

CITY OF BELMONT



**BELMONT**  
CITY OF OPPORTUNITY

# Streetscape Enhancement Strategy 2022 - 2027



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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.

## 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. For further information please contact the Parks, Leisure and Environment team on (08) 9477 7257.

For language assistance please contact TIS (Translating and Interpreting Service) on 131 450.

# Purpose



The City of Belmont's Streetscape Enhancement Strategy will facilitate the continued and enhanced provision of safe, high-quality, sustainable, functional, shaded, and healthy streetscapes.

Streetscapes significantly impact a place's character, feel, sense of belonging, and amenity. As cities house

more people, high-quality streetscapes become more critical for their wellbeing. In addition to transport-related opportunities, well-designed streetscapes offer a range of benefits, such as improved well-being, a place for active travel/recreation, economic growth, increased property values and a sense of place.

# Our Streetscape Vision

**Our streetscapes will be safe, sustainable and provide for all users. The walkability of our neighbourhoods will improve and be supported by a shaded tree canopy, with attractive and functional infrastructure, landscaping and street furniture that enhances daily life experiences.**



# Our Guiding Principles

The following guiding principles for existing and future streetscapes will help ensure we realise our streetscape vision.



## Safety and Compliance



Streetscapes will be safe for pedestrians, cyclists, vehicular traffic, and maintenance workers. The heights of plant species, setbacks, characteristics of species, and ongoing maintenance requirements will be considered in each design. Streetscape landscapes will be designed and maintained in compliance with relevant legislation, including the City of Belmont Consolidated Local Law 2020.

## Shade and Amenity



Trees will be incorporated into streetscapes to provide shade and canopy cover in line with the City's Urban Forest Strategy and objectives.

Streetscape landscaping of roundabouts, cul-de-sac ends, verges and medians will create an enjoyable walking, cycling, or driving experience and enhance the amenity of the surrounding neighbourhood.

## Serviceable



Ongoing maintenance and management of streetscapes can be resource-intensive and costly. Areas less than 5m<sup>2</sup> or 300mm in width are generally unsuitable for landscaping. Consideration will be made on the species selection, arrangement, supporting infrastructure and replacement needs when designing new streetscape installations and upgrades.

## Success and Sustainable



Streetscapes are harsh environments to grow and maintain healthy, attractive and flourishing vegetation. When designing new infrastructure and landscapes, consideration will be given to life-cycle implications, including cost and environmental impacts. Species that are drought tolerant, low maintenance, and highly attractive will be preferred. Infrastructure that supports vegetation growth will be a key consideration when designing roadways and footpaths.

# Strategic and Policy Framework Synergies

The Streetscape Enhancement Strategy aligns with the aspirations of the City of Belmont Strategic Community Plan 2020 - 2040 (key areas of alignment below) and supports and enhances other key City strategies, plans and policies.



## LIVEABLE BELMONT

*We are vibrant, desirable and liveable*

### What this will look like:

- Our neighbourhoods are well serviced by local activity centres which are exciting and attractive.
- All ages can live, work and play in the City.
- Business is attracted to the City, creating more jobs.

### What we will do:

- Plan and deliver vibrant, attractive, safe and economically sustainable activity centres
- Encourage and educate the community to embrace sustainable and healthy lifestyles



## CONNECTED BELMONT

*We can all get where we want to go*

### What this will look like:

- People of all abilities are able to move freely, safely and sustainably around the City.
- The City's bike paths are connected and easy to ride on.
- Supports the City's liveability by enabling seamless connections between people and places.

### What we will do:

- Design our City so it is accessible by people of all ages and abilities
- Make our City more enjoyable, connected and safe for walking and cycling
- Promote alternative forms of transport



## NATURAL BELMONT

*We care for and enjoy our environment*

### What this will look like:

- Belmont has an abundance of natural features, including the river, parks and gardens which are colourful and focus on nature.
- Tree lined streets for shade, walking, riding, health and environmental benefits.
- Highly rated as a place to live.

### What we will do:

- Keep our City clean
- Provide green spaces for recreation, relaxation and enjoyment
- Promote water efficiency, renewable energy sources, and reduce emissions and waste



## CREATIVE BELMONT

*We are innovative, creative and progressive*

### What this will look like:

- There is a strong focus on arts and culture in the City.

