

### 3. STREETScape

#### Policy Objective

To provide streetscapes that support multiple modes of transport and community interaction by creating a streetscape environment that is safe, attractive, functional and vibrant.

#### Policy Statement

All streetscape works shall be developed in consideration of Policies 47 - Environment and Sustainability, 46 - Environmental Purchasing, 49 Urban Forest and 1 - Asset Management.

#### Policy Detail

The City of Belmont streetscape enhancement and maintenance shall be in accordance with consistent themes for asset categories.

Themes and standards shall be developed for:

1. Structures – footpaths, drainage systems, overhead power lines and utilities.
2. Surface Materials – concrete, asphalt, permeable material (including mulch) and block paving.
3. Plantings – street trees, medians, roundabout plantings and entry statements.
4. Amenities – street infrastructure components (bins, bollards and bus shelters etc), lighting, signage and banners, and public art.

Different categories shall be considered for an overall city-wide approach, for key distributor routes and key destinations, as well as for individual precinct areas (such as residential, industrial, the Ascot stables area and shopping centres).

#### Streetscape Operation

1. Street Tree Management

Street trees are regarded as community assets and have a significant role in the provision of attractive and welcoming streetscapes. It is the City's position that the protection and enhancement of existing street trees and tree canopy cover contributes to the ongoing development of sustainable and highly livable urban environments. Please refer to Policy 48 - Urban Forest.

The City encourages tree-friendly infrastructure designs that facilitate the successful establishment and long-term viability of street trees. This includes infrastructure within the streetscape and immediate interface, such as permeable pavement, tree cells and suspended boundary front fences/ no fence.

2. Infrastructure Components

Standards shall be set to guide the provision of streetscape infrastructure throughout the City, having regard for function, durability, comfort and visual appeal.

Infrastructure components shall be consistent with the City's corporate colours.

3. Lighting

Street lighting is typically a Western Power owned asset provided for the safety of all road users, according to set standards. This is to be undertaken in conjunction with Policy 2 - Street and Civic Lighting.

Western Power Standards shall be adhered to for the provision of theme lighting in various locations throughout the City; such as new developments, at entry statements and central medians.

4. Underground Power

The systematic replacement of overhead power lines by underground cables or, where this is not feasible, by Aerial Bundled Cables (ABC) is supported and should be progressed wherever possible.

Where an opportunity to replace overhead powerlines has been identified, the City will survey residents to ascertain their interest in contributing to the cost of undertaking such work. Where there is an interest greater than 50% from residents in the selected area, the City will consider the financial implications of making an application for funds from the State Government (if available).

Power poles can also provide infrastructure support for the provision of lighting, therefore the implementation of underground power may trigger the requirement for new lighting installations.

The City will lobby the State Government to seek support for increased levels of funding in comparison to higher socioeconomic areas in the Perth metropolitan area, on the basis of the City consisting of extensive areas of lower socioeconomic demographics and public housing.

5. Public Art

Public art shall be incorporated into the streetscape environment, including roundabouts and median islands, where possible, taking into consideration:

- i. Artistic elements, which recognise the unique value of elements of Aboriginal, heritage and significant features of the City of Belmont.
- ii. Precinct specific public art pieces.
- iii. Public safety for all road users.

Banners are considered a form of public art and shall be developed for both functionality and for aesthetics.

6. Signage on Road Reserves

The erecting of directional signage on road reserves to facilitate access to community facilities is supported. Control is to be exercised over the functionality and aesthetics of these signs; with a standard to be set regarding the size and lettering style on the signs. Standards shall be developed for all other signage displayed within the streetscape; aside from traffic or regulatory signage determined by Main Roads Western Australia.

The progressive replacement of "No Parking" signs throughout the City by "yellow lines" to indicate no standing areas (as outlined in the WA Road Traffic Code 2000) shall be progressed where deemed to be appropriate. When new parking restrictions are installed, consideration shall be given to the

appropriateness of them being marked by a yellow line, rather than the installation of a “No Standing” sign. The use of yellow lines will improve the City’s streetscapes by reducing the number of signs in the road reserve and overall visual ‘clutter’, whilst clearly marking out areas where parking is not permitted.

