

COMMUNITY VISIONING AND DESIGN WORKSHOP OUTCOMES REPORT



DOCUMENT HISTORY AND STATUS

Revision	Reviewer	Date Issued
0	KH	Dec 2017

Prepared By:
Taylor Burrell Barnett
Town Planning and Design

Level 7, 160 St Georges Terrace
PO Box 7130 Cloisters Square
PERTH WA 6850
Phone: 9226 4276
Fax: 9322 7879
admin@tbbplanning.com.au

TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
1 INTRODUCTION	3
1.1 BACKGROUND	5
1.2 VISIONING AND DESIGN WORKSHOP PURPOSE	5
1.3 VISIONING AND DESIGN WORKSHOPS	6
1.4 PROJECT TEAM	6
1.5 COMMUNICATIONS PROGRAM	6
2 VISIONING AND DESIGN WORKSHOP	7
2.1 WORKSHOP FORMAT	7
2.2 WORKSHOP ATTENDEES	7
2.3 PRESENTATION	7
2.4 WORKSHOP PROCESS	6
3 CONCLUSION AND NEXT STEPS	9
APPENDIX A - EXERCISE 1 – VISIONING AND DESIGN PRINCIPLES	
APPENDIX B - EXERCISE 2 – DESIGN SCENARIOS	
APPENDIX C - WORKSHOP AGENDA	
APPENDIX D - ATTENDEE LIST	
APPENDIX E - VISIONING AND DESIGN WORKSHOP POWERPOINT PRESENTATION	

EXECUTIVE SUMMARY

The Great Eastern Highway Corridor Strategy is being prepared to address the lots fronting onto the Great Eastern Highway between the Graham Farmer Freeway in Rivervale to Ivy street in Redcliffe. The Strategy will consider all relevant opportunities and constraints impacting upon future development, and ensure that future land use and built form outcomes provide the highest and best use of available land, provide high quality public space and amenity and promote economic development.

Community Visioning and Design Workshops were recently held. The Workshops involved two exercises; the first which involved a values analysis, review of draft design principles and the preparation of a vision statement. Exercise 2 required attendees to provide feedback in relation to their 'place'; and in relation to the Corridor in terms of land use, public realm, movement and built form aspects to inform draft design scenarios.

A summary of the key findings from the exercises is included below:

Exercise 1 – Values Analysis

The first exercise focused on ascertaining key considerations for the future of the Corridor and required participants to identify key community values, concerns, issues and opportunities to assist in shaping the vision of the Corridor, and to provide feedback on a set of draft design principles. The vision and design principles identified will be used to guide the design scenarios for the Great Eastern Highway Corridor.

Participants valued the location of the Corridor in terms of the access it has to the Swan River, the City, the Perth Airport, the Swan Valley, surrounding parks, public transport, the regional road network and employment.

Participants expressed a desire to take advantage of the Corridor's proximity to the Swan River, and improving the access and connections to the Swan River would provide greater amenity for the Corridor.

Landscaping was a major element which was identified as being valued though requires significant improvement along the Corridor. Participants expressed the need to improve the pedestrian and cycle network on and surrounding the Corridor.

The pedestrian environment was valued though required improvements in terms of crossing points, walkability, shade and connection to the Swan River. Similarly, the cycle network required improvements, with a preference for better cycle paths parallel to the Corridor.

Participants expressed the desire to improve the land uses along the Corridor to increase the vitality of the area.

Exercise 1 – Design Principles

In general, the draft design principles presented to the community were supported, though some of the principles were considered too vague, with modification required to provide clarity and parameters for these.

Exercise 1 – Vision Statement

Multiple vision statements were produced, the common features of each include:

- Gateway location to Belmont and Perth
- Proximity to the Swan River
- High quality landscaped, garden city
- Connections to the City, Swan River, Airport
- Place to live, work and play

Exercise 2 – Design Scenarios

Exercise two focused on scenario development, design and place making initiatives and require the community to identify aspects they would like to see at both their 'place' (their residence, business or place of employment), as well as along Corridor relating to land use, built form, movement and public realm.

My Place

Participants were supportive of density along the Corridor in suitable locations such as close to public transport, if extensive amenity was also provided. Appropriate transitioning of density from the Corridor into the surrounding residential areas was also an important element which needs to be considered.

Participants supported active uses on the ground floor of apartment buildings, especially an increase in the range of cafes and restaurants.

Participants indicated a preference for parking to be underneath buildings, and if this was not possible, for parking to be behind buildings. If parking is to be behind buildings the amenity of adjacent residents is not to be impacted.

Participants supported improving landscaping and trees at their place.

My Corridor

A concept plan has been prepared which represents a summary of the draft concept plans prepared in the workshops (refer **Figure 1**). The plan includes the following features:

Land Use

Generally, participants indicated support for the location of the nodes presented, with the addition of a node on Belmont Avenue and/or the expansion of the Abernethy Road node possibly including the Belmont Avenue node to form one larger consolidated node. In addition, the participants generally supported the expansion in size of most of the nodes presented however, there was not a consistent view regarding the Epsom Avenue node, with some groups supporting the node, some supporting expansion of the node and others requesting removal. Overall the participants agreed that nodes were required to create active hubs and increase the vitality of the area, whilst also providing local convenience.

Land uses such as cafes, restaurants, shops, residential and offices were preferred in the nodes, whilst tourist accommodation, small scale showrooms, offices and integrated shops were preferred outside of the nodes along the Corridor, and parks and playgrounds preferred surrounding the Corridor. Participants preferred the industrial land uses to be phased out, and did not want to see any more petrol stations or fast food stores along the Corridor. Some tables also expressed the preference for the stable land uses to also be phased out over time.

Built Form

In terms of building heights, participants generally agreed that building heights of 12+ storeys should be closest to the City, 10-12 storeys between Kooyong Road and the Tonkin Highway, tapering down to 4-8 storeys from the Tonkin Highway to Ivy Street. It was generally accepted that building heights in nodes could be taller, ranging from 10-12+ storeys.

Participants felt the architectural quality of buildings along the Highway needed to be improved, and additional, modern and landmark built form outcomes were needed especially within the nodes. The transition area adjacent to the Corridor was also carefully considered by most noting that this area needed to be reviewed as development was proposed as not to be adversely affected.

Public Realm

Participants preferred lower scale buildings closer to the pedestrian environment, and activated uses on the ground floor. Promoting passive surveillance was also a key item raised by the participants as to deter criminal behaviour and improve safety for all. Participants expressed the need to improve the landscaping along the Corridor, with a strong preference for the requirement of additional trees. Additionally, participants expressed their preference for key nodal developments to form green links between the 'Corridor' and the Swan River either physically and/or visually. Some groups also suggested jetties be included along the Swan river within Precinct 1 adjacent Orrong Road and within Precinct 4.

Movement

In terms of car parking, participants had a strong preference for parking either underneath or behind buildings as opposed to in front of buildings. The majority of participants also commented that generally the amount of car parking currently did not seem sufficient. The majority of participants expressed the need to improve the pedestrian amenity along the Corridor and in the surrounding street networks, particularly an improvement to the landscaping.

Participants expressed the need for better pedestrian connection to both sides of the Corridor and preferred overpasses to provide this connection. Green links to the Swan River were also strongly supported especially from key nodal development sites.

Participants expressed their concern for the safety of cyclists within the Corridor and felt they would be safer separated from motorists. Participants also noted the cycle route along the Swan River was disconnected in portions and should be rectified to provide a complete and seamless pathway.

