

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



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

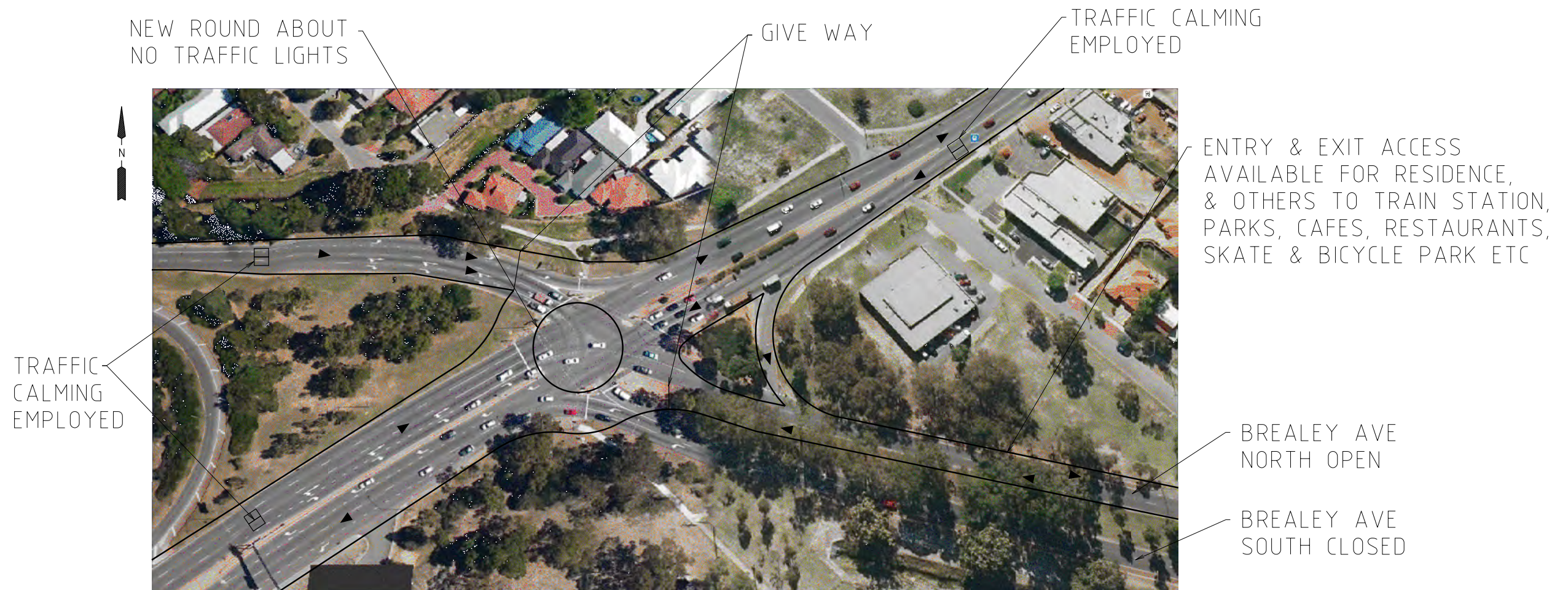
Perth Airport Boundary

Redcliffe DA6

Addressing the problematic closing of Brearley Avenue

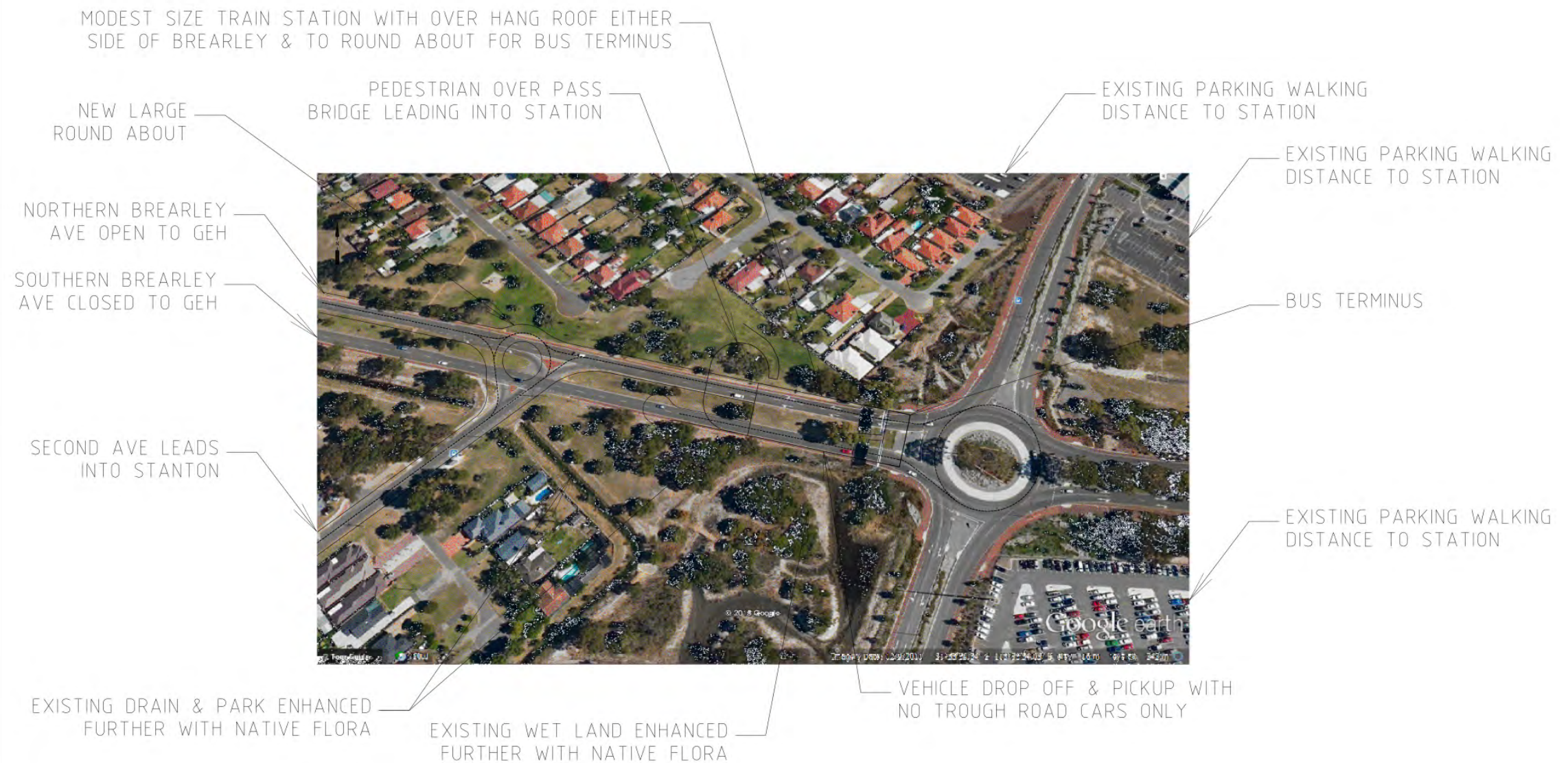
- . Brearley Avenue is the 'backbone' of the DA6 and with modification at the GEH intersection would;
