

Local Planning Policy No. 20

Great Eastern Highway Urban
Corridor



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This is a Local Planning Policy prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

1. Policy Basis

This Policy sets out the standards and objectives the City will use to assess development applications for land adjacent to Great Eastern Highway.

These standards align with the Great Eastern Highway Urban Corridor Strategy.

2. Policy Application

The Policy applies to lots adjacent to Great Eastern Highway between Graham Farmer Freeway in Rivervale to east of Ivy Street in Ascot, Redcliffe and South Guilford (refer to Figure 1 contained within Attachment A).

3. Policy Objectives

- 3.1 To implement elements of the Great Eastern Highway Urban Corridor Strategy.
- 3.2 To facilitate high-quality development with active frontages and landscaping along Great Eastern Highway.
- 3.3 To facilitate an appropriate scale and transition of built form to nearby residential areas and preserving residential amenity.
- 3.4 To facilitate safe and efficient vehicle movements by minimising direct vehicular access to Great Eastern Highway.
- 3.5 To improve the amenity of the corridor through improvements to pedestrian and cyclist infrastructure and the creation of public spaces.
- 3.6 To encourage public infrastructure and public spaces which enhance safety, social interaction and well-being.

4. Policy Definitions

Active Land Use

Land uses that engage with the public realm, contributing to the activation of the street.

Public realm

The public realm encompasses all spaces that are accessible to the public. This includes streets, parks, plazas, sidewalks and other public infrastructure.

Private realm

The private realm refers to spaces which are privately owned and maintained, typically including properties, buildings and other privately managed areas. Access is generally restricted to the owner, tenants, or invited guests, and they are not open for public use.

Urban Plaza

An urban plaza is a publicly accessible space featuring hard landscaping complemented by trees for shade, integrated street furniture, and public art to foster community activity. These spaces are often used in conjunction with adjacent land uses to create vibrant, activated areas. These areas also have the potential to host small-scale cultural and community events outside of general business hours.

Pocket Park

A pocket park is a small green space that includes soft landscaping, recreational opportunities like children's play equipment, community gardens, and sports areas.

Urban Garden

An urban garden is a green space, featuring a mix of turf, paving, and swales, along with new tree planting or the retention of existing trees.

Rear access, rear parking

This access and parking arrangement requires crossovers and vehicle access to be from side streets or the rear of the lot. Parking is provided along the rear boundary of the lot.

Rear access, front parking

This access and parking arrangement requires crossovers and vehicle access from side streets or the rear of the lot, however parking can be located at the front of the lot.

Front access, front parking

This access and parking arrangement allows crossovers and vehicle access from Great Eastern Highway (left in, left out only). Parking can be located at the front of the lot.

5. Development Requirements

5.1 Land Use and Activation

The Policy area consists of activity nodes, activity corridors and a mixed employment space as shown in Figure 2 contained within Attachment A.

- 5.1.1 Within activity nodes, an active land use should be located on the ground floor of a development. On upper floors, residential, commercial and office land uses are encouraged.
- 5.1.2 Within activity corridors, active commercial uses such as showrooms and offices should be located on the ground floor of a development. On upper floors, residential, commercial and office land uses are encouraged.

- 5.1.3 In mixed employment areas, industrial uses may be proposed; however, land uses such as offices and small-scale showrooms are encouraged west of Fauntleroy Avenue and should be compatible with surrounding uses.
- 5.1.4 Windows facing the public realm must remain unobstructed to maintain visual connection between the building interior and the street. Windows shall not be covered with opaque materials such as films, signage, or permanent fixtures. Internal layouts, including the placement of walls, shelving, or furniture, must not impede views from the building to the street or from the street into the building.

5.2 Spaces

- 5.2.1 Spaces identified in Figure 3 contained within Attachment A are encouraged to be integrated into future development.
- 5.2.2 The City may give weight to the provision of a space provided in accordance with Figure 3 when considering the application of discretion in relation to development standards.

5.3 Landscape Zones

- 5.3.1 A landscaping strip of 4m shall be provided at the front of lots within activity nodes in accordance with Figure 4.
- 5.3.2 A landscaping strip of 6m shall be provided at the front of lots within activity corridors in accordance with Figure 4.
- 5.3.3 Landscaping should include substantial tree planting and other vegetation to provide shade to adjacent paths and buildings.
- 5.3.4 Where parking and access requirements limit the implementation of a landscaping strip at the front of lots, a landscaping area of similar size shall be provided elsewhere on the lot.

