086001	30/08/23	00475	Saferight Pty Ltd	$1,800.00	Training
EF086004	30/08/23	00602	Local Government Professionals Australia WA	$1,845.00	Conference Membership Fee 2023-2024
	Training and Conferences Total			**$22,568.36**	
MUNI Total				**$7,069,178.40**	
Trust Funds					
EF085752	08/08/23	150748	Building and Construction Industry Training Fund	$579.25	Building and Construction Industry Training Fund
EF085753	08/08/23	154102	Building and Energy - Building Services Levy	$13,866.15	Building and Energy - Building Services Levy
	Trust Funds Total			**$14,445.40**	
TRUST Total				**$14,445.40**	
Grand Total				**$7,083,623.80**	
				$7,083,623.80	
			Breakdown - Cheques :	$1,384.35	
			EFT :	$7,082,239.45	

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12.7 Monthly Financial Report for August 2023

Voting Requirement	:	Simple Majority
Subject Index	:	32/009 Financial Operating Statements
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	N/A
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Corporate and Governance

Council role

Executive The substantial direction setting and oversight role of the Council eg adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

To provide Council with relevant monthly financial information for the 2023-2024 financial year.

Summary and key issues

The following report includes a concise list of material variances for the month ending 31 August 2023.

Officer Recommendation

That the Monthly Financial Reports as at August 2023 as included in Attachment 12.7.1 be received.

Officer Recommendation adopted en bloc - Refer to Resolution appearing at Item 12.

Location

Not applicable.

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Consultation

There has been no specific consultation undertaken in respect to this matter.

Strategic Community Plan implications

In accordance with the 2020 – 2040 Strategic Community Plan:

Goal 5: Responsible Belmont

Strategy: 5.2 Manage the City's assets and financial resources in a responsible manner and provide the best possible services for the community.

Policy implications

There are no policy implications associated with this report.

Statutory environment

Section 6.4 of the Local Government Act 1995 in conjunction with the *Local Government (Financial Management) Regulations 1996* requires monthly financial reports to be presented to Council.

Regulation 34(1) requires a monthly Statement of Financial Activity reporting on revenue and expenditure.

Regulation 34(5) determines the mechanism required to ascertain the definition of material variances which are required to be reported to Council as a part of the monthly report.

Background

Local Government (Financial Management) Regulations 1996 prescribe that a Local Government is to prepare each month a Statement of Financial Activity.

Regulation 34(2) requires the Statement of Financial Activity to be accompanied by documents containing:

1. Explanation for each material variance identified between year to date budgets and actuals
2. Any other supporting information considered relevant by the Local Government.

Local Government (Financial Management) Regulations 1996 - Regulation 34 (5) states "Each financial year, a Local Government is to adopt a percentage or value, calculated in accordance with the Australian Accounting Standards, to be used in statements of financial activity for reporting material variances."

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This regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variances within monthly financial reporting.

The materiality threshold has been set by Council at $100,000 for the 2023-24 financial year (FY23).

Report

At the June 2023 Ordinary Council Meeting, Council adopted the materiality threshold for the 2023-2024 financial year as $100,000. The below table provides a summary of significant variations based on this materiality threshold. The detailed financial activity report is included at Attachment 12.7.1.

Report Section	*Budget YTD*	*Actual YTD*	*Report Comments*
Operating Activities			
Revenue from operating activities (excluding rates)			
Operating grants, subsidies and contributions			
Fees and charges			
Safer Communities	105,500	270,574	Higher than anticipated parking enforcement and health revenue in addition to $25K income relating to property in default of a Health Notice in 2016.
Interest earnings			
Finance	451,666	1,206,194	Increased interest resulting from higher interest rates on investments and increased balances at beginning of the financial year.
Expenditure from operating activities			
Employee costs			
Design, Assets & Development	(369,527)	(252,381)	Salaries are below budget due to vacancies which are currently being recruited by the City.
Parks, Leisure & Environment	(685,242)	(566,538)	
Safer Communities	(665,313)	(541,823)	
Materials and contracts			
Information Technology	(378,985)	(873,996)	TechOne fee invoiced earlier than expected in addition to upfront payment of monthly leasing arrangement
Works	(1,253,164)	(702,106)	Expenditure on maintenance requirements to date below budget as a result of reduced maintenance requirements