 - . **Allow** residents of Redcliffe to access their suburb.
 - . **Allow** a direct access to the Train Station and Parking from Great Eastern Highway for vehicles (including buses)
 - . **Allow** 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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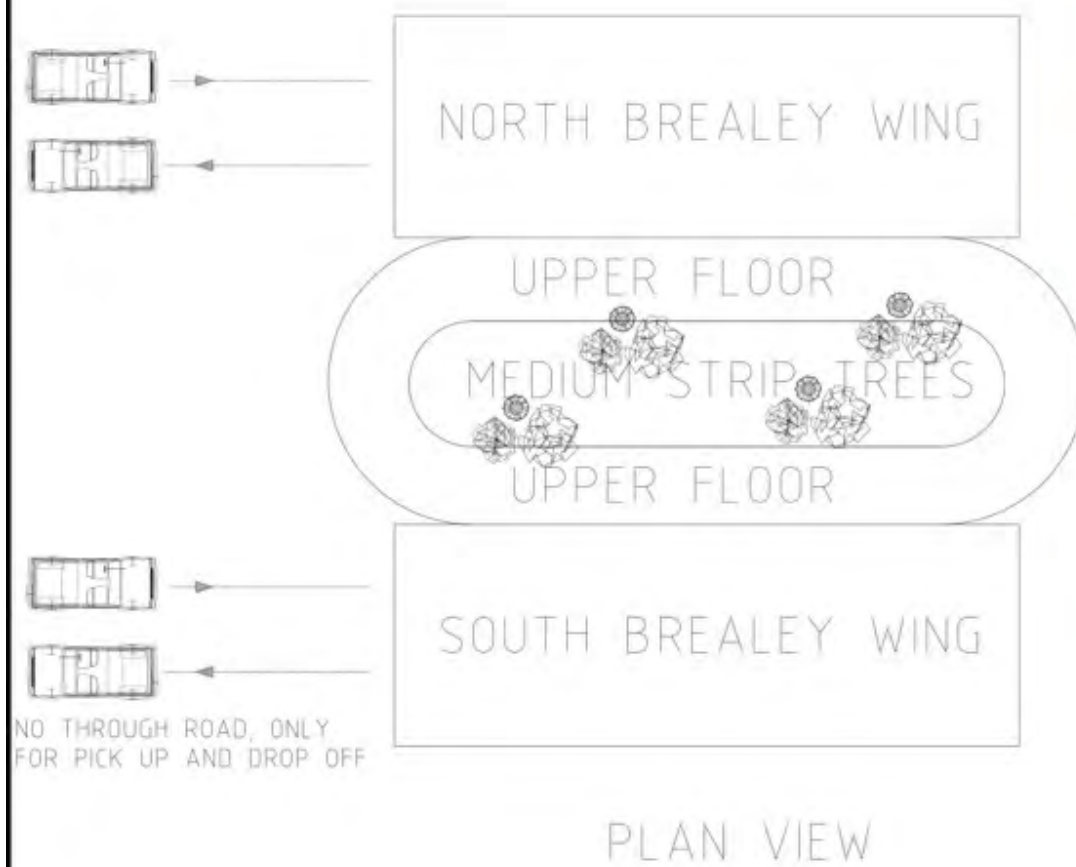
GEH & BREALEY CONCEPT REDESIGN