### What we will do:

- Promote the growth of arts and culture
- Embrace technology, creativity and innovation to solve complex problems and improve our City



## RESPONSIBLE BELMONT

*We are inclusive, engaging and act with integrity*

### What this will look like:

- The Community is actively involved in decision making through engagement.
- Engagement is a part of everything the City does.

### What we will do:

- Manage the City's assets and financial resources in a responsible manner and provide the best possible services for the community



## Other Key Strategies, Plans and Policies

Strategy, plan or policy	Relevance to streetscape enhancement strategy
Streetscape Policy	<ul style="list-style-type: none"> <li>The overarching objective of this policy is: <i>To provide streetscapes that support multiple modes of transport and community interaction by creating a streetscape environment that is safe, attractive, functional, and vibrant.</i></li> <li>The Streetscape Enhancement Strategy supports the above objective.</li> </ul>
Access and Inclusion Plan	<ul style="list-style-type: none"> <li>Accessible and connected streetscapes become inviting, safe, and usable for people in our Community who have various accessibility requirements.</li> </ul>
Community Placemaking Strategy	<ul style="list-style-type: none"> <li>This strategy aims to create public spaces that promote health, happiness, well-being, and prosperity. Streetscapes provide an interface between private and public spaces. Appealing and connected streetscapes become places where people can connect and form a sense of belonging.</li> </ul>
Community Safety Strategy	<ul style="list-style-type: none"> <li>The perception of safety (or not being safe) can prevent people from accessing green spaces and streetscapes. Ensuring adequate passive surveillance between private and public spaces will assist in creating streetscapes where people feel safe to recreate or interact with each other. Streetscape design and maintenance also play an important role in ensuring people feel safe and remain safe. Green spaces also encourage positive activities and deter antisocial behaviour.</li> </ul>
Environment and Sustainability Strategy	<ul style="list-style-type: none"> <li>The City is committed to protecting and enhancing biodiversity values within the built environment, including streetscapes. Environmental objectives can be achieved by using native/water-wise plants, incorporating Water Sensitive Urban Design, considering the urban heat island effect, designing infrastructure to support vegetation growth and the life-cycle environmental impacts in selecting hardscape materials.</li> </ul>

Strategy, plan or policy	Relevance to streetscape enhancement strategy
Local Planning Scheme/ Activity Centre Strategy	<ul style="list-style-type: none"> <li>Local Planning Scheme and policy controls assist in maintaining streetscape character and appeal whilst delivering appropriate outcomes for private development.</li> <li>Activity centres are community focal points that depend on attractive streetscapes to attract and retain customers.</li> </ul>
Public Art Master Plan	<ul style="list-style-type: none"> <li>Streetscapes and connections within the streetscape can be enhanced by the informed placement of public art, using either sculptures or green infrastructure. Public art can promote a sense of place and create a more interesting, engaging streetscape. Creating attractive and useable streetscape spaces will facilitate activation opportunities for the City's streetscapes, such as increased passive recreational activities.</li> </ul>
Sustainable Transport Plan	<ul style="list-style-type: none"> <li>This plan promotes alternative transport options, such as cycling, walking, or public transport. Safe, connected, and shaded streetscapes support the use of these opportunities. The Sustainable Transport Plan identifies 'green networks' to link parks and recreation facilities for cyclists and pedestrians.</li> </ul>
Urban Forest Strategy	<ul style="list-style-type: none"> <li>This strategy, in conjunction with the Urban Forest Policy, Canopy Plan and Street Tree Plan aims to increase canopy cover.</li> <li>The Street Tree Plan maintains streetscape planting consistency and identifies street tree selection and placement methodology.</li> </ul>
Waterwise Council Action Plan, Groundwater Use Management Plan and Operating Strategy	<ul style="list-style-type: none"> <li>Water is an essential but finite resource. Water access must be considered when transforming streetscapes into accessible green spaces. However, water will need to be managed in line with licence allocations, access and best management practices.</li> </ul>
Public Open Space Strategy	<ul style="list-style-type: none"> <li>This strategy aims to provide a strategic framework to guide the provision of public open space within the City of Belmont, including new public open space development and the upgrade of our City's existing public open space.</li> </ul>

# Design Elements

The Streetscape Enhancement Strategy supports the application of outcomes outlined in the Streetscape Policy and a focus area of this strategy is the plantings asset category. Outlined below are the key considerations associated with the four primary asset categories that will support the successful implementation of this strategy.