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Report Section	Budget YTD	Actual YTD	Report Comments
Parks, Leisure & Environment	(1,108,435)	(585,026)	Turf renovation program behind schedule due to weather conditions
City Facilities & Property	(344,021)	(201,310)	Cleaning contract costs not yet incurred
Safer Communities	(446,104)	(285,664)	Variance due to timing of receipt of Belmont Community Watch and agency staff invoicing
Library, Culture & Place	(217,854)	(346,013)	Increased costs associated with Hub tenancies in addition to increased utilisation of agency staff while positions vacant and being recruited.
Other expenditure			
City Facilities & Property	(49,742)	(316,478)	Belmont Hub fire expenses incurred to date
Investing Activities			
Non-operating grants, subsidies and contributions			
Works	396,942	100,375	MRRG and blackspot funding claim submitted in August with payment to occur in September
Parks, Leisure & Environment	Nil	493,722	External grant funding from various State Government organisations as part of contributions to foreshore project schedule
City Facilities & Property	Nil	121,126	Grant received from State Government for new lights at Tennis Club
Payments for property, plant and equipment			
Information Technology	Nil	(115,254)	Belnet redevelopment project works budgeted as operating not capex
Works	Nil	(146,435)	Late delivery of Arbor Truck to be funded from reserve
Safer Communities	(49,833)	(170,507)	Late delivery of three Ranger vehicles to be funded from reserve
Financing Activities			
Amount raised from general rates	42,969,362	56,894,795	Variance relating to earlier issuing of Airport rates than occurred in FY23

Financial implications

The presentation of these reports to Council ensures compliance with the *Local Government Act 1995* and associated Regulations, and also ensures that Council is regularly informed as to the status of its financial position.

Environmental implications

There are no environmental implications associated with this report.

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Social implications

There are no social implications associated with this report.

Attachment details

Attachment No and title
1. Monthly Financial Report - August [**12.7.1** - 11 pages]

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CITY OF BELMONT

MONTHLY FINANCIAL REPORT
For the period ended 31 August 2023

LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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CITY OF BELMONT
STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2023

	Supplementary Information	Amended Budget Estimates (a)	YTD Budget Estimates (b)	YTD Actual (c)	Variance* $ (c) - (b)	Variance* % ((c) - (b))/(b)	Var.
		$	$	$	$	%	
OPERATING ACTIVITIES							
Revenue from operating activities							
Rates		56,523,628	42,969,361	**56,894,795**	13,925,434	32.41%	▲
Grants, subsidies and contributions		1,352,213	180,043	**88,055**	(91,988)	(51.09%)	
Fees and charges		9,427,966	7,060,082	**7,408,223**	348,141	4.93%	▲
Interest revenue		3,216,102	451,666	**1,206,194**	754,528	167.05%	▲
Other revenue		652,442	78,114	**164,939**	86,825	111.15%	
Profit on asset disposals		145,298	0	**0**	0	0.00%	
		71,317,649	**50,739,266**	**65,762,206**	15,022,940	29.61%	
Expenditure from operating activities							
Employee costs		(27,827,054)	(5,428,312)	**(4,703,902)**	724,410	13.35%	▲
Materials and contracts		(31,435,088)	(4,488,524)	**(3,539,683)**	948,841	21.14%	▲
Utility charges		(1,734,423)	(318,529)	**(254,291)**	64,238	20.17%	
Depreciation		(11,400,000)	(1,900,000)	**(1,900,000)**	0	0.00%	
Finance costs		(544,195)	0	**0**	0	0.00%	
Insurance		(853,263)	(330,073)	**(241,635)**	88,438	26.79%	
Other expenditure		(1,387,515)	(137,146)	**(403,461)**	(266,315)	(194.18%)	▼
		(75,181,538)	**(12,602,584)**	**(11,042,972)**	1,559,612	12.38%	
Non-cash amounts excluded from operating activities	Note 2(b)	11,319,524	1,900,000	**1,880,150**	(19,850)	(1.04%)	
Amount attributable to operating activities		**7,455,635**	**40,036,682**	**56,599,384**	16,562,702	41.37%	
INVESTING ACTIVITIES							
Inflows from investing activities							
Proceeds from capital grants, subsidies and contributions		2,152,794	398,609	**715,223**	316,614	79.43%	▲
Proceeds from disposal of assets		1,083,340	0	**0**	0	0.00%	
		3,236,134	**398,609**	**715,223**	316,614	79.43%	
Outflows from investing activities							
Payments for property, plant and equipment	2	(4,482,040)	(155,716)	**(473,494)**	(317,778)	(204.08%)	▼
Payments for construction of infrastructure	2	(7,175,952)	(838,493)	**(888,728)**	(50,235)	(5.99%)	
Amount attributable to investing activities		**(8,421,858)**	**(595,600)**	**(646,999)**	(51,399)	(8.63%)	
FINANCING ACTIVITIES							
Inflows from financing activities							
Transfer from reserves	1	3,781,575	0	**0**	0	0.00%	
		3,781,575	**0**	**0**	0	0.00%	
Outflows from financing activities							
Repayment of borrowings		(618,110)	0	**0**	0	0.00%	
Payments for principal portion of lease liabilities		(67,308)	0	**0**	0	0.00%	
Transfer to reserves	1	(6,956,761)	0	**0**	0	0.00%	
		(7,642,179)	**0**	**0**	0	0.00%	
Amount attributable to financing activities		**(3,860,604)**	**0**	**0**	0	0.00%	
MOVEMENT IN SURPLUS OR DEFICIT							
Surplus or deficit at the start of the financial year		7,559,492	7,559,492	**3,015,423**	(4,544,069)	(60.11%)	▼
Amount attributable to operating activities		7,455,635	40,036,682	**56,599,384**	16,562,702	41.37%	▲
Amount attributable to investing activities		(8,421,858)	(595,600)	**(646,999)**	(51,399)	(8.63%)	
Amount attributable to financing activities		(3,860,604)	0	**0**	0	0.00%	
Surplus or deficit after imposition of general rates		**2,732,665**	**47,000,574**	**58,967,808**	11,967,234	25.46%	▲

