

CP03 - Streetscape

Policy Objective

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

Policy Detail

1. The City of Belmont streetscape enhancement and maintenance shall be in accordance with consistent themes for asset categories.
2. Themes and standards shall be developed for:
 - a) Structures: footpaths, drainage systems, overhead power lines and utilities.
 - b) Surface Materials: concrete, asphalt, permeable material (including mulch) and block paving.
 - c) Plantings: street trees, medians, roundabout plantings and entry statements.
 - d) Amenities: street infrastructure components (bins, bollards and bus shelters etc), lighting, signage and banners, and public art.
3. 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).

4. Street Tree Management

- a) Street trees are regarded as community assets and have a significant role in providing 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 liveable urban environments. Please refer to Policy 48 - Urban Forest.
- b) 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.

5. Infrastructure Components

- a) Standards shall be set to guide the provision of streetscape infrastructure throughout the City, considering function, durability, comfort and visual appeal.
- b) Infrastructure components shall be consistent with the City's corporate colours.

6. Lighting

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

7. Underground Power

- a) The City will advocate to the State Government to progress the Targeted Underground Power Programme (TUPP), including the provision of new streetlighting, across all remaining areas of the City.
- b) The City will investigate options for Retrospective Underground Power applications, including new streetlighting, in areas where TUPP timelines exceed fifteen years.
- c) A financial reserve has been established to assist in the funding of underground power in line with a decision of Council.

8. Public Art

- a) 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.

9. Signage on Road Reserves

- a) 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.
- b) The replacement of “No Parking” signs throughout the City by “yellow lines” to indicate no standing areas (as outlined in the *Road Traffic Code 2000 (WA)*) 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.

10. Verge Maintenance

- a) 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 its maintenance 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*.
 - i) 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 (WA)* 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*).

- b) 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.
- c) Consideration will also be given to other Local Distributor Roads, particularly those leading to the Airport, the City Centre and Local Shopping Areas.
- d) The City will advocate to State Government agencies e.g. Main Roads WA, Water Corporation, to proactively maintain verges and other parcels of land under their care.

11. Crossovers

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

12. Streetscape Maintenance

- a) 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.
- b) 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.

13. Risk Assessment and Management

- a) A risk assessment process will assist in determining priorities when developing capital expenditure and maintenance programs.
- b) Risk analysis at project initiation stages will be undertaken to mitigate future City liability.
- c) 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 (WA)

Road Traffic Act 1974 (WA)

Planning and Development Act 2005 (WA)

Environmental Protection Act 1986 (WA)

Consolidated Local Law 2020

Council Policy 46 - Environmental Purchasing

Council Policy 47 - Environment and Sustainability

Council Policy 48 - Urban Forest

Council Policy 1 - Asset Management

AS 4970-2009, Protection of trees on development sites

AS 4373-2007 Pruning of Amenity Trees

Reference to Internal Procedure

Nil.

Definitions

Nil.

This Policy is supported by:

Policy No:	CP03	
Strategic Community Plan:	<p>Key Performance Area: People Outcome: 2. A strong sense of pride, belonging and creativity. Outcome: 3. People of all ages and abilities feel connected and supported.</p> <p>Key Performance Area: Planet Outcome: 4. Healthy and sustainable ecosystems. Outcome: 5. Climate resilience.</p> <p>Key Performance Area: Place Outcome: 7. Attractive and welcoming places. Outcome: 8. A city that is easy to get around safely and sustainably.</p> <p>Key Performance Area: Performance Outcome: 10. Effective leadership, governance and financial management. Outcome: 11. A happy, well informed and engaged community.</p>	
Register of Delegations:	n/a	
Service Area:	Infrastructure Services	
Policy Owner:	Manager Parks, Leisure and Environment	
Policy Stakeholder:	n/a	
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	Review - Minor	12.9

22/08/17	Review - Major	12.2
25/09/18	Review - Minor	12.5
10/12/19	Review - Major	12.8
23/02/21	Review - Minor	12.7
24/05/22	Review - Moderate	12.7
12/12/23	Review - None	12.8
24/02/26	Review - Minor	12.11