Asset category*	Relevance to streetscape enhancement strategy
<p><b>Structures</b></p> <p>For example, footpaths, drainage systems, overhead power lines, streetlights and utilities.</p>	<ul style="list-style-type: none"> <li>When designing streetscapes, consideration will be given to alternative tree-friendly infrastructure designs that facilitate street trees' successful establishment and long-term viability. This includes infrastructure within the streetscape and immediate interface, such as permeable pavement, tree cells and cellular confined systems.</li> <li>Suspended boundary front fences/no fence also supports the successful establishment of street trees and the City will ensure relevant information is available to property owners to promote this design type.</li> <li>Underground power will be considered when opportunities arise through the Western Power renewal programs and major infrastructure upgrades.</li> <li>The City will review streetlighting assets within the City, to consider options in relation to the upgrade of streetlights to LED fixtures, in collaboration with Western Power as the asset owner. The conversion of existing lighting to LED fixtures will enhance perceptions of safety through improved lighting and contribute to reducing electricity usage, enhancing sustainability.</li> </ul>
<p><b>Surface Materials</b></p> <p>For example, concrete, asphalt, permeable material (including mulch), and block paving.</p>	<ul style="list-style-type: none"> <li>Surface materials will be considered in combination with the plantings asset category, selecting materials that minimise urban heat and support the successful establishment of vegetation.</li> </ul>

\*Asset categories are defined in the Streetscape Policy.

Asset category*	Relevance to streetscape enhancement strategy
<p><b>Plantings</b></p> <p>For example, street trees, medians, verges, roundabout plantings, and entry statements.</p>	<ul style="list-style-type: none"> <li>A planting and enhancement program will be developed to support this strategy, with a focus on selecting plants that provide amenity, have low maintenance requirements and are Waterwise.</li> <li>Additionally, the City will develop an operational policy to improve the management of unkempt verges within the City.</li> </ul>
<p><b>Infrastructure Components</b></p> <p>For example, street infrastructure components include bins, bollards, lighting, signage, banners, and public art.</p>	<ul style="list-style-type: none"> <li>Infrastructure in this strategy will be treated in the following way:                             <ul style="list-style-type: none"> <li>Bins, speciality lighting (for example, uplighting or bollard lighting), signage and banners will be considered when designing entry statements and activity centres, and by exception for other streetscape spaces that warrant a higher level of service (typically high use areas).</li> <li>Where a shortfall has been identified in the provision of public open space within the POS Strategy, the City may consider creating 'pocket' parks in cul-de-sac heads including the installation of plantings and structures, in addition to infrastructure components.</li> <li>Increasing population density will likely reduce private open space, intensifying the demand for quality public open space. Demand on the City is also likely to change as pressure is put on high-use open spaces, creating a need for utilising non-traditional areas such as streetscapes and civic spaces.</li> <li>Beyond parks, playgrounds, sporting ovals and reserves, the integration of urban liveable spaces, streetscaping, community gardens and a range of other open spaces will be expected by modern communities.</li> <li>Bollards will be considered in combination with plantings and for cul-de-sac heads, and the City will investigate options that achieve an improved amenity outcome (as opposed to bollards).</li> <li>Public art will be considered for entry statements and activity centres and in line with the Public Art Master Plan.</li> <li>Where upgrades relate to an activity centre, consideration is to be given to Smart Cities concepts.</li> <li>Bus shelter provision is covered under a contractual arrangement, in collaboration with relevant external stakeholders and agencies.</li> </ul> </li> </ul>

\*Asset categories are defined in the Streetscape Policy.

# Our Objectives

The City has developed four key objectives to help achieve a vibrant, desirable, and liveable City for all, that demonstrates a well-planned and green approach to managing the City's streetscapes.



## Leafy Streetscapes

Streetscapes are green, vibrant and make the City a great place to live



## Sustainable Streetscapes

Streetscapes are water and energy efficient, supporting flora and fauna



## Structured Streetscapes

Streetscapes support greening, a considered approach is applied to design



## Safe Streetscapes

Streetscape design supports the safe use of infrastructure by pedestrians, cyclists and vehicles



# Prioritisation

Locations that meet one or more of the following criteria will be prioritised for new or enhanced streetscape landscapes.

