

Redcliffe DA6

The Development Area 6 Vision Plan

**A presentation,
to the Project Steering Committee of the Community Reference Group
by residents of the Redcliffe DA6.**

Redcliffe DA6

Is (aprox) 60 hectares and comprises of ;

.A population of 500-650 people

.20 hectares - 315 Dwellings

.20 hectares - 40 Commercial properties,

.15 hectares - Road reserve/open space/park

.1 school and an airport over the back fence.

Redcliffe DA6



and a train station

here - X

Redcliffe DA6

Background information

Excluding the bushland and wetland areas within Perth Airport, minimal natural vegetation remains within the City of Belmont- less than 2% of the original extent.

Areas of remnant vegetation include:

- 21 hectare Bush Forever Site 313- Swan River saltmarsh, located near Garratt Road bridge and Black Swan (Kuljak) Island in Ascot
- Small (<5 hectare), isolated fragments in reserves, the most significant of which are Signal Hill Bushland, Garvey Park and Tomato Lake
- 10 kilometres of Swan River foreshore which forms a significant ecological corridor
- Numerous wetlands, lakes and compensating basins including two Environmental Protection Policy wetlands; Tomato Lake and Centenary Park Lake

The City undertakes many activities to assist with restoration of ecological and biodiversity values, including maintenance of 30 hectares of natural areas and implementation of environmental restoration and revegetation projects each year.

The City has achieved Milestone 3 of the Perth Biodiversity Project through development of a Collective Local Biodiversity Strategy in partnership with the Town of Bassendean and City of Bayswater.

<http://www.belmont.wa.gov.au/Services/Environment/Pages/Biodiversity.asp>

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Biodiversity, remnant native vegetation and Public Open Space

All large trees are important and to be retained if possible.

Please note that Public Open Space in the form of grass areas and playing fields are important but are distinguished from areas of remnant native vegetation.

The small areas of remnant native vegetation in DA6 could be included in the City of Belmont Collective Local Biodiversity Strategy.

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Southern Main Drain

The Southern Main Drain has been created to drain the Swan coastal plain.

At the first meeting of the CRG no one committed to saying if the Drain was going to be redirected.

At the second CRG meeting there was some indication that the Southern Main Drain would be redirected on Perth Airport land which would result in it having to be being redirected through DA6.

If this is the case then consideration to the creation of a designed wetland, to enhance biodiversity values, in DA6 would be a great idea - as opposed to the straight line drain it currently is.

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Community Open Day - 7th March 2015

- .Do residents have a better understanding of DA6 plan?**
- .Residents still have concerns re. resumptions/land acquisition.**
- .Brearley Avenue should not be closed.**
- .Reinstate the road grid/traffic flow and management.**
- .rezoning and the implications for the residents**
- .Biodiversity - open space**

Redcliffe DA6

Board 11A



PHASE I (FROM 2016) : BREARLEY AVENUE

- ◆ BREARLEY AVENUE CLOSURE
- ◆ COMMENCE REDEVELOPMENT OF PRIVATE REDCLIFFE NEIGHBOURHOOD PROPERTIES, SUBJECT TO APPROPRIATE DEVELOPMENT CONTROL FRAMEWORK
- ◆ POSSIBLE COMMENCEMENT OF DEVELOPMENT OF SOME PARKS (ONGOING)
- ◆ POSSIBLE DEVELOPMENT OF SOME SITES ON GOVERNMENT LAND
- ◆ ENHANCEMENT OF KANOWNA AVENUE, FIRST STREET (WEST) AND BOULDER AVENUE AS SLOW-SPEED, PEDESTRIAN-FOCUSED STREETS
- ◆ FAUNTLEROY AVENUE UPGRADED BETWEEN GREAT EASTERN HIGHWAY AND REDCLIFFE ROAD TO PROVIDE RIGHT TURN POCKETS AND BUS PRIORITY ON GREAT EASTERN HIGHWAY