KEY INFORMATION

▲▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.

* Refer to Note 3 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

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CITY OF BELMONT
STATEMENT OF FINANCIAL POSITION
FOR THE PERIOD ENDED 31 AUGUST 2023

	Supplementary Information	30 June 2023	31 August 2023
		$	$
CURRENT ASSETS			
Cash and cash equivalents		12,671,468	21,551,357
Trade and other receivables		24,631,167	77,725,702
Other financial assets		33,253,360	32,225,529
Inventories		246,770	252,375
Other assets		2,222,685	2,085,820
TOTAL CURRENT ASSETS		73,025,450	133,840,783
NON-CURRENT ASSETS			
Trade and other receivables		400,754	380,904
Other financial assets		31,226,126	31,226,126
Property, plant and equipment		343,652,636	344,060,071
Infrastructure		298,851,654	297,877,218
Right-of-use assets		275,308	275,308
Intangible assets		151,309	151,309
TOTAL NON-CURRENT ASSETS		674,557,787	673,970,936
TOTAL ASSETS		747,583,237	807,811,719
CURRENT LIABILITIES			
Trade and other payables		5,578,488	2,152,635
Other liabilities		1,678,134	10,040,707
Lease liabilities		128,615	128,615
Borrowings		618,110	618,110
Employee related provisions		4,428,402	4,392,383
TOTAL CURRENT LIABILITIES		12,431,749	17,332,450
NON-CURRENT LIABILITIES			
Other liabilities		179,428	72,744
Lease liabilities		152,502	152,502
Borrowings		11,618,252	11,618,252
Employee related provisions		366,690	366,690
TOTAL NON-CURRENT LIABILITIES		12,316,872	12,210,188
TOTAL LIABILITIES		24,748,621	29,542,638
NET ASSETS		**722,834,616**	**778,269,081**
EQUITY			
Retained surplus		205,665,901	261,100,366
Reserve accounts	1	60,415,452	60,415,452
Revaluation surplus		456,753,263	456,753,263
TOTAL EQUITY		**722,834,616**	**778,269,081**

This statement is to be read in conjunction with the accompanying notes.

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NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2023

1 BASIS OF PREPARATION AND SIGNIFICANT ACCOUNTING POLICIES

BASIS OF PREPARATION

This prescribed financial report has been prepared in accordance with the *Local Government Act 1995* and accompanying regulations.

Local Government Act 1995 requirements
Section 6.4(2) of the Local Government Act 1995 read with the *Local Government (Financial Management) Regulations 1996,* prescribe that the financial report be prepared in accordance with the *Local Government Act 1995* and, to the extent that they are not inconsistent with the Act, the Australian Accounting Standards. The Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board were applied where no inconsistencies exist.