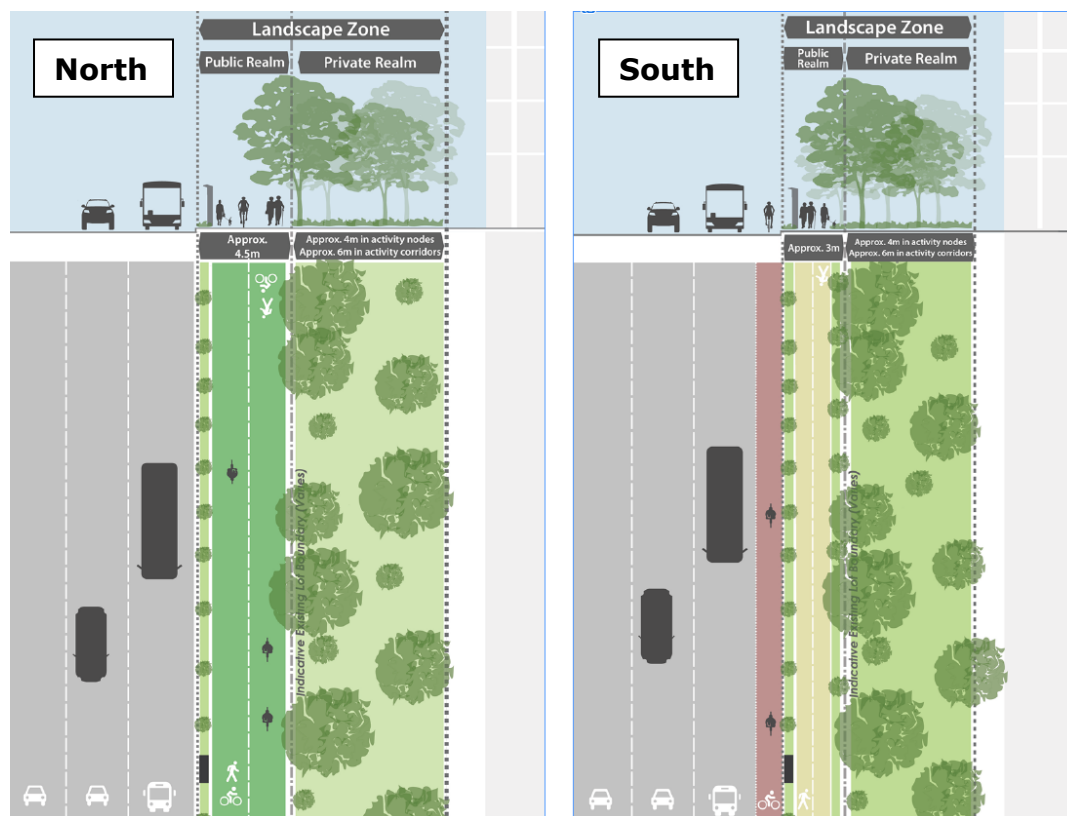


Figure 4: North and South landscape zone typologies

5.4 Connections

- 5.4.1 New pedestrian and cyclist connections identified in Figure 5 within Attachment A are encouraged to be integrated into future development.
- 5.4.2 The City may give weight to the provision of a pedestrian/cyclist connection provided in accordance with Figure 5 when considering the application of discretion in relation to development standards.

5.5 Access and Parking

- 5.5.1 Access and parking associated with lots shall be provided in accordance with Figure 5 contained within Attachment A. Notwithstanding, in considering changes to access points to Great Eastern Highway, the City of Belmont will have regard to advice from Main Roads Western Australia.
- 5.5.2 As a condition of development approval, Council may require that a public easement in gross be provided to facilitate shared vehicular access between lots.
- 5.5.3 While temporary crossovers will be permitted, the number of crossovers on a street block shall be minimised having regard for access via easements on adjoining lots.

5.6 Building Height and Plot Ratio

- 5.6.1 Building heights and plot ratio are to be in accordance with Figure 6 contained within Attachment A.
- 5.6.2 Building heights and plot ratio for 'Activity Centres' shall be determined having regard to the density code imposed on adjacent land but may be varied if:
- 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.
- 5.6.3 Building heights and plot ratio for 'Industrial' designated sites will be subject to the building height limits contained within the City's Local Planning Scheme.
- 5.6.4 Building heights and plot ratio for lots within Development Area 6 shall be in accordance with the Improvement Plan and draft Improvement Scheme – Redcliffe Station Precinct.
- 5.6.5 Building heights and plot ratio for lots within the Golden Gateway Precinct shall be in accordance with the draft Golden Gateway Structure Plan.