LEGEND

DA6 Boundary

Perth Airport Boundary

Redcliffe DA6

Addressing the problematic closing of Brearley Avenue

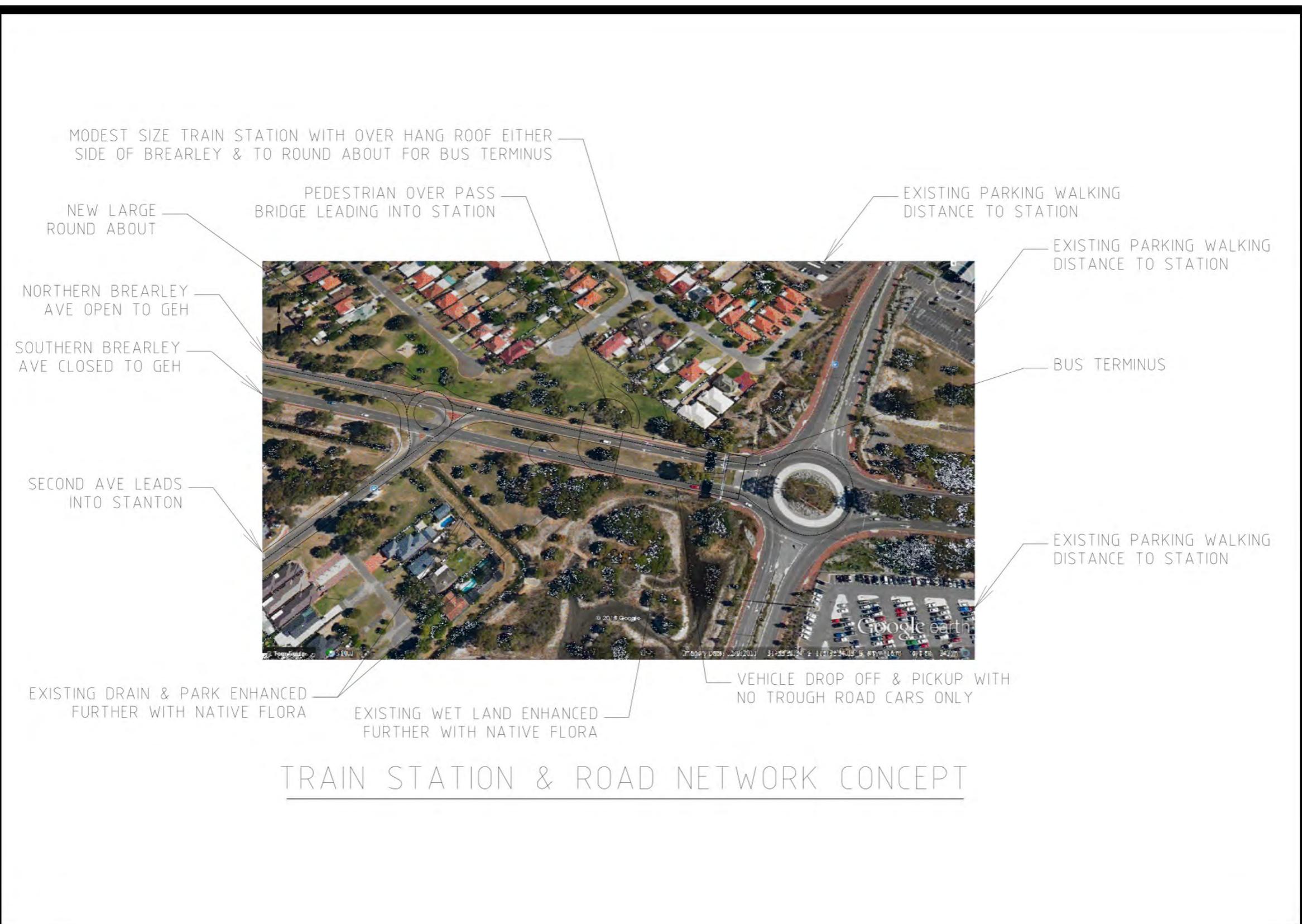
- . Brearley Avenue is the 'backbone' of the DA6 and with modification at the GEH intersection would;
 - . **Allow** residents of Redcliffe to access their suburb.
 - . **Allow** a direct access to the Train Station and Parking from Great Eastern Highway for vehicles (including buses)
 - . **Allow** pedestrian/bicycle friendly access to the train/bus station via 'back' streets such as Coolgardie/Bulong/Central/Boulder/Kanowna (West) Avenues, which would be 'local' traffic only.
 - . **Allow** Brearley Avenue to be used as the 'Boulevard' or 'HIGH STREET' (read commercial centre) of the Redcliffe DA6, this will spread the 'amenities' of the suburb away from the train station.
 - . **The 'Village Green' would be the centre of this High Street.**
 - . **Brearley Avenue must NOT be closed.**

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GEH & BREALEY CONCEPT REDESIGN

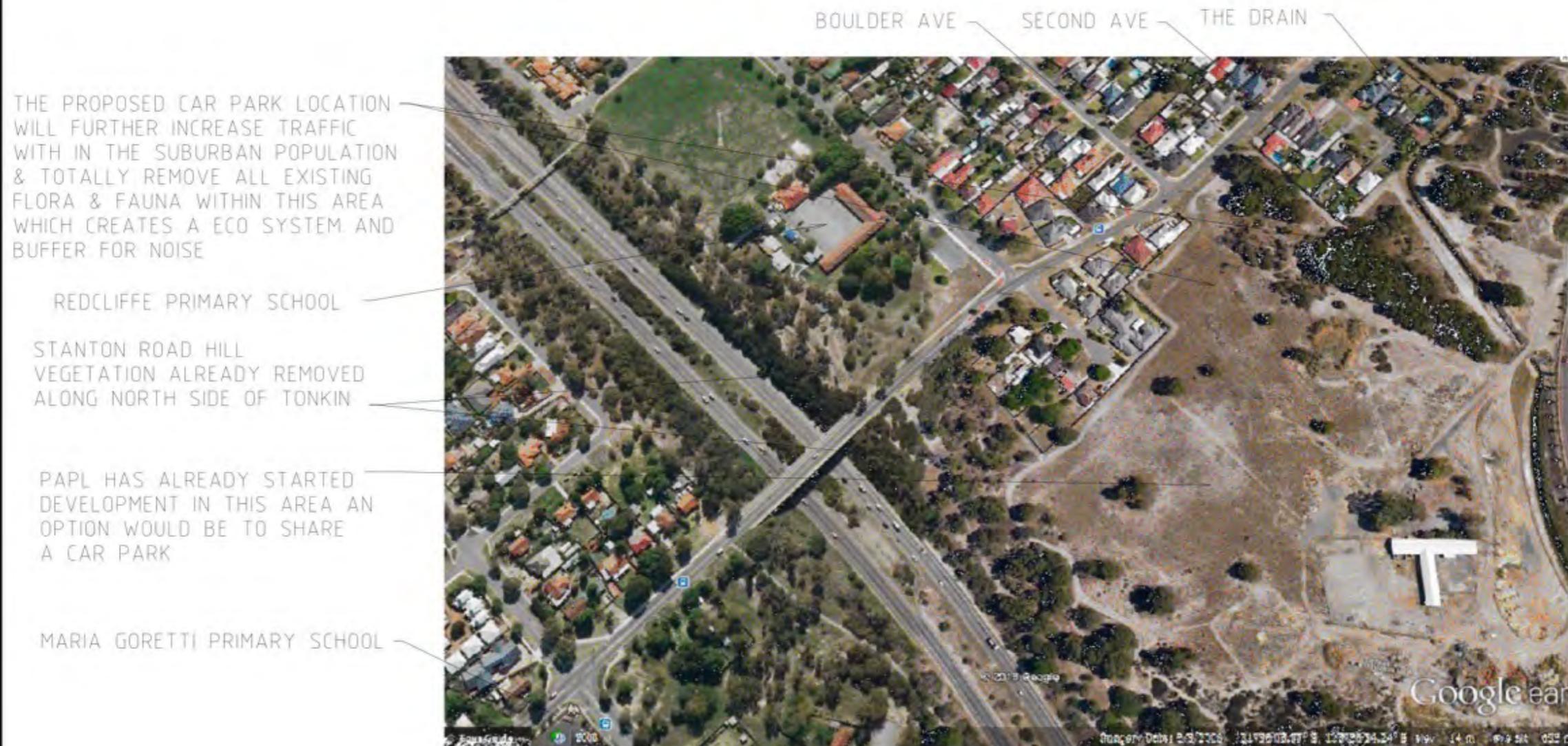
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Redcliffe DA6