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost, and is considered a zero cost concessionary lease. All right-of-use assets under zero cost concessionary leases are measured at zero cost rather than at fair value, except for vested improvements on concessionary land leases such as roads, buildings or other infrastructure which continue to be reported at fair value, as opposed to the vested land which is measured at zero cost. The measurement of vested improvements at fair value is a departure from AASB 16 which would have required the City to measure any vested improvements at zero cost.

Local Government (Financial Management) Regulations 1996, regulation 34 prescribes contents of the financial report. Supporting information does not form part of the financial report.

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the financial report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

THE LOCAL GOVERNMENT REPORTING ENTITY
All funds through which the City controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

All monies held in the Trust Fund are excluded from the financial statements.

Judgements and estimates
The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

The balances, transactions and disclosures impacted by accounting estimates are as follows:
- estimated fair value of certain financial assets
- impairment of financial assets
- estimation of fair values of land and buildings, infrastructure and investment property
- estimation uncertainties made in relation to lease accounting
- estimated useful life of intangible assets

SIGNIFICANT ACCOUNTING POLICES
Significant acccounting policies utilised in the preparation of these statements are as described within the 2023-24 Annual Budget. Please refer to the adopted budget document for details of these policies.

PREPARATION TIMING AND REVIEW
Date prepared: All known transactions up to 31 August 2023

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CITY OF BELMONT
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2023

2 STATEMENT OF FINANCIAL ACTIVITY INFORMATION

(a) Net current assets used in the Statement of Financial Activity

	Note	Amended Budget Opening 30 June 2023	Last Year Closing 30 June 2023	Year to Date 31 August 2023
Current assets		$	$	$
Cash and cash equivalents		11,451,932	12,671,468	21,551,357
Trade and other receivables		1,717,407	24,631,167	77,725,702
Other financial assets		39,012,440	33,253,360	32,225,529
Inventories		177,335	246,770	252,375
Other assets		336,836	2,222,685	2,085,820
		52,695,950	73,025,450	133,840,783
Less: current liabilities				
Trade and other payables		(5,539,964)	(5,578,488)	(2,152,635)
Other liabilities		(969,598)	(1,678,134)	(10,040,707)
Lease liabilities		(58,056)	(128,615)	(128,615)
Borrowings		(641,884)	(618,110)	(618,110)
Employee related provisions		(4,542,090)	(4,428,402)	(4,392,383)
Other provisions		(102,912)	0	0
		(11,854,504)	(12,431,749)	(17,332,450)
Net current assets		**40,841,446**	**60,593,701**	**116,508,333**
Less: Total adjustments to net current assets	2(c)	(40,341,446)	(57,578,278)	(57,540,525)
Closing funding surplus / (deficit)		**500,000**	**3,015,423**	**58,967,808**

(b) Non-cash amounts excluded from operating activities

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with *Financial Management Regulation 32* .

Non-cash amounts excluded from operating activities	Amended Budget	YTD Budget (a)	YTD Actual (b)
	$	$	$
Adjustments to operating activities			
Less: Profit on asset disposals	(145,298)	0	0
Add: Depreciation	11,400,000	1,900,000	1,900,000
Movement in non-current employee provisions	64,822	0	0
- Pensioner deferred rates	0	0	(19,850)
Total non-cash amounts excluded from operating activities	**11,319,524**	**1,900,000**	**1,880,150**

(c) Current assets and liabilities excluded from budgeted deficiency

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation 32* to agree to the surplus/(deficit) after imposition of general rates.

		Amended Budget Opening 30 June 2023	Last Year Closing 30 June 2023	Year to Date 31 August 2023
Adjustments to net current assets		$	$	$
Less: Reserve accounts		(44,568,885)	(60,415,452)	(60,377,699)
Add: Current liabilities not expected to be cleared at the end of the year:				
- Current portion of borrowings		641,884	618,110	618,110
- Current portion of lease liabilities		58,056	128,615	128,615
- Current portion of employee benefit provisions held in reserve		3,527,499	2,090,449	2,090,449
Total adjustments to net current assets	2(a)	**(40,341,446)**	**(57,578,278)**	**(57,540,525)**

CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the City's operational cycle.

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CITY OF BELMONT
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2023

3 EXPLANATION OF MATERIAL VARIANCES

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date actual materially.
The material variance adopted by Council for the 2023-24 year is $100,000.