5.7 Building Setback

- 5.7.1 Building setbacks are to be in accordance with Figure 7 contained within Attachment A.
- 5.7.2 Lots reflected as a 'minimal typology' are to be setback a distance between 0m-1m from the landscaping strip located within private property.
- 5.7.3 Lots reflected as a 'moderate typology' are to be setback a distance of 2m or more from the landscaping strip located within private property.
- 5.7.4 Lots reflected as a 'parking typology' will be assessed on a case-by-case basis, with consideration to increased setbacks to accommodate site constraints, parking and landscaping in the front setback area.

5.8 Transition

- 5.8.1 Transitions are to be in accordance with Figure 8 contained within Attachment A.
- 5.8.2 Lots subject to a 'low transition typology' are to be designed to minimise their impact on existing dwellings by ensuring appropriate transitions in building height, bulk and scale. Developments shall incorporate the following features to achieve this:
- a) Architectural articulations to reduce visual intrusion and help mitigate the effects of taller structures on neighbouring properties.
 - b) Landscaping along the rear boundary.
 - c) Side and rear accessways and parking to further lessen the built form impacts on adjacent residential areas.

- d) Stepping in of buildings from the boundary to achieve a greater setback and preserve visual privacy and solar access. This includes:
 - i. Podium height being one third of the total building height.
 - ii. Development above 2 storeys within 18m of the rear boundary contained within a 45-degree envelope.

An example of these provisions is shown in Figure 9.

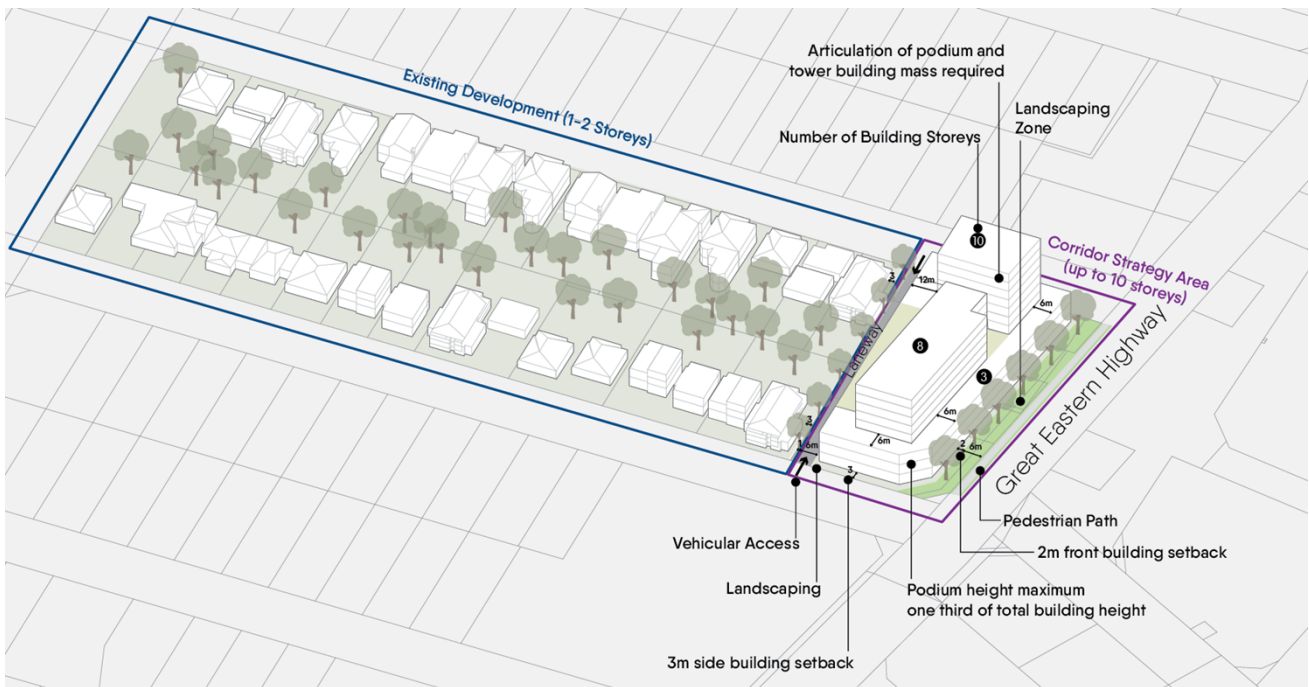


Figure 9: Example of how development could transition to low scale existing residential development

- 5.8.3 Lots subject to a 'medium transition typology' shall complement adjacent land uses in terms of building height and rear and side setbacks. Development should be designed to minimise negative impacts associated with building bulk and scale on adjacent uses.