STANTON HILL

Redcliffe DA6

UNDER UTILISED USE
OF CARPARKS

BREALEY AVE

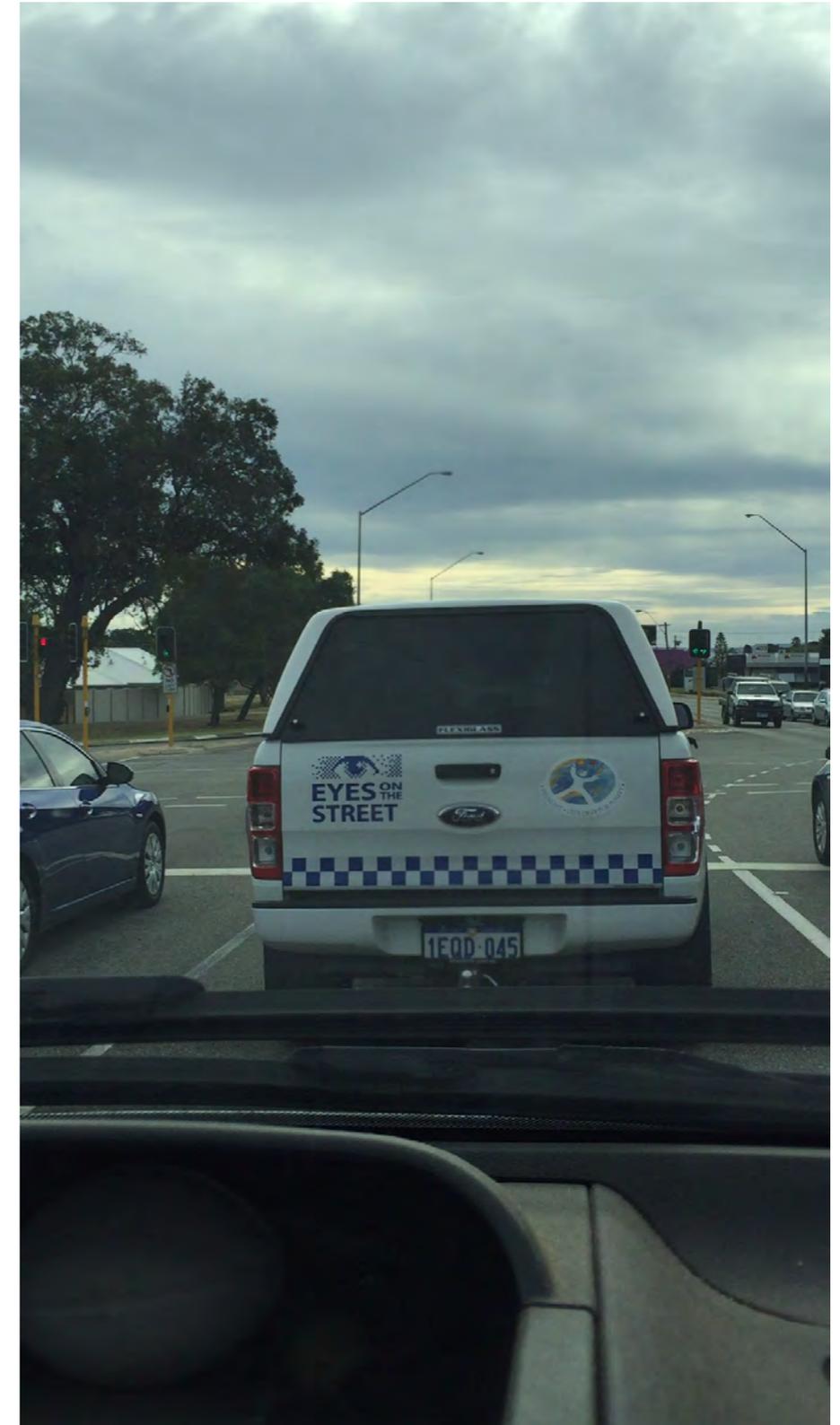
PROPOSED AREA FOR
TRAIN STATION IN
RELATION TO PROXIMITY
OF EXISTING CAR PARKS



TOTAL AREA OF BITUMISED CARPARKS

Redcliffe DA6

As an exercise - 'Eyes on the Street' doing the speed limit! 6 seconds from 'green' light to clear the GEH/Breary Avenue intersection. Reducing the time/distance by 1 or 2 seconds/vehicle will allow more vehicles to pass through the intersection in a light sequence. Most intersections seem to be 3-4 seconds to clear an intersection.