7. Verge Maintenance

The City is of the view that property owners should take responsibility for the presentation of their properties, which includes maintenance of verges.

- i. *Levelling*: Other than in association with programmed City works, material shall only be provided to level/fill verges where there is an identifiable hazard to traffic or pedestrians, or where a drainage problem exists.
- ii. *Verge Treatments*: Property owners are encouraged to beautify the verge adjacent to their property, and take responsibility for the maintenance of the verge, as an extension of their property. All works undertaken on the verge are to be in accordance with the City’s *Consolidated Local Law 2020*.
- iii. *Mowing*: Mowing of verges is generally to be undertaken by the adjacent property owner. The City will carry out verge mowing in some circumstances, including of key routes and where a safety concern or hazard exists. A hazard is identified as being a fire hazard under the *Bush Fire Act 1954* or where the height of the verge covering may be a sight obstruction by exceeding 750mm (height as nominated in the City’s *Consolidated Local Law 2020*).

Focus will be given by Council to the following key routes into the City:

- i. Primary Distributor Roads (Great Eastern Highway and Orrong Road).
- ii. District Distributor Roads A (Belgravia Street/Fairbrother Street/Abernethy Road, Kewdale Road, Stoneham Street, Grandstand Road and Resolution Drive).
- iii. District Distributor B (Hardey Road, Alexander Road, and Belmont Avenue).
- iv. Selected Local Distributor Roads (Francisco Street, Kooyong Road, Epsom Avenue, and Oats Street/Gabriel Street).

Consideration will also be given to other Local Distributor Roads, particularly those leading to the Airport, the City Centre and Local Shopping Areas.

8. Crossovers

The City supports a uniform approach to the construction of crossovers as per the City of Belmont Crossover Specifications.

Any redundant crossover is to be removed at the time of redevelopment of any lot and at the time of installation of a new crossover.

9. Streetscape Maintenance

Appropriately planned maintenance regimes will be initiated in the most cost effective manner whilst achieving an aesthetic streetscape taking Council and community expectations into consideration. Ongoing maintenance requirements

will be calculated and considered through a rigorous assessment prior to the instigation of any enhancement works.

The City of Belmont is committed to preserving the appearance of the streetscapes by removing graffiti from public and private property within 48 hours of the initial report and removal of offensive graffiti on the same day it is reported.

10. Risk Assessment and Management

A risk assessment process will assist in determining priorities when developing capital expenditure and maintenance programs.

Risk analysis at project initiation stages will be undertaken to mitigate future City liability.

All employees responsible for and involved in activities associated with the management of the City's streetscape assets will be trained to an appropriate level to ensure that appropriate asset and risk management practices are applied.

**Reference/Associated Documents**

*Local Government Act 1995.*  
*Consolidated Local Law 2020*  
Policy 46 - Environmental Purchasing  
Policy 47 - Environment and Sustainability  
Policy 48 - Urban Forest  
Policy 1 - Asset Management  
City of Belmont Street Tree Plan

**Reference to Internal Procedure**

N/A

**Definitions**

N/A

**Monitoring, Evaluation and Review**

This policy has been risk assessed as Moderate.

The policy will be reviewed every two years.

**THIS POLICY IS SUPPORTED BY:**

REGISTER OF DELEGATIONS      N/A  
 SERVICE AREA:                      INFRASTRUCTURE SERVICES  
 POLICY OWNER:                      DIRECTOR INFRASTRUCTURE SERVICES

AMENDMENT STATUS

DATE OF AMENDMENT	STATUS OF AMENDMENT	MINUTE ITEM REFERENCE
07/11/06		11.1.4
28/04/09		12.10
22/11/11		12.9
28/10/14	REVIEW - MINOR	12.4
27/09/16	MINOR	12.9
22/08/17	REVIEW - MAJOR	12.2
25/09/18	MINOR	12.5
10/12/19	REVIEW – MAJOR	12.8
23/02/21	MINOR	12.7
24/05/22	REVIEW - MODERATE	12.7

NEXT REVIEW DATE                      2023