Redcliffe DA6



TRAIN STATION & ROAD NETWORK CONCEPT

Redcliffe DA6



UPPER FLOOR



TWO WINGS 1 NORTH ON OPEN BREALEY & 1 SOUTH ON CLOSED BREALEY, BOTH WINGS ELEVATED OFF THE GROUND TO STANDARD HEIGHT ALLOWING TRAFFIC MOVEMENT BELOW THEM, BOTH WINGS CONNECTED BY A SUSPENDED FLOOR BETWEEN THEM OPEN TO THE SKY THIS ALLOWS FOR THE INTEGRATION OF THE EXISTING TREES ON THE MEDIUM STRIP & ALFRESCO DINING, CAFE, NEWSAGENT, TICKET OFFICE ETC. PREFERABLY THESE BUSINESSES SHOULD NOT BE MULTI-NATIONAL CORPS BUT LOCALS AND OTHERS ALLOWED TO BE GIVEN THE OPPORTUNITY.



LOWER FLOOR



CONCEPT FOR STATION BUILDING

Redcliffe DA6

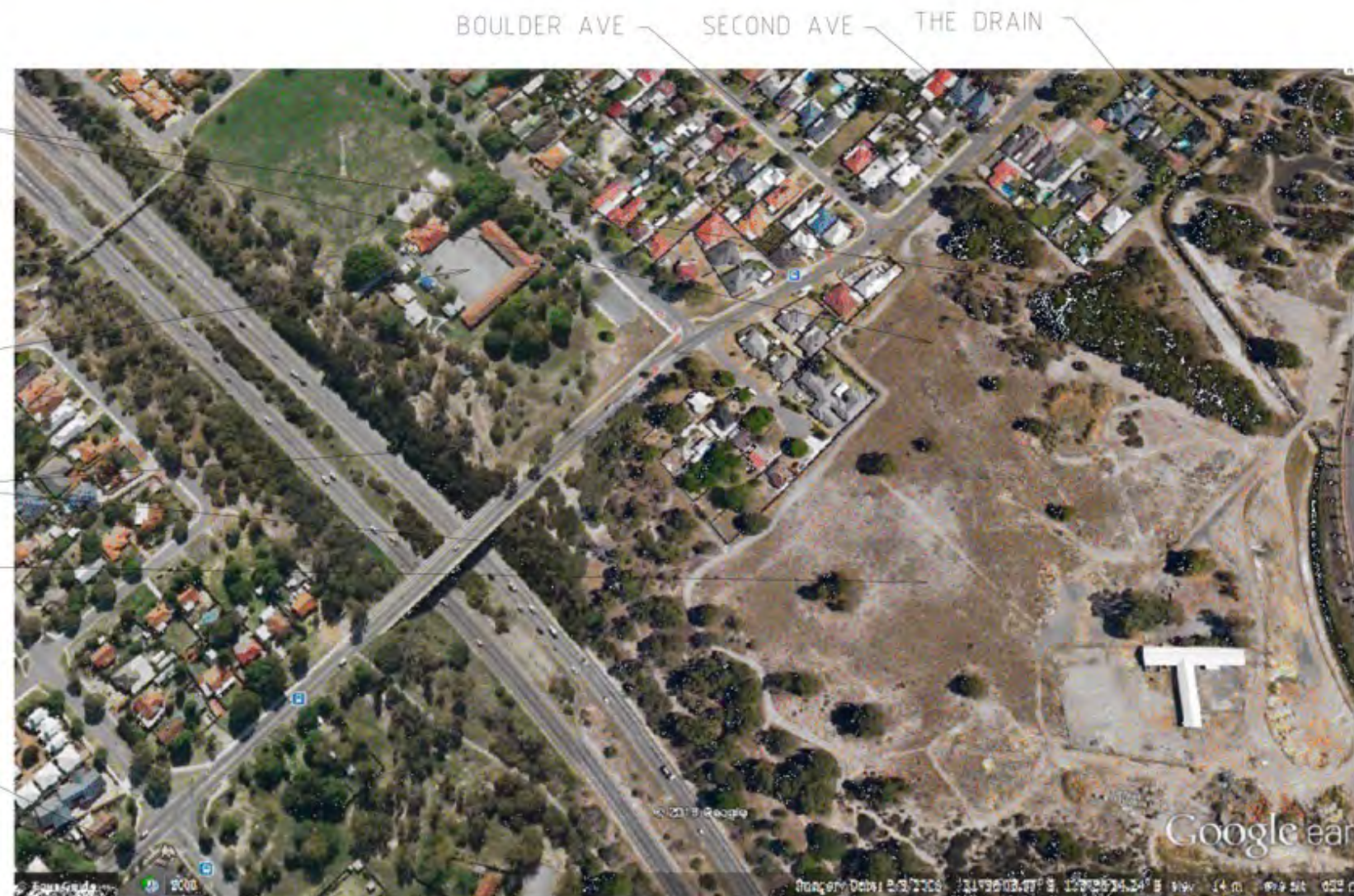
THE PROPOSED CAR PARK LOCATION WILL FURTHER INCREASE TRAFFIC WITH IN THE SUBURBAN POPULATION & TOTALLY REMOVE ALL EXISTING FLORA & FAUNA WITHIN THIS AREA WHICH CREATES A ECO SYSTEM AND BUFFER FOR NOISE