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The Brearley Avenue Great Eastern Highway intersection



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Reinstating the road grid and traffic flow management
this from <http://redcliffeda6.org.au>



RED - Local Roads

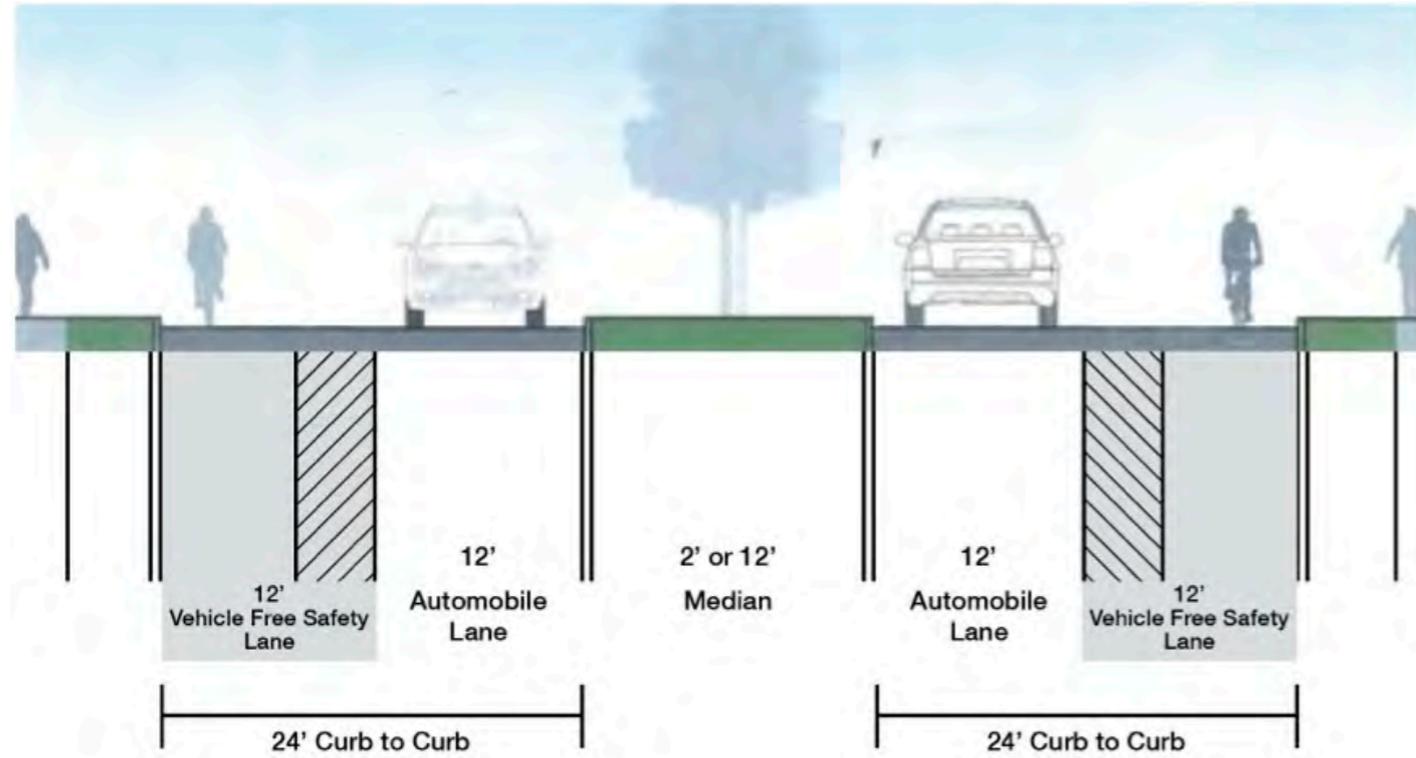
**Green - left turn in/
left turn out**

**Blue - Train/Bus station,
and parking**

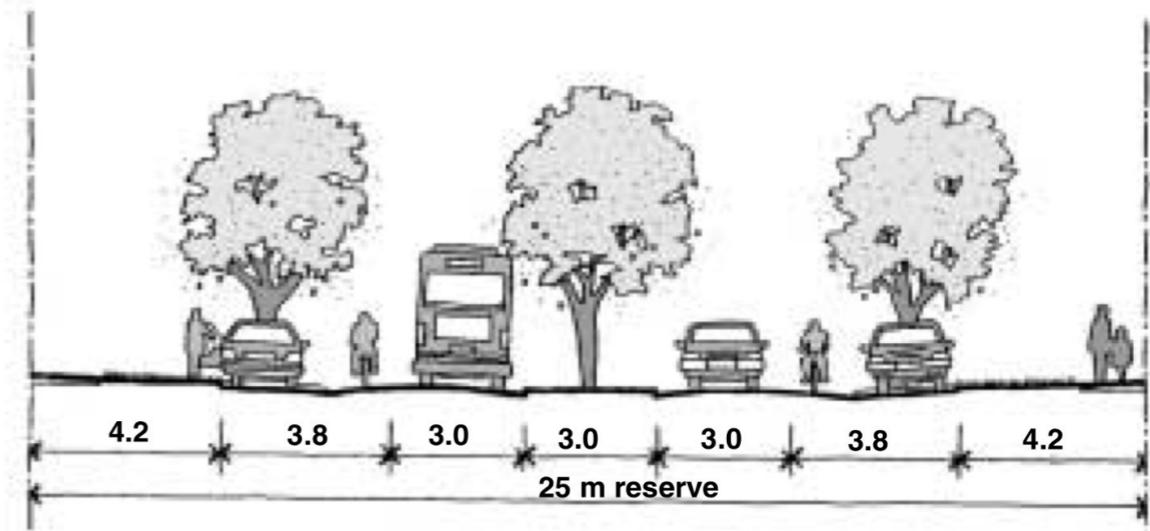
Pink - roads within PAPL

White - Roundabouts

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Cross section of Brearley Avenue?