The Corridor and surrounding network was regarded as being well serviced by public transport however, participants felt every bus stop should have a shelter, and indented bus bays at each bus stop along the Corridor needed to be provided to not impede traffic flow. Some participants believed light rail would be beneficial.

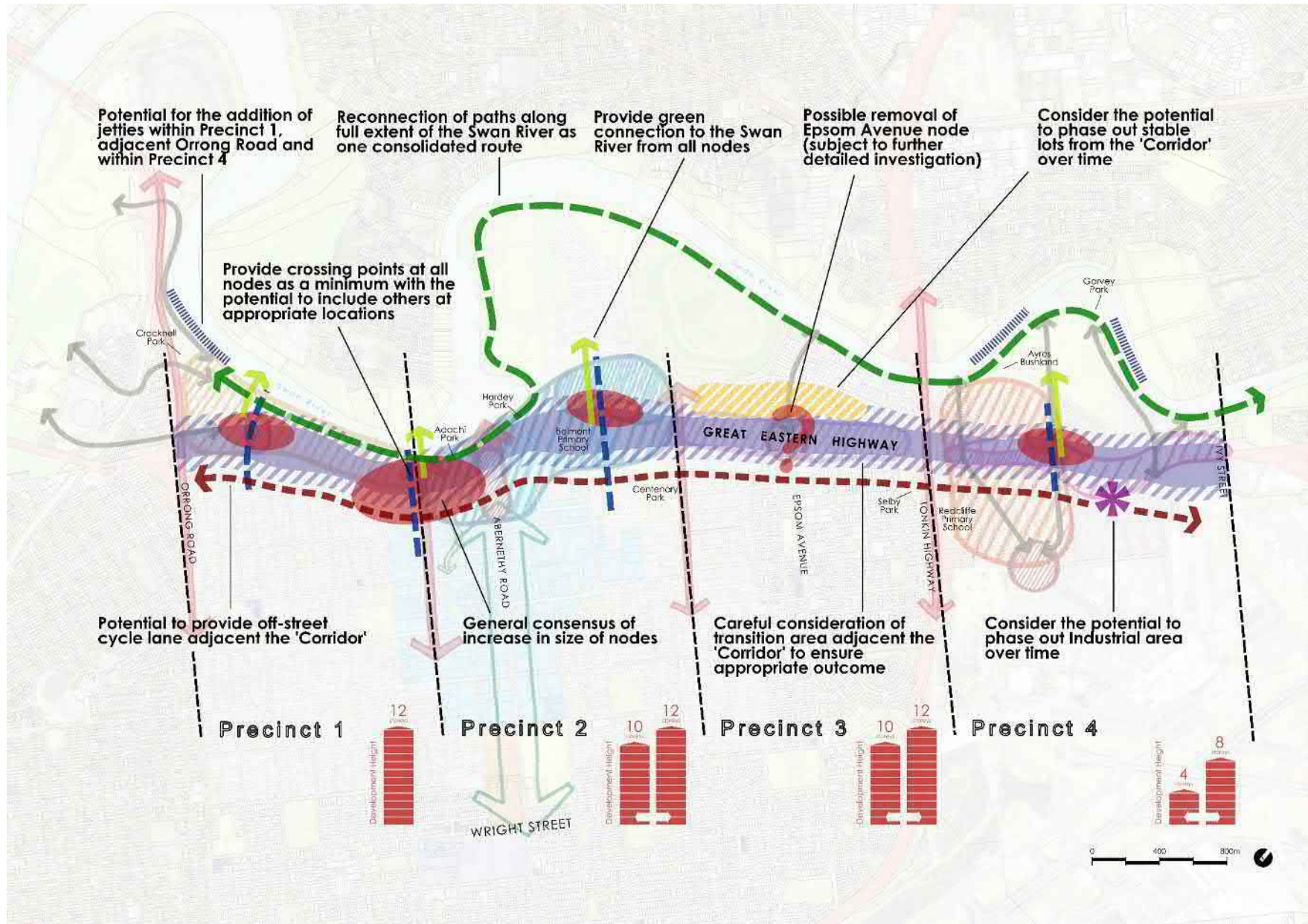


Figure 1 - Summary Concept Plan

1 INTRODUCTION

1.1 BACKGROUND

The Great Eastern Highway Corridor Strategy is being prepared to guide development of the lots fronting onto the Great Eastern Highway between the Graham Farmer Freeway in Rivervale to Ivy street in Redcliffe (refer **Figure 2** below).



Figure 2 - Great Eastern Highway Corridor Study Area

The Strategy will consider all relevant opportunities and constraints impacting upon future development and ensure that future land use and built form outcomes provide the highest and best use of available land, provide high quality public space and amenity and promote economic development. The Strategy will consider various aspects for future development along the Great Eastern Highway Corridor including the range of acceptable land uses, the range of acceptable building heights, the interface with the Highway and adjacent properties, access and car parking arrangements, trees and landscaping in the public realm and on redevelopment sites.

1.2 VISIONING AND DESIGN WORKSHOP PURPOSE

The Visioning and Design Workshops were the first key step of the community's involvement in the preparation of the Great Eastern Highway Corridor Strategy. The purpose of the Visioning and Design Workshops was to identify the community's key values of the site, and engage the community to inform and assist in creating draft design principles and an overall shared vision which were used to inform design scenarios for the Great Eastern Highway Corridor Strategy.

1.3 VISIONING AND DESIGN WORKSHOPS

Two Visioning and Design Workshops were held, one on the 18 November 2017 and one on the 20 November 2017 in the City of Belmont Civic Centre, to identify key considerations for development along the Corridor and consider design principles to inform the Great Eastern Highway Corridor Strategy.

Taylor Burrell Barnett facilitated the Visioning Workshop on behalf of the City of Belmont.

1.4 PROJECT TEAM

The project team attended and participated in the Visioning and Design Workshops included the following consultants:

- Taylor Burrell Barnett (Town Planning and Urban Design);
- Flyt (Transport Planning); and
- Place Laboratory (Place Making).

1.5 COMMUNICATIONS PROGRAM

The communications program undertaken for the Visioning and Design Workshops included:

- An Expression of Interest advertised in the Southern Gazette on the 12th and 19th of September;
- An Expression of Interest advertised on the City of Belmont website;
- An Expression of Interest mailed to approximately 2,700 landowners with lots adjacent to the Corridor as well as Belmont Business Advisory Group members; and
- A formal invitation sent to 80 community members who responded to the Expression of Interest.

Furthermore, this Workshop Outcomes Report will be uploaded onto City of Belmont's website which includes the Workshop Presentation

Additional Community workshops will be held in March 2018 to present the draft Great Eastern Highway Corridor Strategy.

2 VISIONING AND DESIGN WORKSHOP

2.1 WORKSHOP FORMAT

The format of the Visioning and Design Workshops was:

1. Welcome
2. Introduction and Agenda
3. Project History, Background and Context
4. Workshop Purpose
5. Issues and Opportunities Analysis
 - Public Realm
 - Movement / Traffic Intersections
 - Land Use
 - Built Form
6. Role of Corridor
 - Urbanisation
 - Infrastructure
 - Knowledge/Economy
 - Corridor Precinct Themes
7. **Workshop Exercise 1** – Vision and Design Principles
8. **Workshop Exercise 2** – Design Scenarios
9. Next Steps

The agendas can be found in **Appendix C**.