REDCLIFFE PRIMARY SCHOOL

STANTON ROAD HILL VEGETATION ALREADY REMOVED ALONG NORTH SIDE OF TONKIN

PAPL HAS ALREADY STARTED DEVELOPMENT IN THIS AREA AN OPTION WOULD BE TO SHARE A CAR PARK

MARIA GORETTI PRIMARY SCHOOL



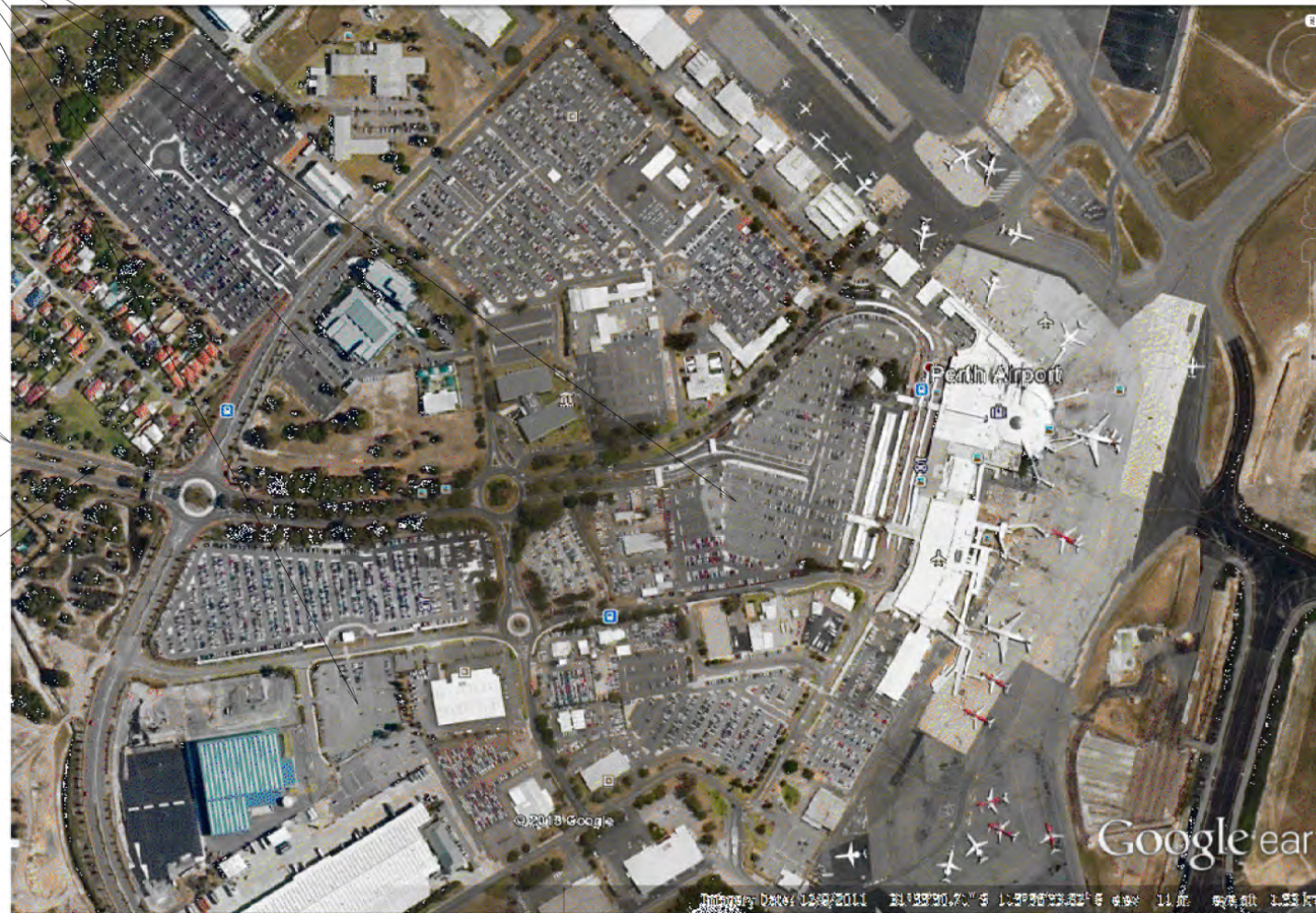
STANTON HILL

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/ Brearley 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

