

Activity Centre Planning Strategy Great Eastern Highway

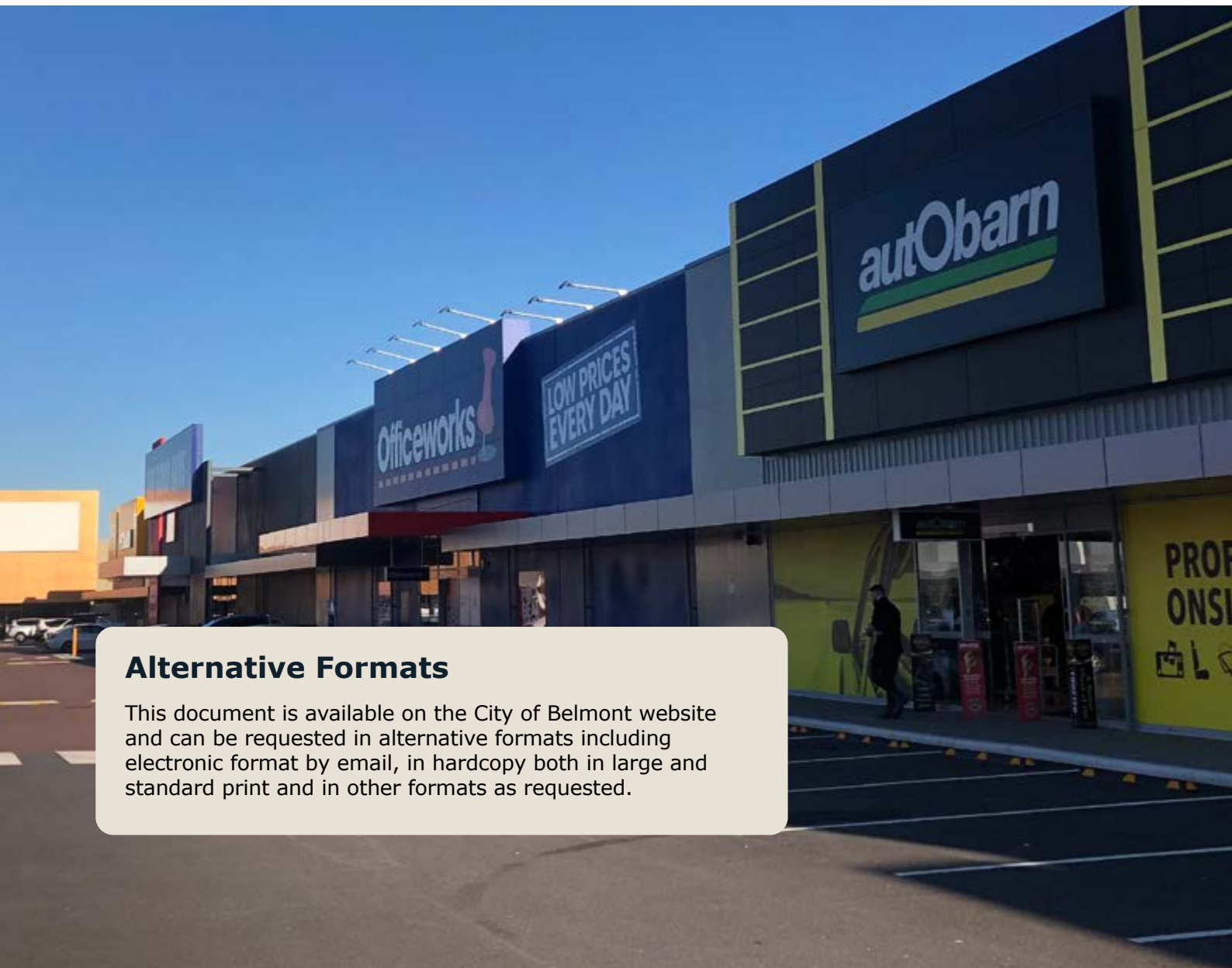


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Alternative Formats

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.



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.