2.2 WORKSHOP ATTENDEES

The list of community members who attended the Visioning and Design Workshops is included in **Appendix D**. In total, 48 members of the community attended over both workshops held. Staff from the City of Belmont and the project team, comprising Taylor Burrell Barnett, Flyt and Place Laboratory also attended the workshops.

2.3 PRESENTATION

A complete copy of the PowerPoint presentation delivered at the Workshop is included in **Appendix E**. A summary of the presentation is provided below.

Troy Cappellucci from the City of Belmont opened the Workshop by providing an overview of the agenda and introducing the project team.

Karen Hyde of Taylor Burrell Barnett presented background information on to the Great Eastern Highway Corridor and the requirements of the Great Eastern Highway Corridor Strategy. Karen provided an overview of the Government Strategies relating to the project, identified the study area applicable to the project and presented some images of the existing nature of the Corridor to provide context.

Karen explained the purpose of the workshop, and provided an outline of the structure of the workshop and the different exercises required to be completed.

Ben De Marchi of Taylor Burrell Barnett presented the issues and opportunities analysis of the Great Eastern Highway Corridor, including public realm, movement, land use and built form.

Ben provided an overview of three case studies of comparable Corridors to the Great Eastern Highway Corridor to demonstrate different built form outcomes of Corridors with similar number of vehicles to the Great Eastern Highway.

Karen explained the role of the Corridor in terms of urbanisation, infrastructure and knowledge / economy. Karen presented the possible Corridor Precinct Themes, which included Tourism, Belmont City Centre (North), Highway Mixed Use and Transit – River Mixed Use.

Workshop Exercises 1 and 2 followed, where group feedback was provided, which is explained in **Appendix A and B**.

2.4 WORKSHOP PROCESS

The attendees were divided into groups of approximately 7-9 community members and seated at separate tables. Each table had a facilitator from the project team. Attendees participated in two exercises. In Exercise 1, attendees were asked to provide feedback on what assets they valued in their local area, and what aspects of the Corridor they wanted to enhance or improve. Attendees then indicated their support of the draft design principles. Each group then worked together to form a vision/theme for the Great Eastern Highway Corridor. Each facilitator provided feedback from each of the groups discussions on Exercise 1.

Exercise 2 required attendees to provide feedback; firstly, in relation to their 'place'; and, secondly in relation to the Corridor in terms of land use, public realm, movement and built form aspects. The facilitator on each table ensured the groups answers were captured in a master exercise booklet for each table, and participants were also invited to respond individually within their own exercise booklet if they desired. Each group had an aerial photograph of the Great Eastern Highway Corridor, and formulated a design scenario capturing the outcomes of Exercise 1 and Exercise 2. These plans are included in **Appendix B**.

The responses are summarised and includes **Appendix A and B**. The summary includes the key messages which were received by attendees based on discussions at each of the tables and workshops notes which are taken directly from the workshops completed by each group as well as individuals.

3 CONCLUSION AND NEXT STEPS

Karen Hyde closed the workshop thanking all participants for their contribution. Karen confirmed that the workshop's outcomes report would be available on the City's website in the forthcoming weeks.

Karen also reminded attendees of the stages in the processes occurring in the future. The outcomes of the workshop will be incorporated into the draft Strategy which will be presented to the community in March 2018 and provide additional opportunities for community involvement and feedback.



Figure 3 - Participants at the Workshop

APPENDIX A

EXERCISE 1

EXERCISE 1 – VISION AND DESIGN PRINCIPLES

The first exercise focused on ascertaining key considerations for the future of the Corridor and required participants to identify key community values, concerns, issues and opportunities to assist in shaping the vision of the Corridor, and to provide feedback on a set of draft design principles. The vision and design principles identified will be used to guide the design scenarios for the Great Eastern Highway Corridor.

The following table outlines the general response to questions by participants within in both workshop sessions. Where a **prevalent theme** was identified, the comment will be in bold, while *emerging themes* will be in italics. All remaining comments are general comments.

1a – Values Analysis Exercise Outcomes

Summary

Participants valued the location of the Corridor in terms of the access it has to the Swan River, the City, the Perth Airport, the Swan Valley, surrounding parks, public transport, the regional road network and employment.

Participants expressed a desire to take advantage of the Corridor's proximity to the Swan River, and improving the access and connections to the Swan River would provide greater amenity for the Corridor.

Landscaping was a major element which was identified as being valued though requires significant improvement along the Corridor. Participants expressed the need to improve the pedestrian and cycle network on and surrounding the Corridor.

The pedestrian environment was valued though required improvements in terms of crossing points, walkability, shade and connection to the Swan River. Similarly, the cycle network required improvements, with a preference for better cycle paths parallel to the Corridor.

Participants expressed the desire to improve the land uses along the Corridor to increase the vitality of the area.



Figure 4 - Participants at the Workshop

Question 1a

What assets do we value in our local area?

- Characteristics
- Facilities
- Clubs and meeting places
- Events

NOTE: Responses to this question include assets that are valued which already exist along the Corridor, and assets which are valued in general, which may need improving.

Response

- **Gateway to Perth**
- **Access /Location**
 - Access to everywhere
 - Access to airport
 - Access to Perth
 - Access to the Swan Valley
 - Access to regional road network
 - Transport links very useful and convenient
 - Proximity and access to employment and facilities
 - Good access to public transport
 - Good exposure for business
- **Swan River**
- **Parklands**
 - Adachi Park
 - Parks / green spaces
 - Garvey Park
 - Baseball Park
- **Trees**
- **Road**
 - Recent road improvements
 - *Role as a highway, transporting large number of vehicles*
- *Personal connections*
- *Ease of access for pedestrians / walkability*
- Good places for young families
- A connected community
- Working class for the residents
- High quality aesthetics of buildings
- Good development
- Safety
- Alfresco food and beverage

Question 1a continued

What do we want to enhance or improve?

- **Improving first impression for visitors to Perth and Belmont from people travelling from the Swan Valley and the airport**
- **Connection to the Swan River**
 - Leverage on views and exposure
 - Open up views
 - Access along Adachi Park
 - River walks
 - Increase use of the river
- **Landscaping and trees**
 - Landscaping
 - Street trees
 - *Continue theme of landscaping at the Casino*
 - Trees in the median
- **Parklands**
 - Improve parklands
 - Connection between parks, river and island
- **Pedestrian Environment**
 - Pedestrian realm / crossing / walkability along corridor
 - Pedestrian access to stadium
 - More pedestrian overpasses
 - Wider footpaths
 - Separate pedestrians from road
 - Shade
 - Improve pedestrian access not at the expense of traffic flows
- **Cyclist Environment**
 - Access and environment and cyclists
 - Separate cyclists from the road
 - Better cycle paths that are parallel to, but not on the Highway
 - Improve cycle path along the Swan River
- **Public Transport**
 - Access to public transport stops on both journeys
 - Public transport
 - Improve bus connections to local hubs
 - Slip lanes so busses can pull over without holding up traffic
- **Encouraging people to stay in area**
 - *Tourist attraction potential, draw people through*
 - Jetties to attract ferries and encourage people to stop and stay in area
- **More hubs for community connection**
- **Family friendliness of area**
- **Built form**
 - Quality of building architecture
 - Interface between mixed use and residential
- **Planning controls for built form/ height outcomes**
- **Visual appeal of buildings**
- *Appropriate implementation of art work contribution*
- **Improve land uses to increase vitality**
 - Grocery stores
 - Shopping for day to day needs
 - coffee shops
 - Small bars
 - Restaurants
 - Skydiving
- **Reduce traffic noise**
 - Avoid noise walls
 - Reduce traffic noise through landscaping and density closer to the street
- **Traffic**
 - Traffic flows, particularly in peak hour
 - Control of access into suburbs
 - Epsom Avenue, only westbound access into area. Overloaded, traffic calming needed
 - Movement and safety
 - Traffic lights all to have U-turns
- **Parking**
 - Parking management of mixed use
 - Parking outside of GEH- i.e. slow speed on side streets
- Incentivises to amalgamate land to achieve better development outcomes
- Urbanism – grossly underdeveloped
- RSL is looking tired, needs support to keep relevant
- The opportunity and incentive to amalgamate land into bigger lots.
- Upgrade GEH east of Tonkin Highway
- Disjointed, improve connections
 - Stop window cleaners

1b – Vision and Design Principles.