- Renewal or upgrade has been identified in Asset Management Plans.
- Green networks are identified in the Sustainable Transport Plan. The green network links parks and recreation facilities for cyclists and pedestrians.
- Activity centres under the Local Planning Scheme are community focal points and include commercial, retail, higher-density housing, entertainment, tourism, civic/community, higher education, and medical services. For example, shopping precincts.
- Key traffic routes are identified in the Streetscape Policy and based on Main Roads WA road hierarchy, including verges, medians, roundabouts and adjacent cul-de-sac heads.
- Key entry points to the City from neighbouring local government areas, located on primary distributor or district distributor roads.
- Locations where the Community may be at risk due to vulnerability to urban heat, low canopy coverage, and/or limited access to public open space.

Further detail regarding the priority areas for streetscape enhancement is summarised in Appendix 1.

# The Streetscape Enhancement Implementation Plan

**This plan will outline key deliverables to ensure the outcomes outlined in this strategy are delivered. A works schedule will also be developed for implementing upgrades based on the outcomes identified in the Streetscape Enhancement Strategy.**

The implementation plan and associated work schedules will take into consideration the following points and will inform both the City's Long Term Financial Plan and Annual Budget:

- A key consideration for the timing of works will be the asset renewal schedule for roads and footpaths.
- The laser profiling of the City's road network completed in 2021 will determine the 10-year forward works programme, which will identify potential road re-construction of identified priority routes. It is recommended that the timing of landscape enhancement coincides with this road re-construction.
- For locations identified for enhancement that are not scheduled to be reconstructed within the next 10 years, retrofitting within the existing built infrastructure can occur.

Finally, as part of the City's general ongoing review process and consultative approach, the Streetscape Enhancement Strategy and Plan will be monitored and adjusted as required to ensure outcomes are in the Community's best interests.



# Appendix I | Priority Areas in Detail

## Green Networks

Green networks, as identified in the Sustainable Transport Plan, link parks and recreation facilities for cyclists and pedestrians, and will include the following streets:

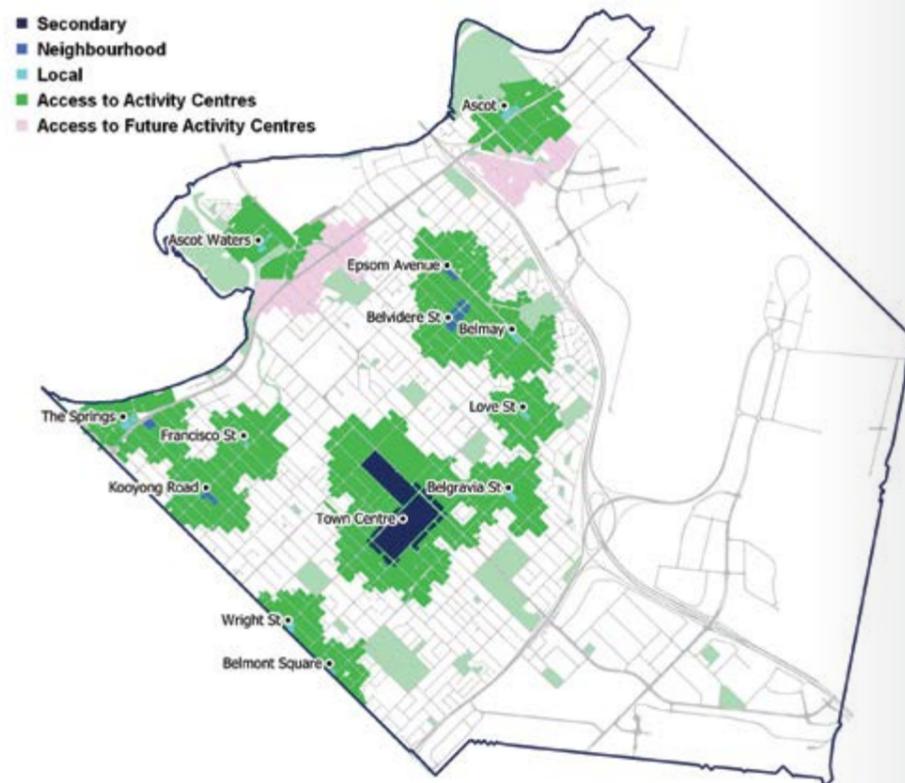
- Campbell Street
- Kooyong Road
- President and Scott Streets
- Morrison Street/Grand Parade.