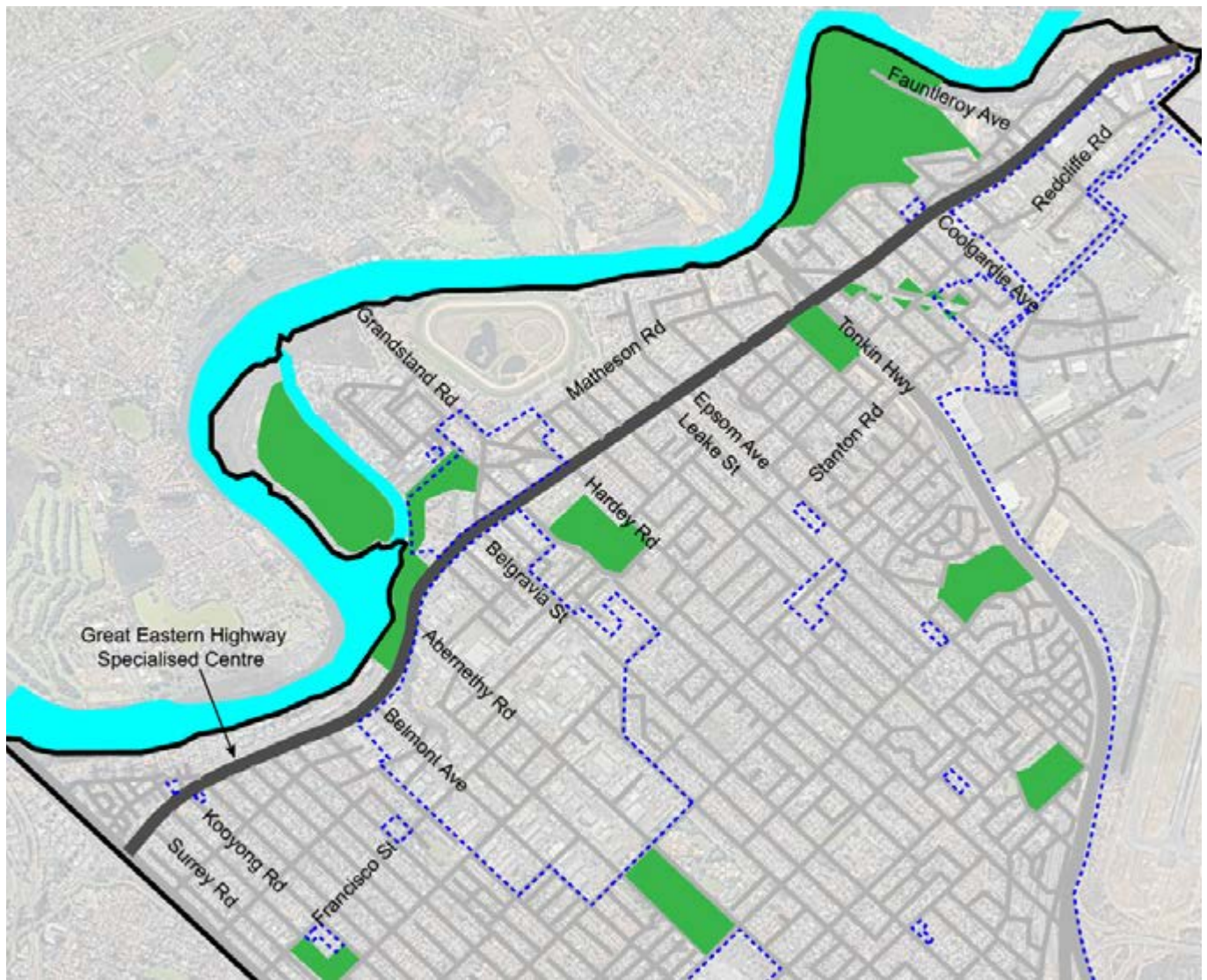


Figure 1: Great Eastern Highway Locality Map

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.



Great Eastern Highway Zoning

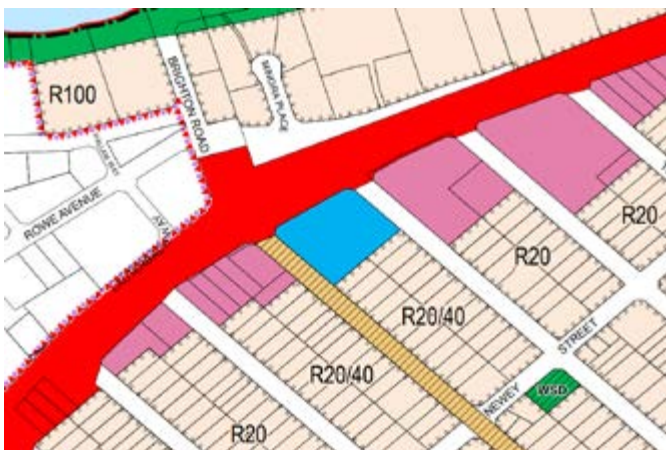
Great Eastern Highway in its entirety is subject to a variety of zonings, with varying intentions and land use permissibility's. These will be discussed in further detail below.