Participants were asked if they supported the following set of draft design principles, if there were any changes to the wording of the principles, or if there were any additional design principles they believed were appropriate to guide development along the Great Eastern Highway Corridor.

The below table indicates the level of support for the draft design principles from the majority of the participants. Comments have been included where changes have been suggested. Additional design principles suggested have been added beneath each category of design principles.

Summary

In general, the draft design principles presented to the community were supported, though some of the principles were considered too vague, with modification required to provide clarity and parameters for these.

<i>Draft Public Realm Principles</i>	<i>Level of Support</i>	<i>Comments</i>
Improve built form outcomes along Great Eastern Highway	Supported, though requires clarification	Too vague, requires parameters for clarity
Improve public amenity and streetscape along Great Eastern Highway	Supported	<ul style="list-style-type: none"> Especially trees
Well integrated public transport into future development framework	Supported	<ul style="list-style-type: none"> Happy with existing
Ensure appropriate extent and scale for transitioning of land use and development intensity from Great Eastern Highway to surrounding residential areas	Supported	
Provide a diversity of green spaces for passive recreation	Supported	<ul style="list-style-type: none"> And enhance <i>existing</i> green spaces active recreation
Promote local mixed use nodes supporting an intensity of land uses	Supported	<ul style="list-style-type: none"> On both sides of the road Too vague Transition of use / zone and green spaces nodes that encourage walkability Don't include industrial uses in corridor
Foster land use intensity and redevelopment that can take advantage of proximity to key Public Open Space areas and linkages including the Swan River.	Supported	<ul style="list-style-type: none"> Having regard to its strategic location to the Perth CBD

<i>Draft Movement Principles</i>	<i>Level of Support</i>	<i>Comments</i>
Support dedicated public transport lanes along the Corridor	Supported	<ul style="list-style-type: none"> All the way down GEH providing have sufficient lanes for through traffic multi- use transit-only lanes happy with existing public transport
Ensure safe access and movement through the Precinct for cyclists	Supported	
Ensure safe access and movement through the Precinct for pedestrians High quality pedestrian environment Safe crossing points	Supported	<ul style="list-style-type: none"> Overpass crossings as underpass dangerous Particularly across the GEH near the school.
Effectively manage vehicular traffic flow along Great Eastern Highway and side streets, acknowledging the highway is a major artery that acts as a strategic trade route and gateway linking Perth Airport through to the city centre	Supported	<ul style="list-style-type: none"> Effectively manage the impact of vehicular traffic on/through side streets... Safety at key intersections Investigate alternative routes for cross suburb traffic Improve programming of signals Need to recognise the importance
Promote parking for mixed use, mixed business and residential development (along Great Eastern Highway) to be at the rear of the development. Where parking is required to be at the front of buildings, ensure it has an appropriate interface with the Corridor.	Supported	<ul style="list-style-type: none"> Promote basement parking where possible If parking is in front of buildings ensure it is appropriately landscaped. Provide development bonuses where big trees can be kept
Remove crossovers from Great Eastern Highway to only provide access to mixed use, mixed business	Supported	<ul style="list-style-type: none"> Difficult for middle lots, if amalgamated this can be achieved.

and residential development (along Great Eastern Highway) from secondary streets or laneways (Main Roads WA Strategic Access Plan requirement)		<ul style="list-style-type: none"> • Prefer laneways integrated into transition. • Incorporate transition/ laneway density and medium / lower residential • Supported if it leads to better landscaping and better pedestrian movements
--	--	--

<i>Draft Land Use Principles</i>	<i>Level of Support</i>	<i>Comments</i>
Enhance the growth of mixed uses at mixed-use nodes to improve local convenience, amenity, sense of community and local employment	Supported	<ul style="list-style-type: none"> • Include retail in mixed use
Provide residential densities and permissible land uses that have regard for the amenity of existing residents.	Supported	<ul style="list-style-type: none"> • Sell it well, help people understand potential • Support, though overriding vision and objectives are paramount and should take precedence.
Facilitate residential development that responds to the amenity of mixed-use nodes and public transport.	Supported	<ul style="list-style-type: none"> • Reliant on good public transport opportunities
Widen the range of accommodation choice and dwelling diversity	Supported	<ul style="list-style-type: none"> • Not convinced • Support, make it interesting, apartments with views over the river

<i>Draft Built Form Principles</i>	<i>Level of Support</i>	<i>Comments</i>
The height and scale of new buildings should have an appropriate relationship with existing built fabric.	Supported	<ul style="list-style-type: none"> • With aspirational built fabric. • Contextual support but get rid of the bad stuff - subjective: need to enable new development to fit the vision • Widen the corridor where it is too narrow to enable better outcomes • Depending on context/ location • Can't rely on existing buildings to create new fabric
Allow appropriate built form height to take advantage of views towards the river.	Supported	<ul style="list-style-type: none"> • Where not obstructing the public • Be mindful of view corridors – try not to be so high as to block off river.
Consider transition of building height and scale from the corridor to lower density residential areas, addressing: Dwelling diversity Residential amenity; Overshadowing streetscape; Streetscape; and Privacy	Supported	
Provide architectural qualities that contribute to the attractiveness of the Precinct.	Supported	<ul style="list-style-type: none"> • Requires parameters to measure against it • Focus on design • Focus on quality
Minimise the visual impact of surface parking on public domain amenity.	Supported	
Built Form to create a well-defined and appealing public domain and positive ground-level experience, particularly for pedestrians and ameliorate the traffic dominated nature of the road.	Supported	

Additional design principles suggested by community members include:

- Priority is public access to environment rather than people in high rise getting a good view.
- A Garden City.
- Expand study area where it is narrow to enable better redevelopment outcomes.
- Investigate innovation in rates/ density trade off.
- Need flexible taxation arrangements (negative gearing) to promote distribution of housing options across Australia.
- Managing residential access (i.e. not through traffic).
- Ensure universal access is occurs.

1c – Vision Statement

Participants were asked to produce a Vision Statement.

'The Great Eastern Highway Corridor is...'

The following vision statements/ themes were produced from the tables over both of the workshops:

Summary

Multiple vision statements were produced, the common features of each include:

- Gateway location to Belmont and Perth
- Proximity to the Swan River
- High quality landscaped, garden city
- Connections to the City, Swan River, Airport
- Place to live, work and play
- Link different places in a way that gives comfort to pedestrians and cyclists.