Neighbourhood Connector
(central median, with parking embayments)

Note: For traffic volumes the <3,000 vpd, 3.8 m shared parking/bike lanes are replaced by 2.3 m parking lanes and the reserve width is reduced to 22 m.

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DA6 TRANSPORT MODELLING



What is Transport Modelling?

The process of replicating the existing on-street traffic conditions and then testing either changes in the road network or changes in traffic volumes or both.

What is the modelling process?

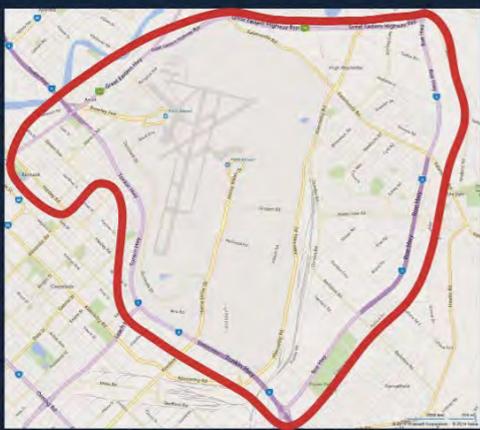
2014 Base Model Year Build

- Collection of traffic counts, travel times, signal data, and site observations
- Building of the model road network
- Development of the traffic demands based on data from Main Roads WA
- Calibration and validation of the model for the AM and PM periods

Option Year Testing

- Development of 2017, 2021, and 2031 future model years. 2031 is considered an ultimate development year but may not be developed.
- Traffic demands based on Main Roads WA forecasting data using updated land use information. Includes the Perth Airport Master Plan.
- Includes network changes such as Gateway WA and Brearley Avenue closing before 2017.
- Testing of the construction staging
- Testing of the performance of the road network the stations operational
- Testing of the Great Eastern Highway corridor design, i.e: turn bay lengths.

What have we modelled?



Wider Forreestfield Airport Link Model Area



City of Belmont Modelled Network

The modelling of the DA6 area is covered within the wider Forreestfield Airport Link model area. The images above show the entire extent of the model as well as the modelled links covering the DA6 area. Due to data requirements, not all minor road links are included within the models.

Key points found?

- Closing Brearley Avenue significantly reduces congestion on Great Eastern Highway and removes the existing rat run through Redcliffe.
- The Dunreath Interchange, currently being constructed as part of the Gateway WA project, will carry the majority of the traffic heading to or from the Airport precinct.

Closing Brearley Avenue will **not** reduce congestion on GEH or remove the rat run through Redcliffe.

Keeping Brearley Avenue open will **reduce** the rat run on suburban/pedestrian orientated streets within the DA6 and have direct access from GEH to the Train/Bus Station.

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A brief summary of the Train Station

(These are comments from residents - the condensed version.)

The Train Station 'footprint' is too large!

- . Public Open Space and shops around the Train/Bus station - encourages crime and undesirable elements.

- . Unless the shops are newsagent/lotto/deli/flower/coffee type shops, a 'shopping precinct' won't work

- . The proposed new U road at the west end of the Station will increase congestion with 'kiss and ride', through traffic from Coolgardie to Stanton - from Stanton to Coolgardie (add Bulong, Central and Boulder)

..... and shoppers! Where is the parking for the shops?

- . Buses need to go through the centre of Redcliffe (Brearley Avenue), not around, picking up passengers between GEH and the train/bus station.

- . Very hard to find a good comment about train/bus station and its impact on the suburb. - (quote) "we need something like that".

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The Timeline and a question.



- Main Roads WA closes Brearley Avenue in.....2016
- Phase 1 of DA6 starts.....2016
- Phase 2 of DA6 starts..... 2016 - 2020
- Train and Train Station operations commence.....2020
- Qantas move to International Terminal.....2024
- Population of Redcliffe DA6 up to 3,500.....2030

PAPL's Vision Plan 2014 - NO mention of upgrades to Dunreath (from Brearley) and Fautleroy in this 5 year 'Vision'.....2030

Main Roads WA have plans to upgrade GEH, but are UNFUNDED until AFTER 2035..

WHY IS A MAJOR TRANSPORT INFRASTRUCTURE IN WA NOT SUPPORTED BY MRWA?

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PHASE 2 (2016-2020) : NEW AIRPORT WEST STATION DEVELOPMENT AND STREET CONNECTIONS

- ◆ DEVELOPMENT OF NEW STATION
- ◆ DEVELOPMENT OF BUS INFRASTRUCTURE
- ◆ DEVELOPMENT OF PARK AND RIDE
- ◆ DEVELOPMENT OF NEW STREETS AND ENHANCING PARTS OF EXISTING STREETS ADJACENT TO NEW STATION
- ◆ DEVELOPMENT OF NEW URBAN PLAZA SPACES
- ◆ PREPARATION OF GOVERNMENT-OWNED STATION PRECINCT SITES FOR FUTURE DEVELOPMENT
- ◆ CONTINUATION OF PHASE 1 REDEVELOPMENT ACTIVITIES
- ◆ PROGRESS RESOLUTION OF SOUTHERN MAIN DRAIN MODIFICATION

LEGEND

- DA6 Boundary
- Perth Airport Boundary
- Indicative possible future site boundary

Phase 2 - 2016 -2020

Redcliffe DA6

A Summary - What We Have

- . We are getting a Train/Bus Station.
- . We have a Development Area Vision Plan.
- . We have an urban design for a 'pedestrian/bicycle' friendly 'eco' environment.