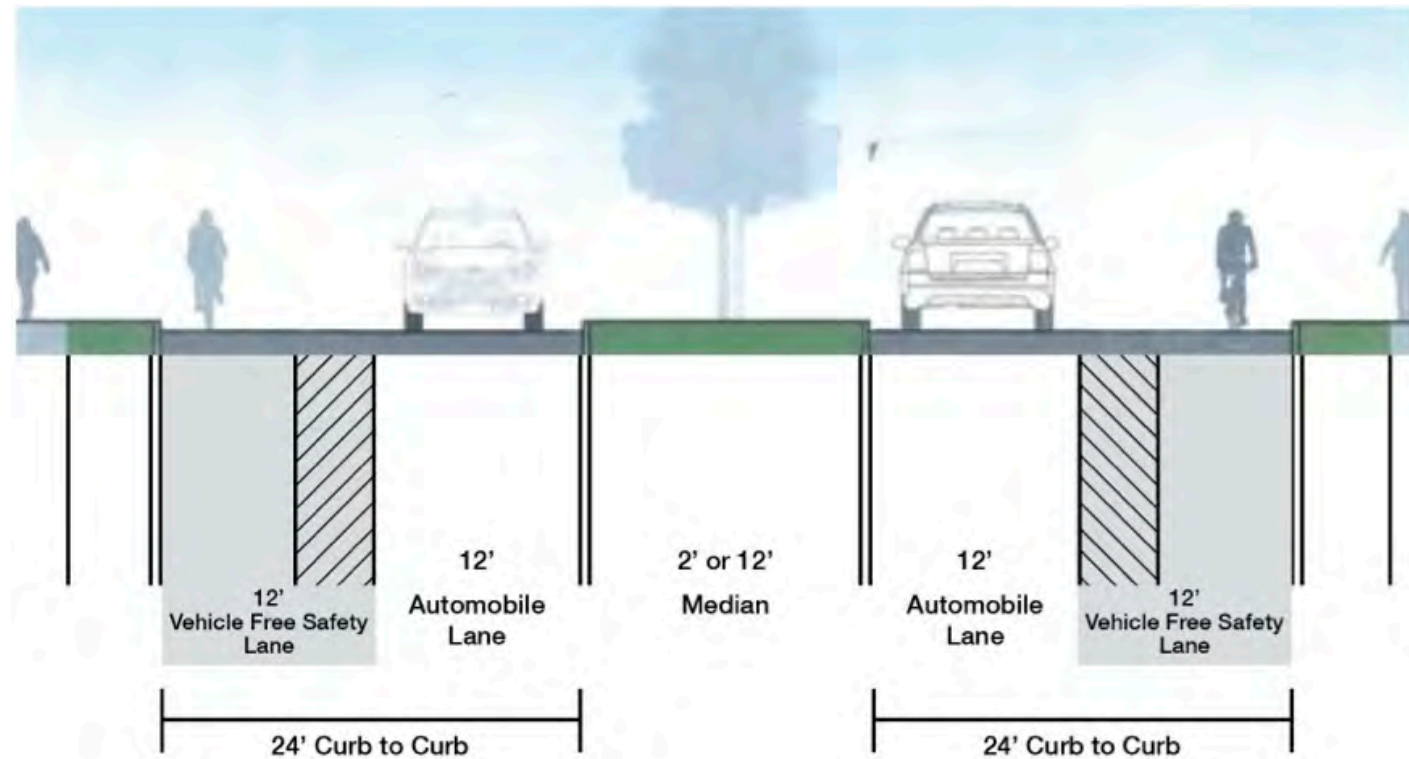
**Green - left turn in/
left turn out**

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

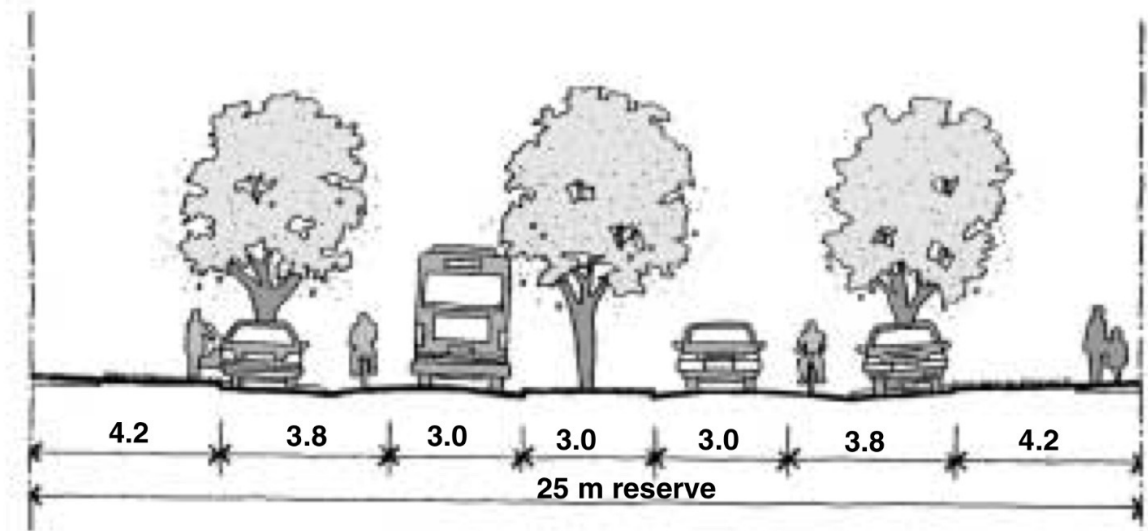
Pink - roads within PAPL

White - Roundabouts

Redcliffe DA6



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?

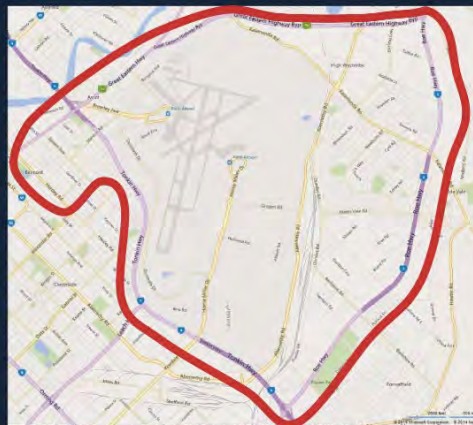
2014 Base Model Year Build

- 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 Forresterfield Airport Link Model Area



City of Belmont Modelled Network

The modelling of the DA6 area is covered within the wider Forresterfield 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".

Redcliffe DA6

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 Fauntleroy 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?

Redcliffe DA6



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.