5.9 Amalgamation of Adjacent Land

- 5.9.1 The amalgamation of land within the Strategy area with land zoned 'Residential,' or with lots adjacent to, abutting or across the road from land zoned 'Residential' will not result in the residential land benefiting from higher development potential under this policy.
- 5.9.2 Where amalgamation is proposed with non-residential zoned land, and the amalgamated lots are not adjacent to, abutting or across the road from land zoned 'Residential,' the provisions of this Policy may also be applied to the portion of land proposed to be amalgamated, treating the combined lots as a single site. However, such amalgamation must demonstrate improved built form, access and site planning outcomes without adversely impacting nearby residential areas.

Governance References

Statutory compliance	<i>Planning and Development Act 2005</i> <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> Local Planning Scheme No. 15
Industry compliance	
Organisational compliance	Great Eastern Highway Urban Corridor Strategy
Process links	

Local planning policy administration

Directorate	Officer Title	Contact
Development and Communities	Manager Planning Services	9477 7222

Document Date	Review Cycle	Next due
	Triennial	

Version	Decision to advertise	Decision to adopt	Synopsis
1	22/07/2025 OCM Item 12.1	25/11/2025 OCM Item 12.3	To set out the standards and objectives the City will use to assess development applications for land adjacent to Great Eastern Highway.

Attachment A



Figure 1: Lots subject to this policy

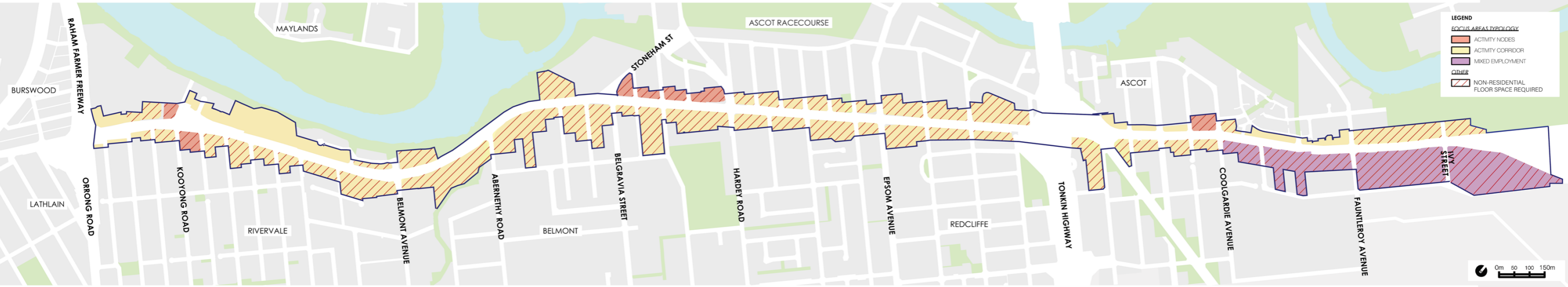


Figure 2: Locations of activity nodes, activity corridors and mixed employment area

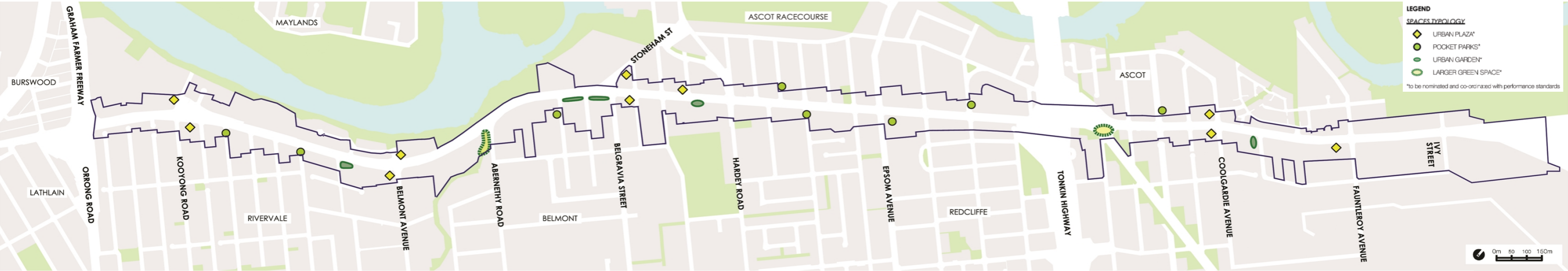


Figure 3: Location of public spaces



Figure 5: Access and parking typologies and locations of pedestrian and cyclist connections