Description	Var. $	Var. %	
	$	%	
Revenue from operating activities			
Rates Variance relating to earlier issuing of Airport rates than FY2023	**13,925,434**	**32.41%** Timing	▲
Fees and charges Safer Communities - Higher than anticipated parking enforcement and health revenue in addition to $25K income relating to property in default of a Health Notice in 2016 - $165,000	**348,141**	**4.93%** Timing	▲
Interest revenue Finance - Increased interest resulting from higher rates on investments and increased balances	**754,528**	**167.05%** Permanent	▲
Expenditure from operating activities			
Employee costs Salaries are below budget due to vacancies currently being recruited	**724,410**	**13.35%** Permanent	▲
Materials and contracts	**948,841**	**21.14%** Timing	▲
Information Technology - TechOne invoiced earlier than expected in addition to upfront payment of monthly leasing arrangement - ($495,010)		Timing	
Works - Expenditure on maintenance requirements to date below budget as a result of reduced maintenance requirements - $551,058		Timing	
Parks, Leisure & Environment - Turf renovation program behind schedule due to weather conditions - $523,410		Timing	
City Facilities & Property - Cleaning contract costs not yet incurred - $142,711		Timing	
Safer Communities - Variance due to timing of receipt of Belmont Community Watch and agency staff invoicing - $160,441		Timing	
Library, Culture & Place - Increased costs associated with Hub tenancies in addition to increased utilisation of agency staff while positions vacant - ($128,159)		Timing	
Other expenditure City Facilities & Property - Belmont Hub fire expenses incurred to date - ($266,736)	**(266,315)**	**(194.18%)** Permanent	▼
Inflows from investing activities			
Proceeds from capital grants, subsidies and contributions	**316,614**	**79.43%**	▲
Works - MRRG and blackspot funding claim submitted in August with payment to occur in September - ($296,567)		Timing	
Parks, Leisure & Environment - External grant funding from various State Government organisations as part of contributions to foreshore project schedule - $493,722		Timing	
City Facilities & Property - Grant received from State Government for Tennis Club lighting - $121,126		Timing	
Outflows from investing activities			
Payments for property, plant and equipment	**(317,778)**	**(204.08%)**	▼
Information Technology - Belnet Redevelopment Project works budgeted as operating - ($115,254)		Timing	
Works - Late delivery of Arbor Truck to be funded from reserve - ($146,435)		Timing	
Safer Communities - Late delivery of three Ranger vehicles to be funded from reserve - ($120,673)		Timing	
Surplus or deficit at the start of the financial year Various underspends in prior year. Figure remains subject to finalisation of end of year adjustments and end of financial year audit	**(4,544,069)**	**(60.11%)** Permanent	▼
Surplus or deficit after imposition of general rates Due to variances described above	**11,967,234**	**25.46%**	▲

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CITY OF BELMONT

SUPPLEMENTARY INFORMATION

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CITY OF BELMONT
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 AUGUST 2023