A Summary - What We Don't Have.

- . Brearley Avenue open as the Backbone of the DA6 area.
- . Main Roads WA and a major upgrades of Great Eastern Highway and the GEH and Brearley Avenue intersection. The argument for closing Brearley Avenue (by MRWA) is flawed considering that at the Kooyong Road/GEH intersection there is the same congestion problem in the lead up to the Polly Farmer Freeway, NOW they add that the PTA want it closed. Maybe for the PTA, Brearley Avenue is the clearest and most concise way of approaching the Train/Bus Station.
- . The high rise development spread along Brearley Ave (shopping and living precinct) from the Train/Bus Station to GEH, promoting a 'Transport Orientated' village incorporating public open space and areas of 'natural' vegetation.
- . Community Involvement (that is listened to) before 'boards'/presentations are presented to the general public.

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OPTIMAL OUTCOMES FOR RESIDENTS AND MAJOR STAKEHOLDERS

The DA6 vision plan was introduced to residents in the Community Workshops held in mid 2013.

The workshops were not well attended by residents, mainly because they did not understand what was to be proposed. Residents believed the workshops were to discuss converting Brearley Avenue into a housing estate/parkland and unless one lived in the immediate vicinity - facing Brearley Avenue - the plans would not affect other streets. The full extent of the plan was revealed during the workshops, but still not fully comprehended by many who attended and surely not by the majority of residents who didn't.

The miscommunication and misunderstanding about the objectives for the area has continued since that time.

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From late 2013, when one Coolgardie Avenue resident accidentally stumbles upon the plan to open Coolgardie Avenue, a number of residents sought to establish a dialogue with City of Belmont - attempting to unlock the mysteries of DA6 and what the implications for the residents will be.

This has not been an easy task and I would go so far as to use the old cliché - it has been like pulling teeth - but from a Gorilla. An example of the resistance exhibited was again demonstrated at the February ABF where we asked if there were any project timelines for DA6, and were advised there were none and they had absolutely no idea of when they would be introduced. Yet, within weeks, the Community Open Day demonstrated that contrary to this claim timelines had most definitely been established - as Boards 11A & B (produced by Council) show : Phase 1 will commence in 2016.

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LEGEND

DA6 Boundary

Perth Airport Boundary

Redcliffe DA6

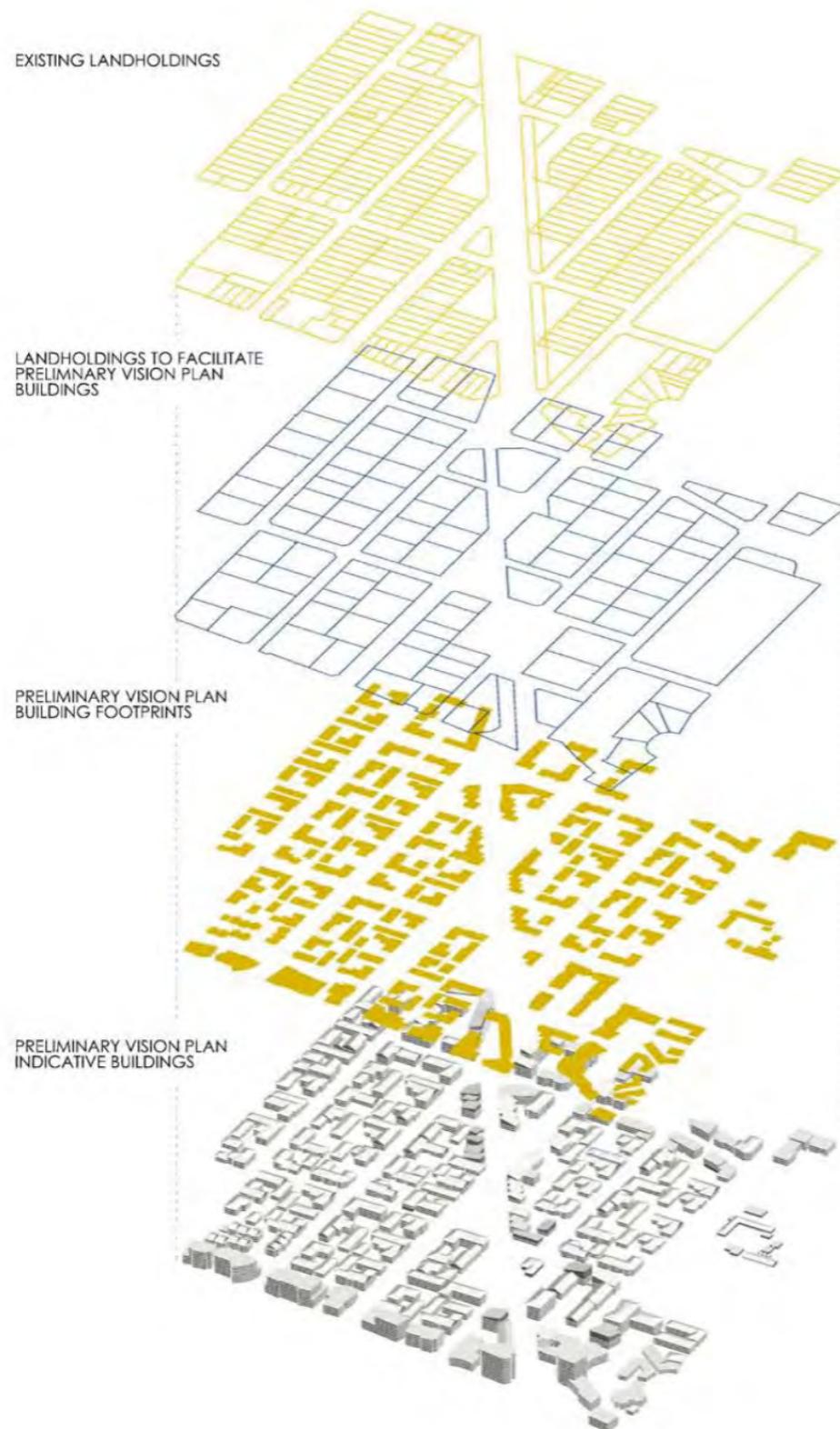
We appreciate that the Open Day has at last presented residents with a fuller picture of the future of the area. However, there is still confusion amongst residents about what it really means for them, in particular, their future in the area. Some residents continue to believe they will be living here well into the coming decades in their existing homes. Yet, the Vision clearly indicates the planned objective is for existing homes to be replaced by a uniform style of high density multi storey residences, and recommendations for land assembly, to affect this, was published in the Draft Vision Plan & Strategy document.