Redcliffe DA6

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

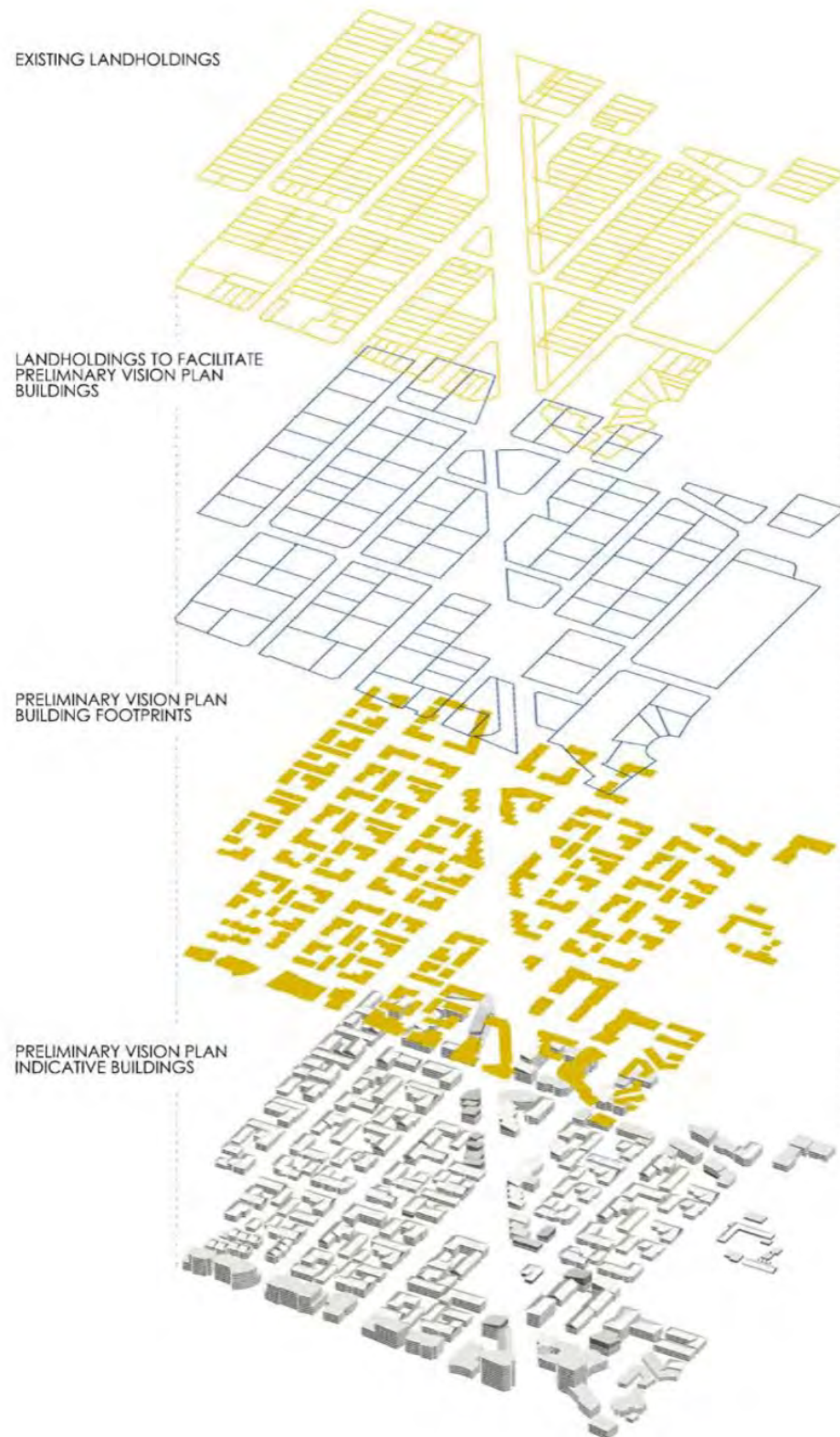
We appreciate that the Open Day has at last presented residents with a fuller picture of the future of the area. However, there is still confusion amongst residents about what it really means for them, in particular, their future in the area. Some residents continue to believe they will be living here 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.

Redcliffe DA6

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.



Redcliffe DA6

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.

Redcliffe DA6

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



revolution

novation, yet retains its sense of community.

"We need to have more infill — with amenity. Clever, sustainable amenity near public open space, public transport, close to shopping strips, density that creates its own employment."

The Opposition Leader nominated Joondalup and his own home suburb of Rockingham as examples of well-planned hubs.

Other areas that could become hubs were Morley, Mirrabooka, Ellenbrook, Murdoch, Cockburn Central, Warwick and Stirling.