The following were the prevalent themes and aspects which participants wanted to incorporate into the Vision Statement:

Connection to the River

- Relate to river
- Increase use of Swan River to increase life to and along the River

Nature

- City of Belmont your natural choice / Belmont... naturally your natural choice
- Country surrounds in a city setting
- Landscaping, trees, shrubs
- Garden route
- Landscaped frontage
- The garden welcome to Perth
- Softer with landscape
- High quality landscaped and amenity

Gateway to the City

- A gateway welcome to a fun and adventurous Belmont
- Gateway
- Welcoming to the City

Land Uses

- Cafes and parks
- Hotels
- Restaurants
- Mixed use along the Corridor – no industrial

Entertainment / Tourism

- Natural and built playground
- Fun – stadium, casino, kayaking, horses
- Tourism precinct
- Dynamic and vibrant
- Bold and bright ... 'Vegas strip'.
- Fun / movement
- Ferry
- Cohesive, trendy
- Attract people from the stadium

Family / Community

- Live, work and play
- Local community, families

Public Transport

- Public transport

Different precincts / components

- Separate precincts, however integrated site
- Synergy 'Corridor' and the playground
- Beauty of the highway, dignity, built form, architecture
- Business and excitement hub

Overall Statements

'The Great Eastern Highway is exciting, human friendly, integrated with public transport and is a mixed use gateway to the City'

'The Great Eastern Highway is a gateway to brilliant Belmont'

'The Great Eastern Highway is the welcoming Corridor to the City'

'The Great Eastern Highway is a high quality, landscaped, entrance'

'The Great Eastern Highway- the Saint Kilda Road of Perth – trees and gardens, mixed land uses, high capacity offices'

'The Great Eastern Highway Belmont's green connection to the City and the river'

'The Great Eastern Highway is the corridor to Perth / the paths to the corridor'

'The Great Eastern Highway is a quality, connected place for people to live, work and play'

'The Great Eastern Highway is a gateway welcome to a fun and adventurous Belmont – naturally'

'The Great Eastern Highway is the garden welcome to Perth / the Garden Route / the garden within a city'

APPENDIX B

EXERCISE 2

EXERCISE 2 – DESIGN SCENARIOS

Exercise two focused on scenario development, design and place making initiatives and require the community to identify aspects they would like to see at both their 'place' (their residence, business or place of employment), as well as along Corridor relating to land use, built form, movement and public realm.

Attendees were advised that Questions 1 – 8 are specifically for landowners, tenants, business owners and residents with a lot adjacent to the Great Eastern Highway.

The following table outlines the general response to questions by participants within in both workshop sessions. Where a **prevalent theme** was identified, the comment will be in bold, while *emerging themes* will be in italics. All remaining comments are general comments.

My Place – Questions 1 -8

Summary

Participants were supportive of density along the Corridor in suitable locations such as close to public transport, if extensive amenity was also provided. Appropriate transitioning of density from the Corridor into the surrounding residential areas was also an important element which needs to be considered.

Participants supported active uses on the ground floor of apartment buildings, especially an increase in the range of cafes and restaurants.

Participants indicated a preference for parking to be underneath buildings, and if this was not possible, for parking to be behind buildings. If parking is to be behind buildings the amenity of adjacent residents is not to be impacted.

Participants supported improving landscaping and trees at their place.



Figure 5 - Example of Development on Great Eastern Highway

Question

1. Please indicate the approximate location of your 'place'.

Comments

Attendees discussed the location of their places and most of the attendees were located between Orrong Street and Belmont Avenue and between Epsom Avenue and Ivy Street.

Question

2. What is your 'place'?

- My home
- My business
- Other

Type of Home	Proportion
My home	Majority
My business	Small portion
Other	Small portion

Comments

Of the attendees who answered Question 2, the majority selected their place was their 'home', and a small portion selected their place is their 'business'. The 'other' types of places attendees selected were investment properties and the RSL club

Question

2a. If your place is your business, what type?

The types of businesses attendees identified were:

- Bed and breakfast
- Accounting and financial planning
- Retail
- RSL Club

Question

2b. If your place is your home, what type of dwelling is it?

The types of homes attendees identified were:

- Single storey home
- Two storey home
- Single dwelling with stable
- Duplex
- Family home
- Townhouse

Question

3. What types of homes do you think are suitable at or near your place?

Type of Home	Support
A home shared with friends or other people	<i>Medium support</i>
Apartments	High support
Shop-house	<i>Medium support</i>
Houses in groups	High support
Townhouses	High support
Other	Family houses

Comments:

Privacy

- Overshadowing needs to be considered
- Building fence to fence is ludicrous

Parking

- Privacy of existing residences need to be considered
- Current design standards are not meeting the real parking requirements, need to keep parking contained within the property
- Lack of parking for shared houses

Density

- This location lends itself to increased density to take advantage of public transport and change in the offerings close to the Highway.
- Want to encourage increased density but not create a soul-less area
- Don't want the nasty concrete structure built with the sole purpose of maximising the number of homes for the pure financial benefit of the developer. Need adequate parking for whatever development occurs
- Corner of Kooyong Road and Great Eastern Highway is very near to Crown Casino so it should have high density apartments where people can enjoy the resources and facilities near the Casino.
- Support rezoning and development of R20 blocks, however the main concerns around development are environmental as we are close to the river. Drainage and sewerage requirements are considered and impact on river is a priority.
- Re zoning of R10 lots immediately adjacent to mixed use lots only to R20/R40 would provide acceptable increased density and better transition in height and built form
- Newey street – density should reflect more family sized dwellings and lot sizes
- Houses in groups are ok for lots immediately adjacent to Mixed Use lots

Consideration of Stables Zone

- The transition between the highway and the horse zone should be thoroughly considered. The tall buildings on the highway should be sensitive in built form and noise / landscaping buffer to residences
- Very important to keep the density low in stables zone to not introduce conflict between more residents/cars and horse husbandry and horse walking within the suburb
- Developer to be considerate with existing area and racing industry
- Potential transitioning out of stables zone

Apartments

- Apartments should have mixed use on lower levels
- Apartments should be small developments
- To keep the feel of the area, would not like to see tall blocks of apartments, enough of these near the freeway.

General

- No AirBnB
- Not high rises
- Don't like 2 storey residential designs – eye sores through the suburbs
- A mix of two/three storey villas so single dwellings are not built out. Don't want to see today's yuppies tomorrows slums.

Question

4. What types of business would you like at your place?

Type of Business	Support / Comments
Offices	High support
Retail	High support
Light industrial	Low support
Showrooms	<i>Medium support</i>
Restaurants	High support
Entertainment	<i>Medium support</i>
Tourist accommodation	<i>Medium support</i>
Other	Small bars Cafés Pubs Microbreweries Medical centre Small supermarket Clothes shops

Comments

Active uses

- Having activity near the Corridor means people will access and exit the Corridor and not back through the suburbs
- Any uses which will increase the vibrancy of area
- Support businesses which encourage pedestrians lingering in the area, exploring and relaxing

Light industrial

- Needs to be buried in the suburb

Restaurants

- Not fast food
- Nice ones
- Ensure parking dealt with

Entertainment

- Recreational
-

Fuel stations

- No fuel stations near homes
- No fuel stations on Corridor

General

- No car sales yards
- Hotel and business already exist, nothing more
- Local retail area as is

Question

5. What should the height of buildings be at your place?

Building Height	Support / Comments
2-3 storeys	Medium support
4-6 storeys	Medium support
6-8 storeys	Low support
8-10 storeys	High support
10-12 storeys	Low support
12 + storeys	Low support
Other	1-2 storeys (low support)
Building Height	Support / Comments

Comments

2-3 storeys

- set back from the Corridor
- immediately adjacent to mixed use lots within Ascot R10 zone