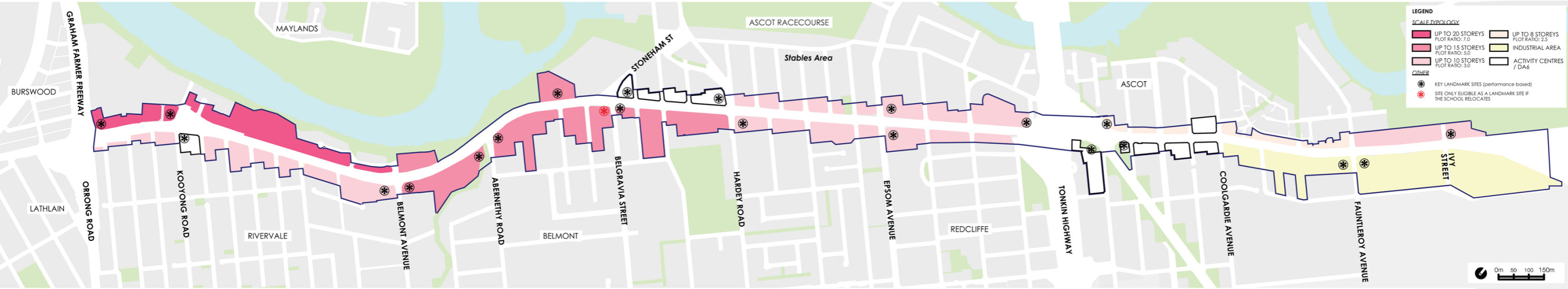


Figure 6: Building heights and plot ratio

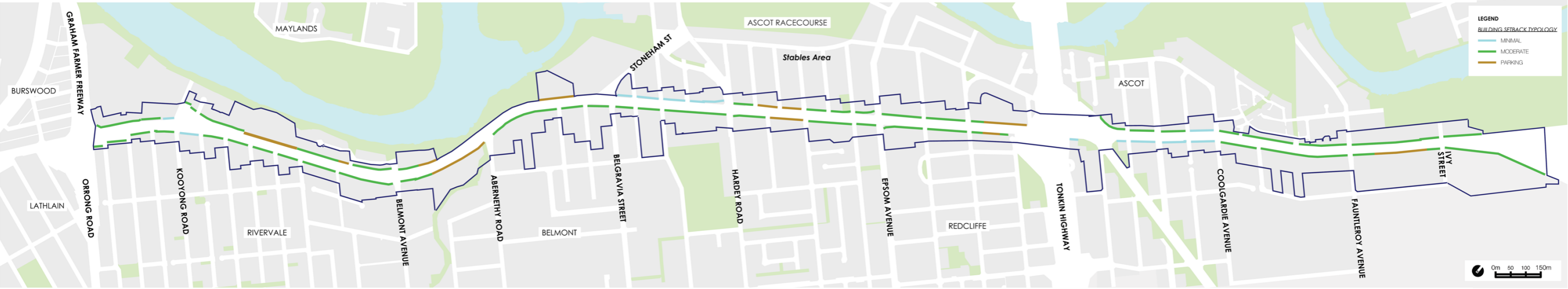


Figure 7: Building setback typologies

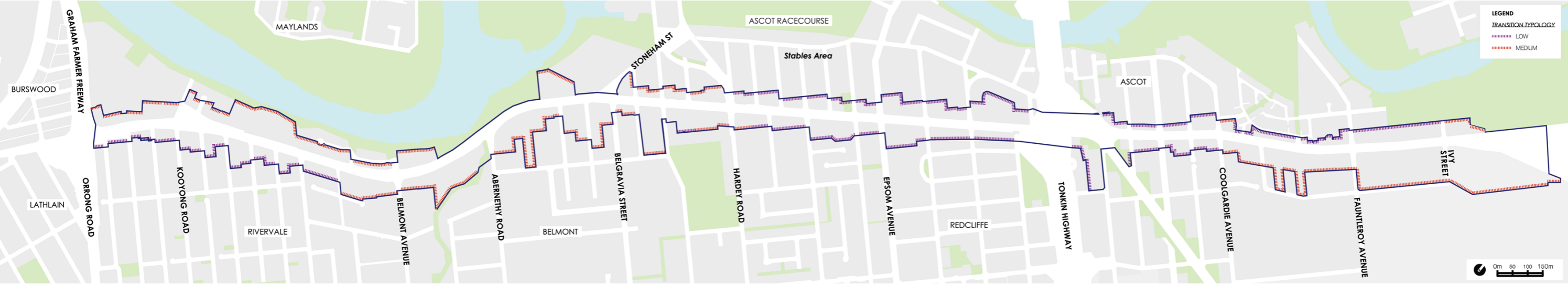


Figure 8: Transition typologies