1 RESERVE ACCOUNTS

Reserve name	Budget Opening Balance	Budget Interest Earned	Budget Transfers In (+)	Budget Transfers Out (-)	Budget Closing Balance	Actual Opening Balance	Actual Interest Earned	Actual Transfers In (+)	Actual Transfers Out (-)	Actual YTD Closing Balance
	$	$	$	$	$	$	$	$	$	$
Restricted by Council										
Administration building Reserve	245,980	9,792	0	0	255,772	240,546	0	0	0	240,546
Aged Accommodation - Homeswest Reserve	908,719	38,124	7,469	0	954,312	908,043	0	0	0	908,043
Aged Community Care Reserve	228,170	9,084	0	0	237,254	223,131	0	0	0	223,131
Aged persons housing Reserve	849,246	32,088	6,915	(180,096)	708,153	693,442	0	0	0	693,442
Aged Services Reserve	1,109,943	44,208	0	0	1,154,151	1,085,426	0	0	0	1,085,426
Ascot Waters Marina Maintenance & Restoration	1,006,902	40,104	0	(50,000)	997,006	1,033,557	0	0	0	1,033,557
Belmont District Band Reserve	48,952	1,944	0	0	50,896	47,870	0	0	0	47,870
Belmont Oasis Refurbishment Reserve	4,314,360	171,828	0	0	4,486,188	4,219,060	0	0	0	4,219,060
Belmont Trust Reserve	1,471,352	61,896	0	0	1,533,248	1,592,865	0	0	0	1,592,865
Building maintenance Reserve	6,279,107	212,820	0	(321,450)	6,170,477	4,993,370	0	0	0	4,993,370
Capital Projects Reserve	0	0	3,775,211	0	3,775,211	0	0	0	0	0
Car Parking Reserve	64,553	2,568	0	0	67,121	63,126	0	0	0	63,126
District valuation Reserve	132,287	14,232	85,000	0	231,519	16,154	0	0	0	16,154
Election expenses Reserve	139,567	5,604	35,000	0	180,171	138,295	0	0	0	138,295
Environment Reserve	1,513,342	42,660	0	(656,965)	899,037	1,494,425	0	0	0	1,494,425
Faulkner Park Retirement Village Buy Back Reserve	2,452,738	100,692	20,000	0	2,573,430	2,398,561	0	0	0	2,398,561
Faulkner Park Retirement Village Owners Maintenance Reserve	586,200	27,300	61,000	0	674,500	677,471	0	0	0	677,471
History Reserve	173,315	5,952	0	0	179,267	169,487	0	0	0	169,487
Information Technology Reserve	1,309,262	55,116	0	0	1,364,378	1,407,471	0	0	0	1,407,471
Land acquisition Reserve	10,020,640	381,168	0	(100,000)	10,301,808	10,006,073	0	0	0	10,006,073
Long Service Leave Reserve - Salaries	1,453,419	82,308	0	(63,264)	1,472,463	1,853,524	0	0	0	1,853,524
Long Service Leave Reserve - Wages	229,306	15,996	0	0	245,302	236,925	0	0	0	236,925
Miscellaneous Entitlements Reserve	1,216,695	59,436	553,603	(20,000)	1,809,734	774,903	0	0	0	774,903
Plant replacement Reserve	1,284,971	23,760	0	(132,315)	1,176,416	1,613,702	0	0	0	1,613,702
Property development Reserve	15,888,740	616,236	0	0	16,504,976	15,092,553	0	0	0	15,092,553
Public Art Reserve	412,077	16,416	0	0	428,493	402,974	0	0	0	402,974
Ruth Faulkner library Reserve	47,859	1,908	0	0	49,767	46,803	0	0	0	46,803
Streetscapes Reserve	512,770	20,424	0	0	533,194	501,444	0	0	0	501,444
Urban Forest Strategy Management Reserve	121,087	4,824	0	0	125,911	118,414	0	0	0	118,414
Waste Management Reserve	6,503,125	248,400	4,307	(2,257,485)	4,498,347	7,070,139	0	0	0	7,070,139
Workers Compensation/Insurance Reserve	1,438,947	61,368	0	0	1,500,315	1,295,698	0	0	0	1,295,698
	61,963,631	**2,408,256**	**4,548,505**	**(3,781,575)**	**65,138,817**	**60,415,452**	**0**	**0**	**0**	**60,415,452**

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CITY OF BELMONT
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 AUGUST 2023

INVESTING ACTIVITIES

2 CAPITAL ACQUISITIONS

Capital acquisitions	Amended Budget	YTD Budget	YTD Actual	YTD Actual Variance
	$	$	$	$
Land - freehold land	100,000	0	0	0
Buildings - non-specialised	2,218,850	105,883	36,839	(69,044)
Furniture and equipment	399,000	49,833	119,254	69,421
Plant and equipment	1,714,190	0	317,401	317,401
Other property, plant and equipment	50,000	0	0	0
Acquisition of property, plant and equipment	**4,482,040**	**155,716**	**473,494**	**317,778**
Infrastructure - Roads	2,503,611	156,469	59,314	(97,155)
Infrastructure - Reserves Improvements	3,918,394	681,837	698,434	16,597
Infrastructure - Footpath Network	449,037	187	4,910	4,723
Infrastructure - Drainage Network	304,910	0	126,070	126,070
Acquisition of infrastructure	**7,175,952**	**838,493**	**888,728**	**50,235**
Total capital acquisitions	**11,657,992**	**994,209**	**1,362,222**	**368,013**
Capital Acquisitions Funded By:				
Capital grants and contributions	2,152,794	398,609	0	(398,609)
Other (disposals & C/Fwd)	1,083,340	0	0	0
Reserve accounts				
Building maintenance Reserve	321,450	0	0	0
Environment Reserve	656,965	0	0	0
Plant replacement Reserve	132,315	0		
Contribution - operations	7,443,443	595,600	1,362,222	766,622
Capital funding total	**11,790,307**	**994,209**	**1,362,222**	**368,013**

SIGNIFICANT ACCOUNTING POLICIES

Each class of fixed assets within either plant and equipment or infrastructure, is carried at cost or fair value as indicated less, where applicable, any accumulated depreciation and impairment losses.