4-6 storey

- on Great Eastern Highway through Ascot

8-10 storeys

- to be mixed use

12+ storeys

- next to Corridor

General

- Careful consideration of height next to stables area
- Building heights need to be assessed on a case by case basis depending on their particular location

Question

6. What would you like your place to include?

Element	Support / Comments
Buildings with active edges	High support
Good commercial exposure that contributes to an attractive Corridor	High support
Trees	High support
Spaces that contribute to the public enjoyment of the Corridor	High support

Comments

- What happened to Council's canopy policy?
- Car bays can be reduced if streetscape improved. Also keep mature trees over car bays if necessary

Question

7. In terms of parking locations, what would you like your interface with the Corridor to be?

Parking	Support / Comments
Residential – parking within private land in front of buildings	Low support
Residential – parking is not in front of buildings	High support
Commercial – parking within private land in front of buildings	Low support
Commercial – parking is not in front of buildings	High support

Comments

- Parking should be under buildings
- If parking is behind buildings, ensure amenity of adjacent residents is not impacted

Question

8. Given restricted access from Great Eastern Highway are you prepared to allow reciprocal access at the front or rear of your property?

No: Medium support

Yes: Medium support

Comments

- Want residential streets to be quiet
- Plan for streetscape not parking outcome
- As long as the boundary has a decent, sound restrictive barrier
- Egress from Great Eastern Highway should be restricted to side streets and ROW, this should not be at the expense of privately owned residential lots being forced to cede land free of cost to the council. Side streets access for these commercial businesses fronting Great Eastern Highway should be very carefully monitored and no impact forced on residential streets.
- Needs to be a definitive separation of commercial and residential

Summary

Land Use

Generally, participants indicated support for the location of the nodes presented, with the addition of a node on Belmont Avenue, and the expansion of the size of some of the nodes. Participants agreed that nodes were required to create active hubs and increase the vitality of the area, whilst also providing local convenience.

Land uses such as cafes, restaurants, shops, residential and offices were preferred in the nodes, whilst tourist accommodation, small scale showrooms, offices and integrated shops were preferred outside of the nodes along the Corridor, and parks and playgrounds preferred surrounding the Corridor. Participants preferred the industrial land uses to be phased out, and did not want to see any more petrol stations or fast food stores along the Corridor.

Built Form

In terms of building heights, participants generally agreed that building heights of 12+ storeys should be closest to the City, 10-12 storeys between Kooyong Road and the Tonkin Highway, tapering down to 4-8 storeys from the Tonkin Highway to Ivy Street. It was generally accepted that building heights in nodes could be taller, ranging from 10-12+ storeys.

Participants felt the architectural quality of buildings along the Highway needed to be improved, and additional, modern and landmark built form outcomes were needed.

Public Realm

Participants preferred lower scale buildings closer to the pedestrian environment, and activated uses on the ground floor. Participants expressed the need to improve the landscaping along the Corridor, with a strong preference for the requirement of additional trees.

Movement

In terms of car parking, participants had a strong preference for parking either underneath or behind buildings as opposed to in front of buildings.

All participants expressed the need to improve the pedestrian amenity along the Corridor and in the surrounding street networks, particularly an improvement to the landscaping. Participants preferred overpasses to provide connections to both sides of the Corridor.

Participants expressed their concern for the safety of cyclists within the Corridor and felt they would be safer separated from motorists. Participants also noted the cycle route along the Swan River was disconnected in portions and should be rectified to provide a complete and seamless pathway.

The Corridor and surrounding network was regarded as being well serviced by public transport however, participants felt every bus stop should have a shelter, and indented bus bays at each bus stop along the Corridor needed to be provided to not impede traffic flow. Some participants believed light rail would be beneficial.

Question

9. Would you support mixed use nodes along the Corridor, if so please indicate where?

The majority of attendees supported Mixed Use nodes being located along the Corridor. Generally, attendees agreed with the location of the nodes presented on the Location Plan. Some tables suggested to increase the size of some of these nodes, the addition of more nodes, or to reduce the number of nodes. Majority of attendees supported an additional node on the Belmont Avenue/ Great Eastern Highway intersection.

Please refer to **Appendix B** to view the plans from each table.

Comments

- Mixed use nodes that connect people with places of activity and attraction
- Need to make sure the mixed use nodes don't aggravate the function of GEH



Figure 6 - Location Plan

Question

10. Which land uses would you like to see and where?

In Nodes	Immediately adjacent to the Corridor	In close proximity to the Corridor
Restaurants/cafes Office Permanent residential Integrated shops <i>Indoor markets</i> <i>Creche</i> Plaza Cinema Tourist accommodation Retirement home Parks Library	Tourist accommodation Office Showroom - small scale Integrated shops <i>Retirement home</i> <i>Restaurant /café</i> <i>Showroom – large scale</i> Outdoor market Fast food Permanent residential Petrol stations Clubrooms Parks Playground Library	Parks Playgrounds <i>Permanent residential</i> <i>Office</i> <i>Retirement home</i> <i>Showrooms - large scale</i> Clubrooms Tourist accommdoation Sporting facility

Comments:

Indoor market

- Integrate with mixed use

Outdoor market

- Integrate with river

Cinema

- Next to DFO

Clubrooms

- Adjacent to parks

Parks

- Next to river

Fast food

- Only if intergrated

Apartments for families and children:

- Close to park

Stables and Industrial zones

- Possible transition to other uses over time

Do not want any:

- **Industrial**
- **Petrol stations**
- Showrooms
- Library
- Training spaces

Question

11. Please indicate on the plan the type of residential dwellings and where you would like to see these located?

Type of Home	Support – Location
Townhouses	In proximity to the Corridor
Houses in groups	In proximity to the Corridor
Apartments for families with children	Nodes In proximity to the Corridor Adjacent to the Corridor Near parks
Apartments – small developments	Nodes Overlooking river In proximity to the Corridor

Comments

No residential development should occur along the Corridor

Question

12. What minimum and maximum building heights do you support?

Location	Minimum Height	Maximum Height
Nodes	4-6	12+
Precinct 1	4-6 / 6-8	6-8 / 12+
Precinct 2	4-6	10-12 +
Precinct 3	2-3/4-6	12+

Comments

- Greater height on southern side of the river, with reduced height adjacent to river to protect river views
- Greater height should be located from closest to the City from Graham Farmer Freeway to Kooyong Street.
- Reduced height tapering down from Tonkin Highway to Ivy Street
- Majority of groups supported 12+ storeys in nodes



Figure 7 - Location Plan

Question

13. What building interface treatment do you support?

Element	Interface treatment	Support
Scale	Scale of building does not respond to pedestrian environment	No support
	Lower scale of building closer to pedestrian environment, taller portion of building set back	High support
Activation	Activated uses on ground floor	High support
	Non-activated uses on ground floor	No support

Comments

- Variance in building design required
- Pedestrian environment to be considered in buildings design
- Greenery use

Scale



Scale of building does not respond to pedestrian environment



Lower scale of building closer to pedestrian environment, taller portion of building set back

Activation



Activated uses on ground floor



Non-activated uses on ground floor

Figure 8 - Excerpt of Images included in Exercise 2 relating to Building Interface Treatment

Question

14. What would you like your Corridor to include?

Element	Support / Comment
Active building edges	High support
Buildings presenting to the street	No support
Green existing noise walls	High support
Street trees in median	High support
Street trees in verge	High support
Rooftop gardens	High support
Green facade	High support
Buildings with light features, creating a gateway with an evening experience	High support
Other	Public art