## Activity Centres

Streets surrounding activity centres or within walkable catchments will be prioritised for landscaping, with the highest priority given to secondary centres, followed by neighbourhood centres and then local centres.

Level	Location
Secondary Centre	• Belmont
District Centre	• Nil
Neighbourhood Centre	<ul style="list-style-type: none"> <li>• Epsom Avenue</li> <li>• Belvidere Street</li> <li>• Kooyong Road</li> <li>• Eastgate (Kooyong Road)</li> </ul>
Local Centre	<ul style="list-style-type: none"> <li>• Ascot</li> <li>• Francisco Street</li> <li>• Wright Street</li> <li>• Belmont Square</li> <li>• Belgravia Street</li> <li>• Love Street</li> <li>• Belmay</li> <li>• Ascot Waters (Proposed)</li> <li>• The Springs (Proposed)</li> </ul>

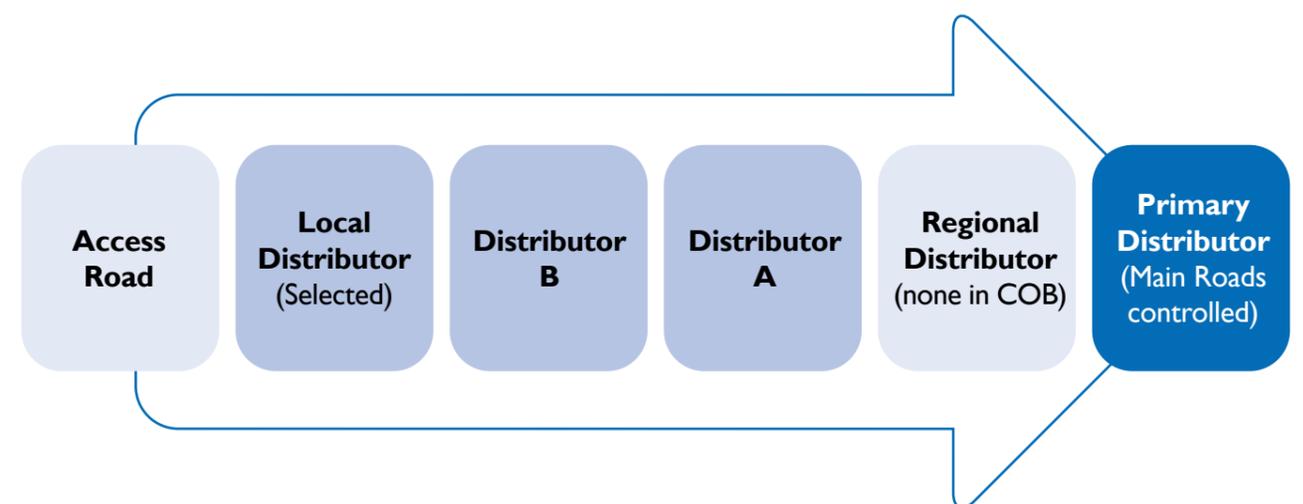


## Key Traffic Routes

Key traffic routes have been identified in the Streetscape Policy. Verges, medians, roundabouts and cul-de-sac heads located on these routes will be prioritised. The categorisation of these routes is based on the Main Roads WA road hierarchy, shown in the diagram below from the lowest traffic volumes to the highest traffic volumes.



Access roads, roundabouts and cul-de-sac heads will also be considered for landscape enhancement if they are located within or adjacent to a priority location.





In consultation and collaboration with Main Roads WA, the following primary distributor roads may be considered for landscape enhancement (subject to funding being provided by MRWA to support upgrade and ongoing maintenance):

-  Garratt Road Bridge
-  Great Eastern Highway
-  Orrong Road
-  Leach Highway
-  Tonkin Highway.



District distributor roads A will include:

- Belgravia Street, Fairbrother Street and Abernethy Road
- Kewdale Road
- Stoneham Street, Grandstand Road and Resolution Drive.



District distributor roads B will include:

- Hardey Road
- Alexander Road
- Belmont Avenue.



Selected local distributor roads identified in the Streetscape Policy

- Francisco Street
- Kooyong Road
- Epsom Avenue
- Oats Street/Gabriel Street
- Additionally:
  - Wright Street
  - Abernethy Road
  - Stanton Road/Second Street.