Assets for which the fair value as at the date of acquisition is under $5,000 are not recognised as an asset in accordance with *Financial Management Regulation 17A (5)* . These assets are expensed immediately.

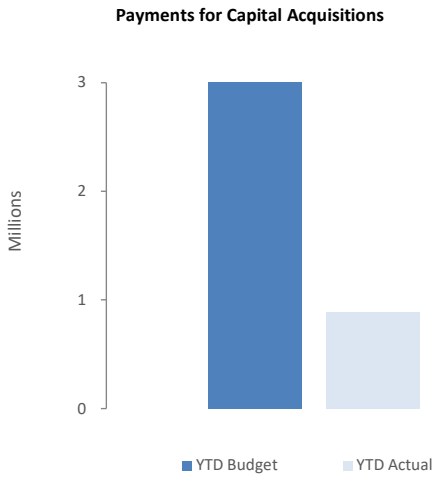
Where multiple individual low value assets are purchased together as part of a larger asset or collectively forming a larger asset exceeding the threshold, the individual assets are recognised as one asset and capitalised.

Initial recognition and measurement for assets held at cost

Plant and equipment including furniture and equipment is recognised at cost on acquisition in accordance with *Financial Management Regulation 17A.* Where acquired at no cost the asset is initially recognise at fair value. Assets held at cost are depreciated and assessed for impairment annually.

Initial recognition and measurement between mandatory revaluation dates for assets held at fair value

In relation to this initial measurement, cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at zero cost or otherwise significantly less than fair value, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the City includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads.



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CITY OF BELMONT
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 AUGUST 2023

2 CAPITAL ACQUISITIONS - DETAILED

Capital expenditure total
Level of completion indicators

- 0%
- 20%
- 40%
- 60%
- 80%
- 100%
- Over 100%

Percentage Year to Date Actual to Annual Budget expenditure where the expenditure over budget highlighted in red.

Level of completion indicator, please see table at the end of this note for further detail.

Account Description	Amended Budget	YTD Budget	YTD Actual	Variance (Under)/Over
	$	$	$	$
City Projects	3,660,371	657,577	23,502	634,075
Parks and Environment	2,621,088	431,437	677,332	(245,895)
Buildings and facilities	1,951,450	83,200	34,439	48,761
Infrastructure Capital Works	3,257,562	156,656	190,294	(33,638)
Furniture and equipment	399,000	49,833	119,254	(69,421)
Plant and equipment	1,714,190	0	317,401	(317,401)
Other	150,000	0	0	0
	13,753,661	**1,378,703**	**1,362,222**	**16,481**

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CITY OF BELMONT
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3 BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
			$	$	$	$
Budget adoption						500,000
T04/2023 Civic Centre Chiller Unit Replacement	June OCM #12.10	Capital expenses	0	0	(74,300)	425,700
Independent Living Units	August OCM #12.12	Capital expenses	0	0	(137,000)	288,700
Independent Living Units	August OCM #12.12	Capital revenue	0	137,000	0	425,700
				137,000	**(211,300)**	**(74,300)**

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13 Reports by the Chief Executive Officer

13.1 Request for leave of absence

Recommendation
Carter moved, Sekulla seconded That Cr Davis be granted a leave of absence for the period 3 November 2023 to 2 December 2023. **Carried Unanimously 8 votes to 0** For: Carter, Davis, Marks, Rossi, Ryan, Sekulla, Sessions and Wolff Against: Nil

13.2 Notice of motion

Nil.

14 Matters for which the meeting may be closed

Nil.

15 Closure

There being no further business, the Presiding Member thanked everyone for their attendance and closed the meeting at 8.04pm.

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Minutes confirmation certification

The undersigned certifies that these Minutes of the Ordinary Council Meeting held on 26 September 2023 were confirmed as a true and accurate record at the Ordinary Council Meeting held 31 October 2023:

Signed by the Person Presiding: _____

PRINT name of the Person Presiding: **DEBORAH SESSIONS**

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