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



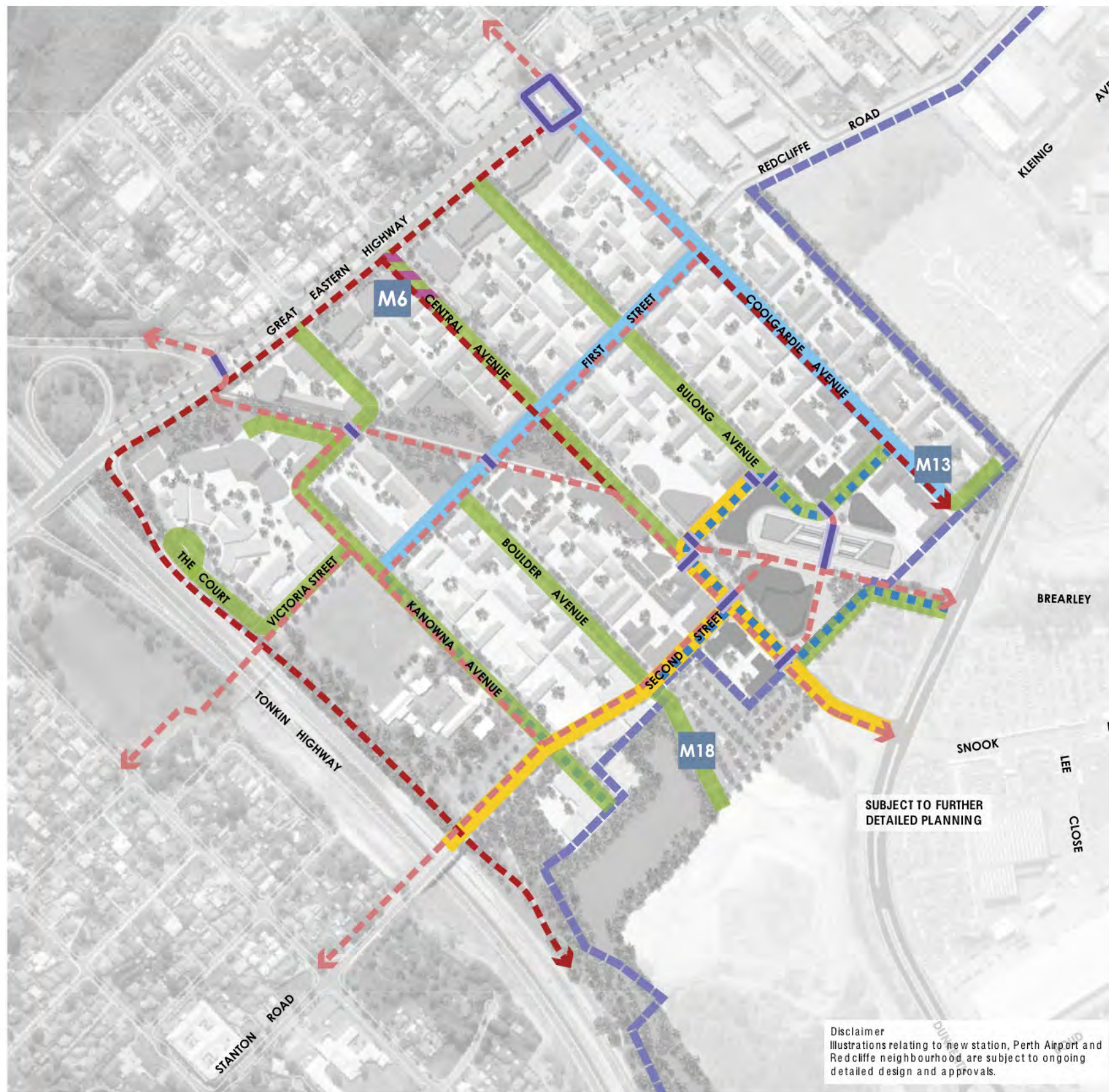
NOTES

- 1 Great Eastern Highway upgrade/Brearely 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 Brearely 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 Brearely 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 R100
Residential R60	Mixed Use / Residential R160
Residential R80	Community
Business / Residential R100	

34 MOVEMENT : STREET CHARACTERISTICS



LEGEND

- Perth Airport Boundary
- Slow Street
- Connecting Street
- Bus Street
- Pedestrian / Cyclist priority street area
- Key Crossing Point
- Shared Cycle / Pedestrian Path
- Key Pedestrian Path
- M6 Central Avenue connection subject to further study, Qantas relocation and upgrade of Great Eastern Highway.
- M13 Specially designed Coolgardie Avenue. No street connection to Dunreath Drive to be considered until further technical traffic study.
- M18 Possible consideration for Boulder Avenue to extend into Perth Airport estate.

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



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 Fountleroy Avenue (upgraded), Dunreath 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 Dunreath 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
- Residential R40
- Residential R60
- Residential R80
- Business / Residential R100
- Perth Airport Boundary
- Residential R100
- Mixed Use / Residential R160
- Community

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
- Residential R40
- Residential R60
- Residential R80
- Business / Residential R100
- Perth Airport Boundary
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- Community



STATION ENVIRONMENT





BUILT FORM