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Land Assembly

The present subdivision includes medium sized single residential lots. Whilst it may be possible to redevelop these lots, the outcome as battle axe strata lots would not present the best outcome for DA6 and may detract from the Vision. The Vision is to maximise street presence, passive surveillance and significant additional density near in the linear park interface and in close proximity to Airport West Train Station. To optimise the potential of the residential and mixed use land in DA6 some lot amalgamation will be required.

For example, if 3 single lots are amalgamated, multiple town houses with street frontage can be provided. It is feasible that the private sector could accommodate this initiative through agreements. The development industry may expedite this process once the structure plan is adopted.



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LAND ASSEMBLY

The current planning framework, at a Residential (R20) zoning remains in effect and single storey residences have been approved and continue to be constructed in the area. Yet, this seems to contradict the objectives of the Vision Plan and creates confusion. We understand that until the next stage of DA6 is implemented existing regulations must remain in effect, however, continuing to let residents labour under a misapprehension runs the risk of meeting with resistance and protest when the land assembly process is initiated, despite the promise of realising handsome returns on their properties through rezoning. Without explicit clarification now some residents may balk at the expectation of selling up and moving on. We understand that until the structure plan has been adopted, the existing regulations must continue to apply, however, information given in Board 11, strongly indicates the Improvement Plan, or is it the Structural Plan, will be in place in 2016, to allow “COMMENCEMENT OF REDEVELOPMENT OF PRIVATE REDCLIFFE NEIGHBOURHOOD PROPERTIES, SUBJECT TO APPROPRIATE DEVELOPMENT CONTROL FRAMEWORK”.

The best possible outcome - to have a smooth and expeditious transition to realise the DA6 Vision would be achieved by eliciting the complete and informed cooperation of the residents, and that can only occur with their full comprehension of what is expected of them.

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RECOMMENDATION

A clear written explanation provided to all residents of the objectives of DA6 in relation to the transformation of the area with a uniform high density multi storey residences that will require existing residents to either redevelop their properties themselves or relinquish their land to developers.

Specifically inform the residents :

- Of the optimum time frames in relation to construction of new high density housing in the area.
 - How long residents can expect to remain living in their existing residences after their properties have been rezoned.
- Will residents have to bear higher rates because of the rezoning.
 - How the land assembly process will unfold.
- As to whether Council or WAPC will facilitate introduction of residents to potential developers.

Redcliffe DA6



evolution

Political Editor

Opposition Leader Mark McGowan outlined a plan for "metro select Perth suburbs higher-density housing matched to quality public jobs and urban amenity to project a more personable two years out State election.

Mr McGowan used a speech to local mayors, council members yesterday to sketch a picture of what he says he will do in the next state election.

Mr McGowan did not give details of his goals would be achieved, but Mr McGowan called for a "new WA's urban areas to be developed. Roads. We've just spent the last 30 years and we've got no ways," Mr McGowan said.

Mr McGowan said Perth's population would double over the next 35 years and simply sprawling from Bunbury to Geraldton would be "disastrous". "We need to start the conversation about sensible, sustainable, vibrant communities with clever density. We need to create metro hubs in our suburbs and towns, not just in the Perth CBD," he said.

"We don't want to turn people off higher density by having it in the wrong places. You can't whack multistorey units into quiet suburban streets. All that does is turn the community off."

Redcliffe DA6



DA6 INDICATIVE VISION PLAN



DA6 INDICATIVE VISION PLAN
 Disclaimer
 Illustrations relating to new station, Perth Airport and Redcliffe neighbourhood are subject to ongoing detailed design and approvals.

NOTES

- 1 Great Eastern Highway upgrade/Brearley Avenue decommission.
- 2 Business/Residential development (R100 density coding) along Great Eastern Highway
- 3 a) Coolgardie Avenue as an entry point to residential
 b) Technical Traffic Study and Traffic Modelling required of DA6 and PAPL land
 c) Traffic Study to include a study of the history of the present road
 d) Public consultation through Structure Planning
 e) Traffic Study based on a pedestrian friendly Transit Oriented Development (TOD)
 f) Not regarded as an entrance to the airport. (City of Belmont Local Planning Policy)
- 4 Brearley Avenue and open space reserves create new parks/development sites with optimal tree retention
- 5 Redevelopment of residential neighbourhood, with predominantly R60 and R80 / 2-4 storey buildings
- 6 Landscaped buffer area framing residential neighbourhood
- 7 Higher density mixed use (R100-R160) residential development close to Station
- 8 Local residential streets designed as slow-speed, pedestrian-friendly spaces
- 9 Sensitive landscape, built form, land use transition Perth Airport/residential neighbourhood
- 10 Connected public realm through Plaza, local retail, commercial development
- 11 New access to Tonkin Highway, replacing Brearley Avenue
- 12 Fauntleroy Avenue, Dunreath Drive and Boud Avenue main access points to Perth Airport
- 13 Central Avenue tree lined boulevard with central median for pedestrians
- 14 Park and Ride for station (500 bays)
- 15 Living stream creating sustainable drainage
- 16 Ultimate design of all streets to be determined as development occurs
- 17 Roundabout on Dunreath Avenue modified to signals with pedestrian crossing-phase in ultimate development
- 18 Airport West station
- 19 Possible consideration for Boulder Avenue to extend into Perth Airport estate.