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.



LOCAL SCHEME ZONES

Civic and Cultural	PSC Place of Public Assembly : Pre-School Centre
Commercial	PPS Place of Public Assembly : Private School
Industrial	RC Place of Public Assembly : Racecourse
Mixed Business	Residential (R20 Density Unless Otherwise Shown)
Mixed Use	Residential and Stables
Place of Public Assembly	Service Station
C Place of Public Assembly : Club	Special Development Precinct
W Place of Public Assembly : Place of Public Worship	TC Town Centre

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.



LOCAL SCHEME ZONES

Civic and Cultural	PSC Place of Public Assembly : Pre-School Centre
Commercial	PPS Place of Public Assembly : Private School
Industrial	RC Place of Public Assembly : Racecourse
Mixed Business	Residential (R20 Density Unless Otherwise Shown)
Mixed Use	Residential and Stables
Place of Public Assembly	Service Station
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W Place of Public Assembly : Place of Public Worship	TC Town Centre

Figure 3: Current 'Industry' zoning of Redcliffe Industrial Area

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 and Peel @ 3.5 million and the City's Draft Urban Corridor Strategy.



LOCAL SCHEME ZONES

Civic and Cultural	PSC Place of Public Assembly : Pre-School Centre
Commercial	PPS Place of Public Assembly : Private School
Industrial	RC Place of Public Assembly : Racecourse
Mixed Business	Residential (R20 Density Unless Otherwise Shown)
Mixed Use	Residential and Stables
Place of Public Assembly	Service Station
TC Place of Public Assembly : Club	Special Development Precinct
W Place of Public Assembly : Place of Public Worship	TC Town Centre

Figure 4: Current 'Mixed Business' Zoning of Belmont Business Park

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.

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

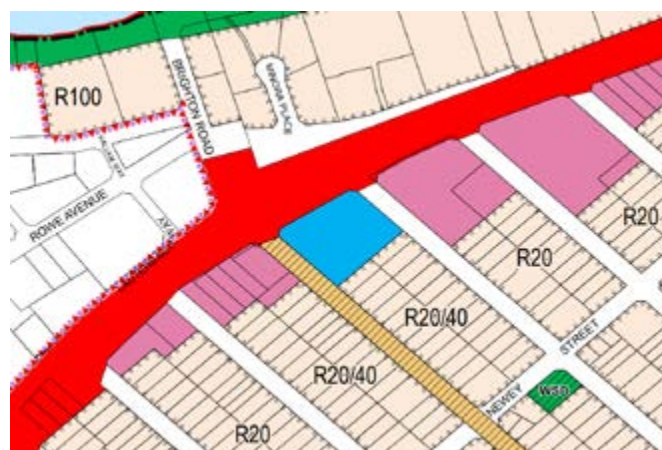
The Springs Development abuts Great Eastern Highway and is currently zoned 'Special Development Precinct' under Local Planning Scheme No. 15 (see Figure 5). The provisions of the Springs Local Structure Plan, relevant Detailed Area Plans and Local Planning Policy No.7 currently guide development in this 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.



LOCAL SCHEME ZONES

Civic and Cultural	Place of Public Assembly : Pre-School Centre
Commercial	Place of Public Assembly : Private School
Industrial	Place of Public Assembly : Racecourse
Mixed Business	Residential (R20 Density Unless Otherwise Shown)
Mixed Use	Residential and Stables
Place of Public Assembly	Service Station
Place of Public Assembly : Club	Special Development Precinct
Place of Public Assembly : Place of Public Worship	Town Centre