## Urban Heat, Access to Public Open Space and Canopy Coverage

Areas identified where the Community may be vulnerable to urban heat, have limited access to Public Open Space and areas of low canopy coverage will also be targeted for landscaping (including tree planting).

### Entry Statements

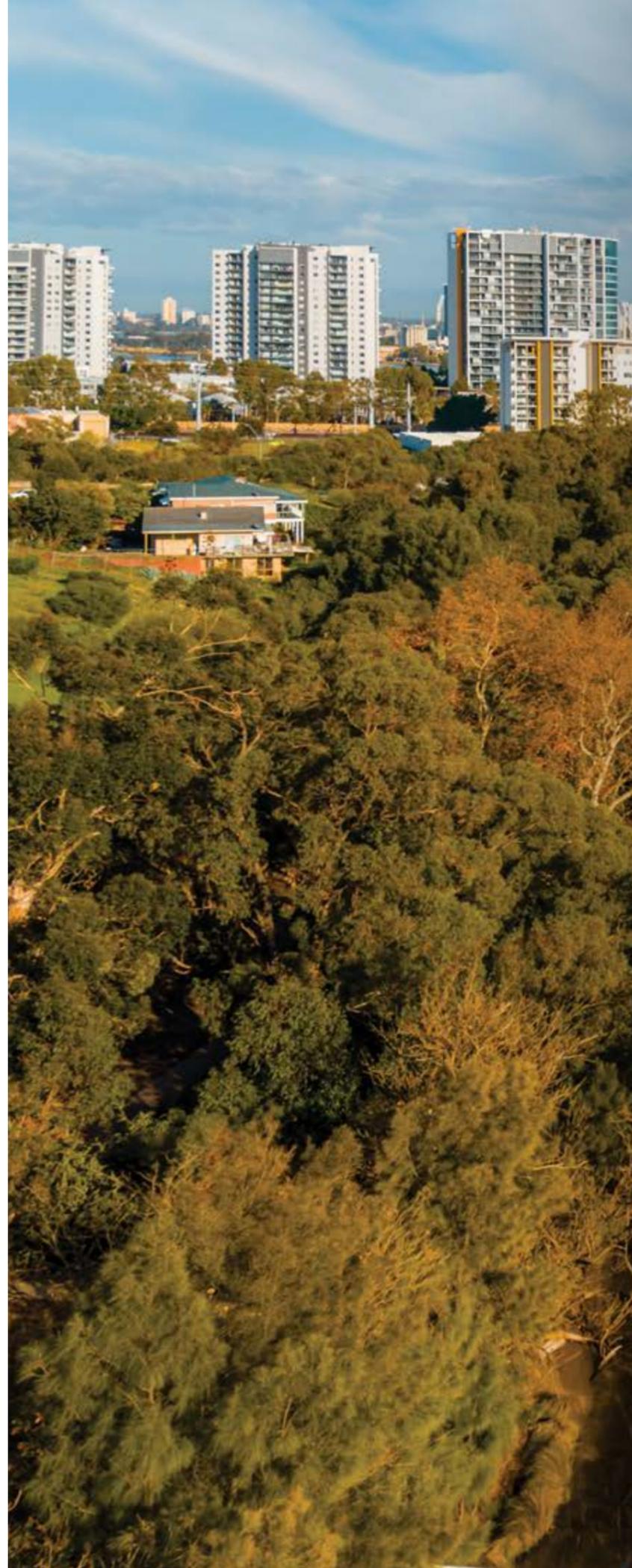
The main entry points to the City via primary distributor roads or district distributor roads A will be highlighted using installations that may incorporate landscaping, public art, lighting, banners and/or signage.

Existing entry statements are located at:

- Great Eastern Highway from the City of Swan
- Garratt Road bridge/ Grandstand Road
- Great Eastern Highway from the Town of Victoria Park (sign only)
- Faulkner Park
- Abernethy Road (from Leach Highway)

New entry statements are proposed at the following locations:

- Redcliffe Bridge/ Tonkin Highway (sign only)
- Great Eastern Highway from Orrong Road, Rivervale
- Kewdale Road when exiting Tonkin Highway, Kewdale
- Orrong Rd median from the City of Canning.





# BELMONT

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