Comments

Buildings presenting to the street

- If can achieve then yes, landscaping buffer maybe between building to soften interface

Buildings setback from street

- Green façade / green existing noise walls

Species selection important

- Must be maintained

Buildings with light features

- Must be quality

General

- Reduce parking in front of buildings

Question

15. What would you like to see for pedestrians along the Corridor?

Element	Support / Comment
Landscaping in verges including trees	High support
Landscaping that supports the "Wildflower Way" initiative	High support
Pedestrian Crossing	High support
Grade separated pedestrian crossing	High support
Seating	High support
Shaded footpath	High support
Improve pedestrian paths and linkages outside the Corridor	High support
Other	Artwork Interactive features

Comments

Landscaping

- More verge and landscape especially at nodes for food and beverage outlets

Seating

- **In active spaces/ near public transport**

Pedestrian Crossing

- At street lights need countdown timer

Wildflower Way

- **High support though only if maintained**

Grade separated pedestrian crossing

- **Overpass not underpass**
- Make them nice, not the standard type
- Improve pedestrian paths and linkages outside the Corridor Not on Great Eastern Highway,

Question

16. What would you like to see for cyclists along the Corridor?

Element	Support
Bicycle facilities	High support
On-road cycling	Low support
Bicycle paths connection into Corridor from side streets	High support
Bicycle paths located along Corridor but seperated from the road	High support

Comments:

Bicycle paths located along Corridor but separated from the road

- **If there is space for this this is preferred**
- Not if mixed with pedestrians

Bicycle facilities

- At nodes

Question

17. What public transport would you like to see along the surrounding Corridor?

Element	Support
Light rail	<i>Medium support</i>
More frequent bus services along the Corridor	<i>Medium support</i>
More frequent bus routes in surrounding street network	<i>Medium support</i>

Comments:

- **Happy with existing public transport along Great Eastern Highway Corridor**

Light Rail

- **Not needed as strong bus network and future train station near Airport**
- Not with current volumes of traffic
- Too late to implement now

Bus stops

- Every bus stop should have a shelter

Question

18. Where would you like public parking to be located along Great Eastern Highway Corridor?

Element	Support
Parking at edge of Corridor	No support
Multi Storey Parking	High support
Parking in front of buildings accessed from Great Eastern Highway	Low support
Parking behind buildings accessed from Great Eastern Highway	High support

Comments:

Multi Storey Parking

- Where architecturally integrated

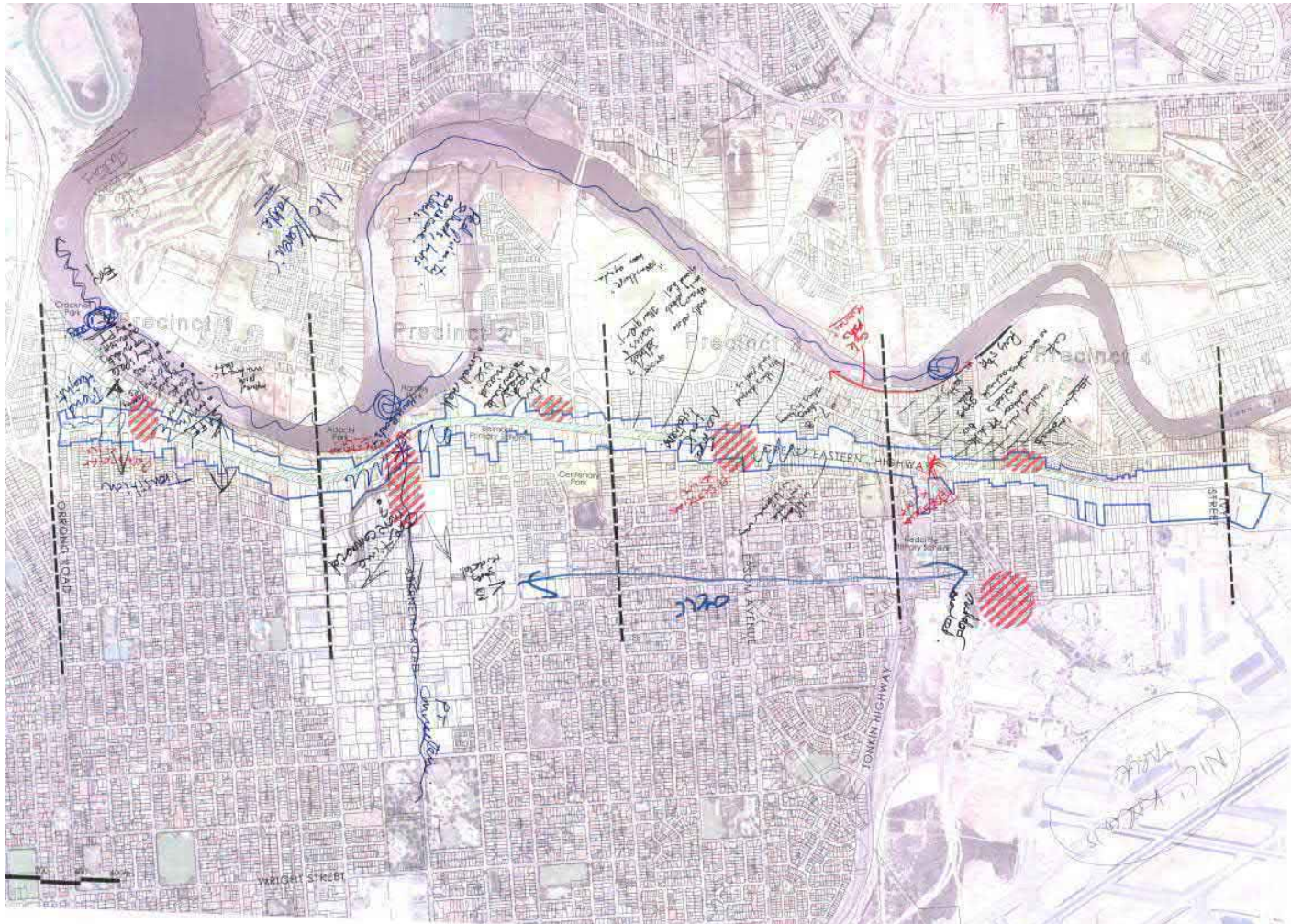
Parking in front of buildings accessed from Great Eastern Highway

- Williams Road in Cannington good example of this

Parking behind buildings accessed from Great Eastern Highway

- **Consider basement parking**
- Controlled for transition to residential
- Shade in car parking
- As much parking as possible
- Get people to catch public transport
- Free bus services to use the Corridor

DRAFT DESIGN SCENARIOS



NODES

- Keep nodes in 'Precinct Plan'

MOVEMENT

- Pedestrian crossing at Brearley Ave/GEH intersection and at all nodes
- Reconnect cycle paths along the river
- Jetties located adjacent to Orrong Road and in Precinct 4