Figure 5: Current 'Special Development Precinct' Zoning

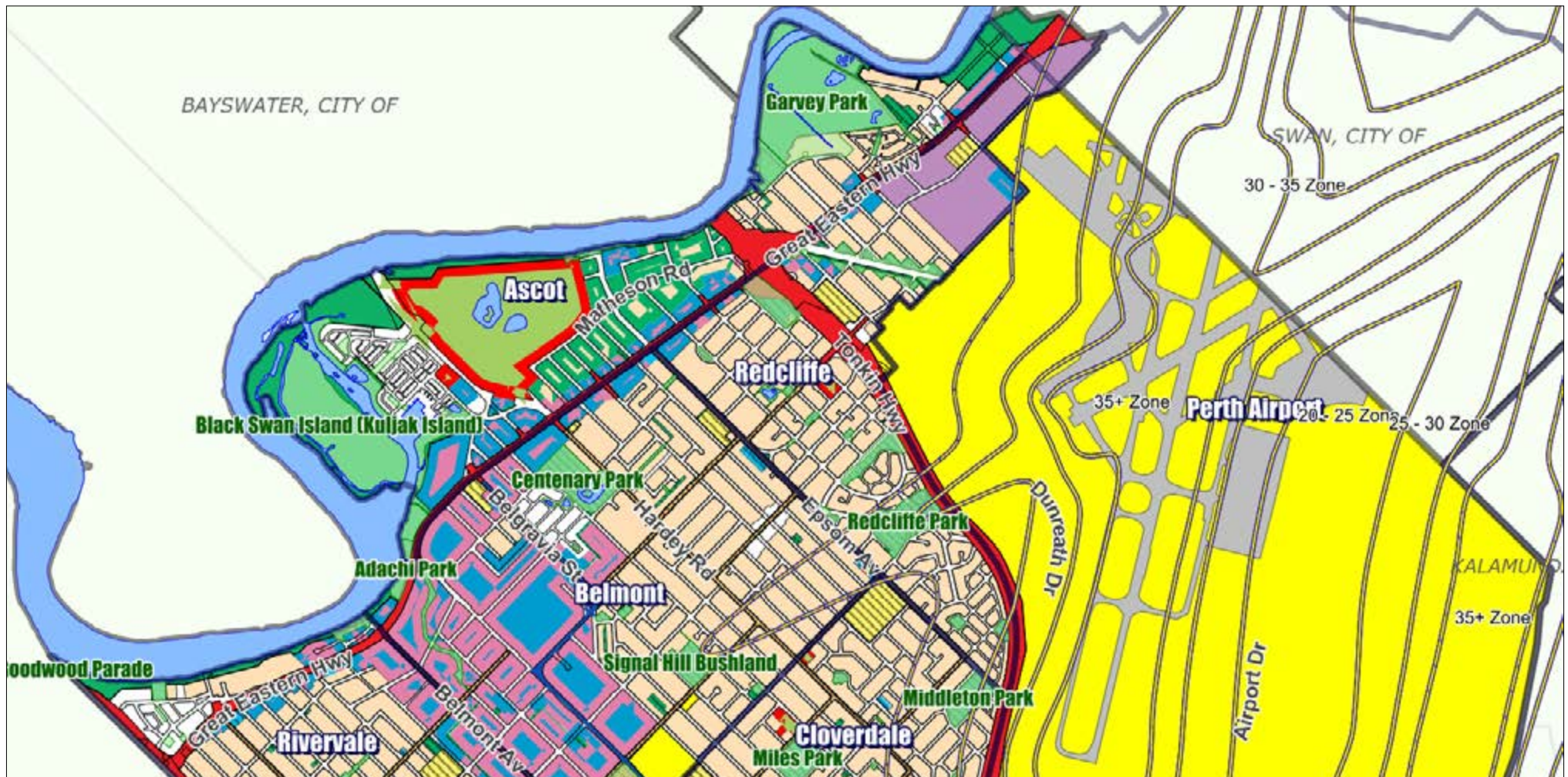


Figure 6: Overall Zoning Map of Great Eastern Highway

LOCAL SCHEME ZONES

Civic and Cultural	Place of Public Assembly : Pre-School Centre
Commercial	Place of Public Assembly : Private School
Industrial	Place of Public Assembly : Racecourse
Mixed Business	Residential (R20 Density Unless Otherwise Shown)
Mixed Use	Residential and Stables
Place of Public Assembly	Service Station
Place of Public Assembly : Club	Special Development Precinct
Place of Public Assembly : Place of Public Worship	Town Centre

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.