LEGEND

- DA6 Boundary
- Perth Airport Boundary
- Residential R40
- Residential R60
- Residential R80
- Business / Residential R100
- Residential R100
- Mixed Use / Residential R160
- Community



- NOTES**
- M1 Great Eastern Highway upgrades / Brearley Avenue decommission.
 - M2 Left-in, left-out Great Eastern Highway, intersections of Boulder, Central and Bulong Avenues.
 - M3 Coolgardie Avenue an entry point to the residential neighbourhood, subject to further study.
 - M4 Great Eastern Highway mixed use sites access via Boulder, Central, Bulong and Coolgardie Avenue, reciprocal rights at rear of development.
 - M5 Bulong Avenue connection subject to further study and Qantas relocation.
 - M6 Central Avenue connection subject to further study, Qantas relocation and upgrade of Great Eastern Highway.
 - M7 Design and treatment of Coolgardie Avenue, Redcliffe Road and First Street intersections upgraded.
 - M8 Founleray Avenue (upgraded), Durreath Drive and Boud Avenue to be main access points to Perth Airport Estate.
 - M9 New / improved pedestrian cycle movement network.
 - M10 New streets within neighbourhood improving vehicular circulation and movement.
 - M11 Kanowna Avenue with treatments to minimise traffic movement and speed past the Redcliffe Primary School.
 - M12 Second Street retained, Stanton Road / Second Street main access to new station with minor connection through to Coolgardie Avenue. Subject to further study.
 - M13 Specially designed Coolgardie Avenue. No street connection to Durreath Drive to be considered until further technical traffic study.
 - M14 New Station within the walkable catchment of residential neighbourhood.
 - M15 Bus pick-up/drop-off and 'kiss and ride' parking provided alongside the Station Plaza.
 - M16 Bus layover bays integrated with street network near Station Plaza.
 - M17 Park and Ride parking facility (500 bays).
 - M18 Possible consideration for Boulder Avenue to extend into Perth Airport estate.

LEGEND

DA6 Boundary	Perth Airport Boundary
Residential R40	Residential R100
Residential R60	Mixed Use / Residential R160
Residential R80	Community
Business / Residential R100	

DA6 INDICATIVE VISION PLAN
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PUBLIC REALM



- NOTES**
- P1 Potential for landscaped edge along Great Eastern Highway creating a green buffer.
 - P2 Small park retaining existing trees and providing continuous green edge.
 - P3 Large open space area providing informal / active play opportunities.
 - P4 Two medium sized open space areas providing a mix of passive and active opportunities.
 - P5 Small linear open space area creating a network and linkage between the open space areas whilst providing opportunities for abutting residential development to overlook.
 - P6 Large Plaza completing the network of open space areas.
 - P7 New and existing internal residential streets improved and upgraded.
 - P8 Opportunity to consider Redcliffe Primary School playing fields for shared public use.
 - P9 Landscaped buffer between residential neighbourhood and Perth Airport land.
 - P10 Attractive, pedestrian friendly streetscape zone approaching the Station Plaza.
 - P11 Station Plaza designed as a 'vibrant', 'multi-functional', 'community-oriented' public space.
 - P12 Park and Ride car park subject to detailed design and landscape treatment.

LEGEND

DA6 Boundary	Perth Airport Boundary
Residential R40	Residential R100
Residential R60	Residential R160
Residential R80	Community
Business / Residential R100	

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STATION ENVIRONMENT





NOTES

- L1 Mixed Use Commercial / R80 along Great Eastern Highway.
- L2 Potential for low-key office development with residential development along Coolgardie Avenue.
- L3 Community building, café alfresco opportunities.
- L4 Residential (R80) adjacent to The Court.
- L5 Medium-density residential (R60-R80) adjacent to the linear POS network.
- L6 Medium-density residential (R40) adjacent Redcliffe Primary School, along Kanowna Avenue.
- L7 Retention and enhancement of Redcliffe Primary School as a vital community asset.
- L8 Home business 'live-work' opportunities encouraged throughout.
- L9 Higher densities (R100-R160) in close proximity to new Station.
- L10 Local convenience retail close to new Station, with shops.

LEGEND

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- Community

BUILT FORM



NOTES

- B1 Higher buildings along Great Eastern Highway to be set forward within site minimising overshadowing.
- B2 Additional density and height at key landmark sites subject to performance criteria.
- B3 Residential buildings and height to address the street edge.
- B4 New built form to minimise interface issues with adjacent industrial properties.
- B5 Predominantly two to three-storey residential development within the residential neighbourhood.
- B6 Two to four-storey residential developments adjacent the central open space network.
- B7 Rear setback area of residential properties to provide a buffer to adjacent future commercial development.
- B8 A mix of villa/townhouses and apartments provides opportunity for private open areas.
- B9 Redevelopment of Coolgardie Avenue properties to create a reduction in vehicle access points.
- B10 Optimised residential development through the creation of larger land parcels.
- B11 Low-rise commercial development a parkland setting at interface with residential neighbourhood.
- B12 Commercial and retail development adjacent the Station Plaza.

LEGEND

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