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

Redcliffe Station provides access via rail and is an 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.

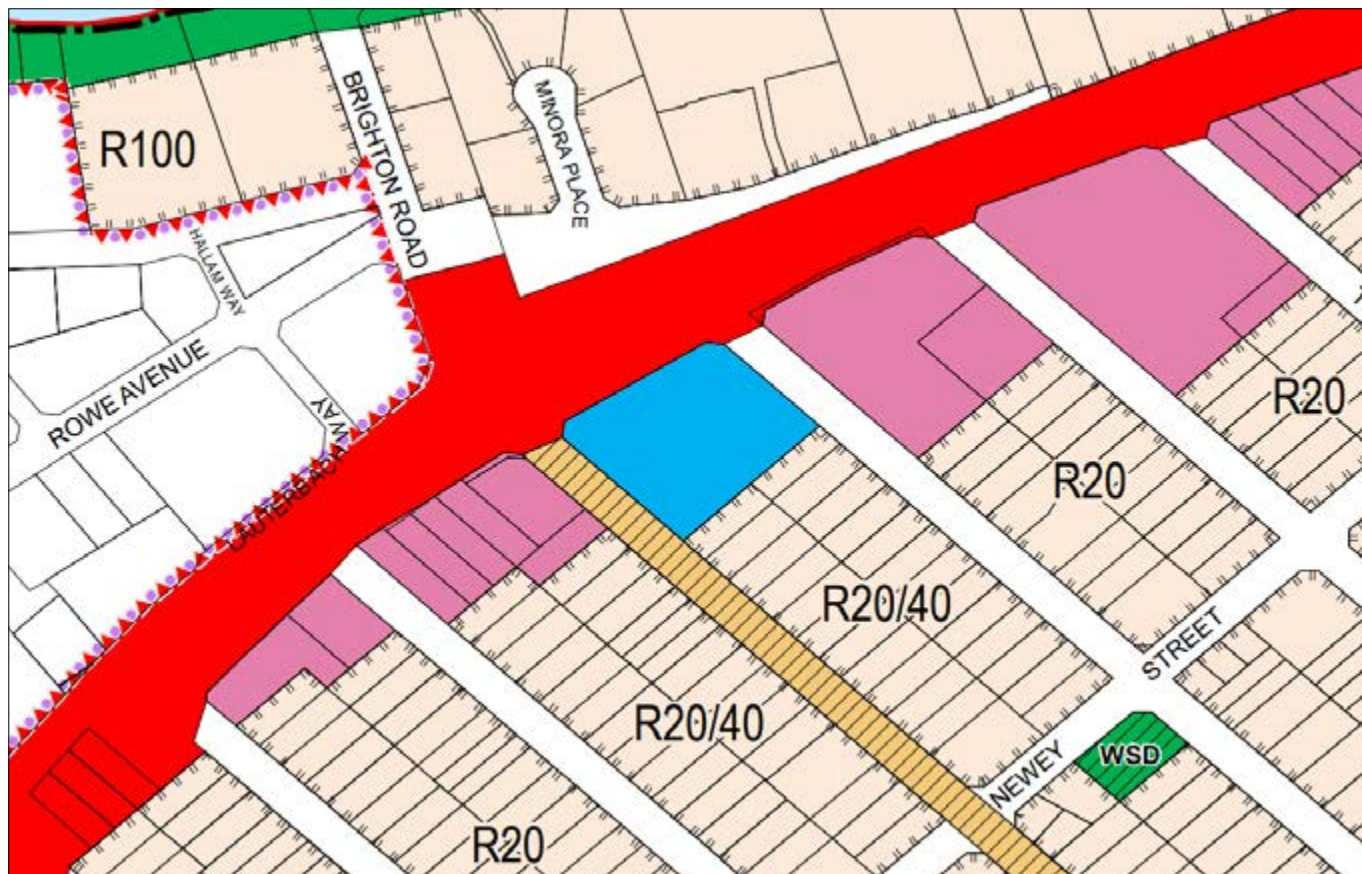


Figure 7: PTA Bus Network Map

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 Eastern 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.

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.



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.



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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Great Eastern Highway Actions






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







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




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








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 Services
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 Services

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