LAND USE

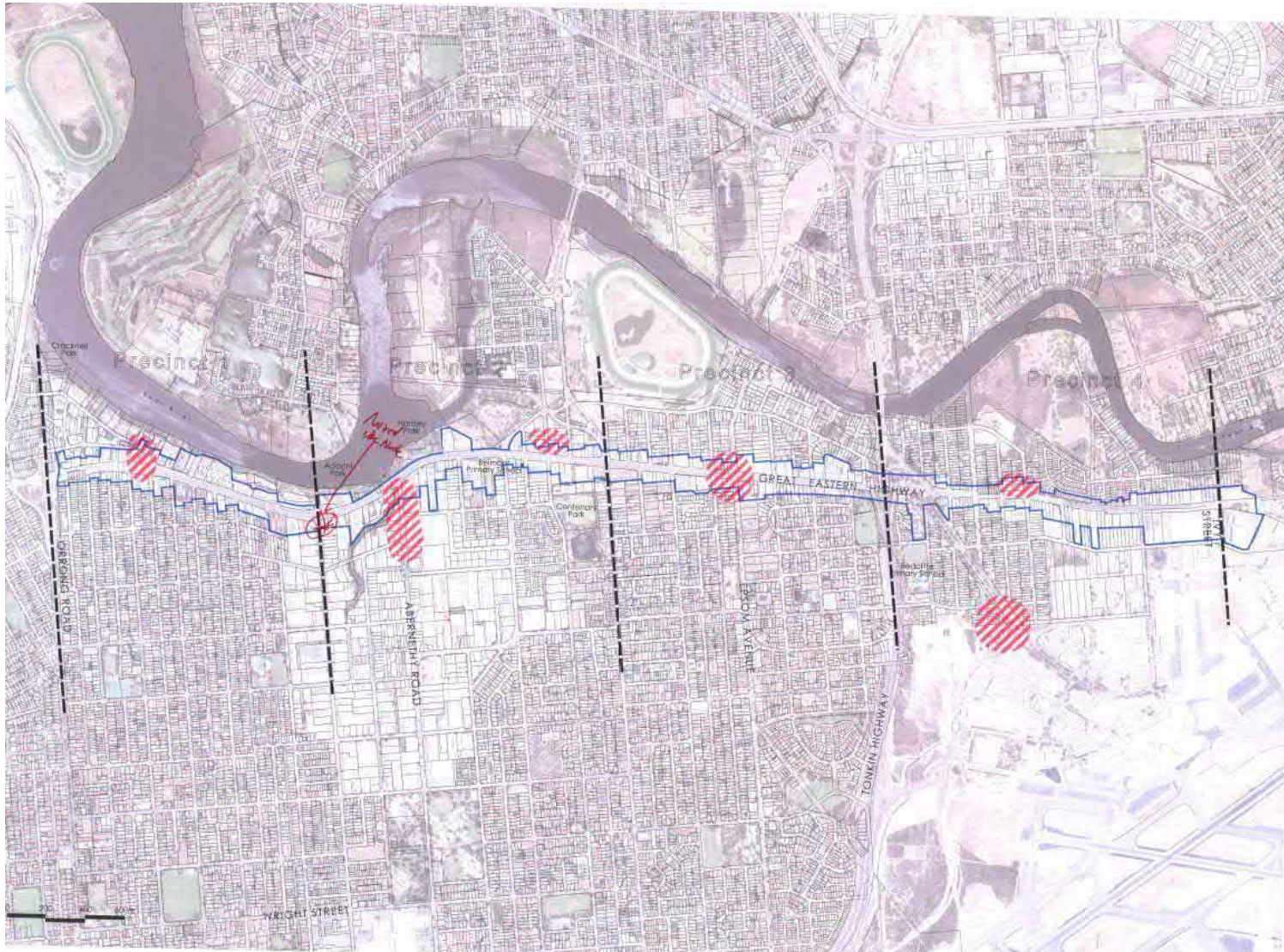
- Restaurants, cafes, play spaces in Precinct 1
- Mixed use/ small mall in Precinct 2

LANDSCAPING

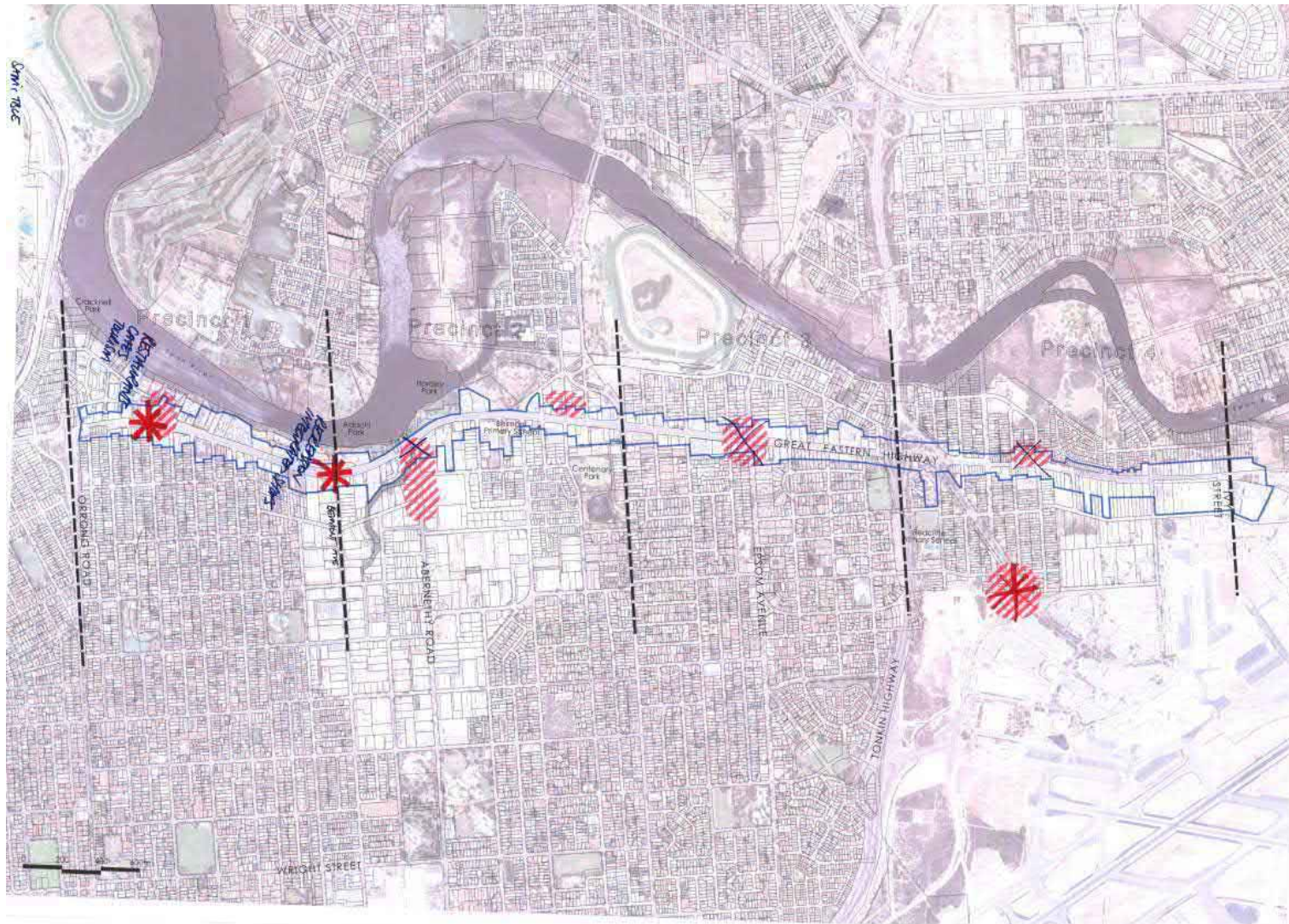
- Wildflower way initiative along GEH

BUILT FORM

- Building heights transition from 7-8 storey along GEH to 2-3 storey in residential areas

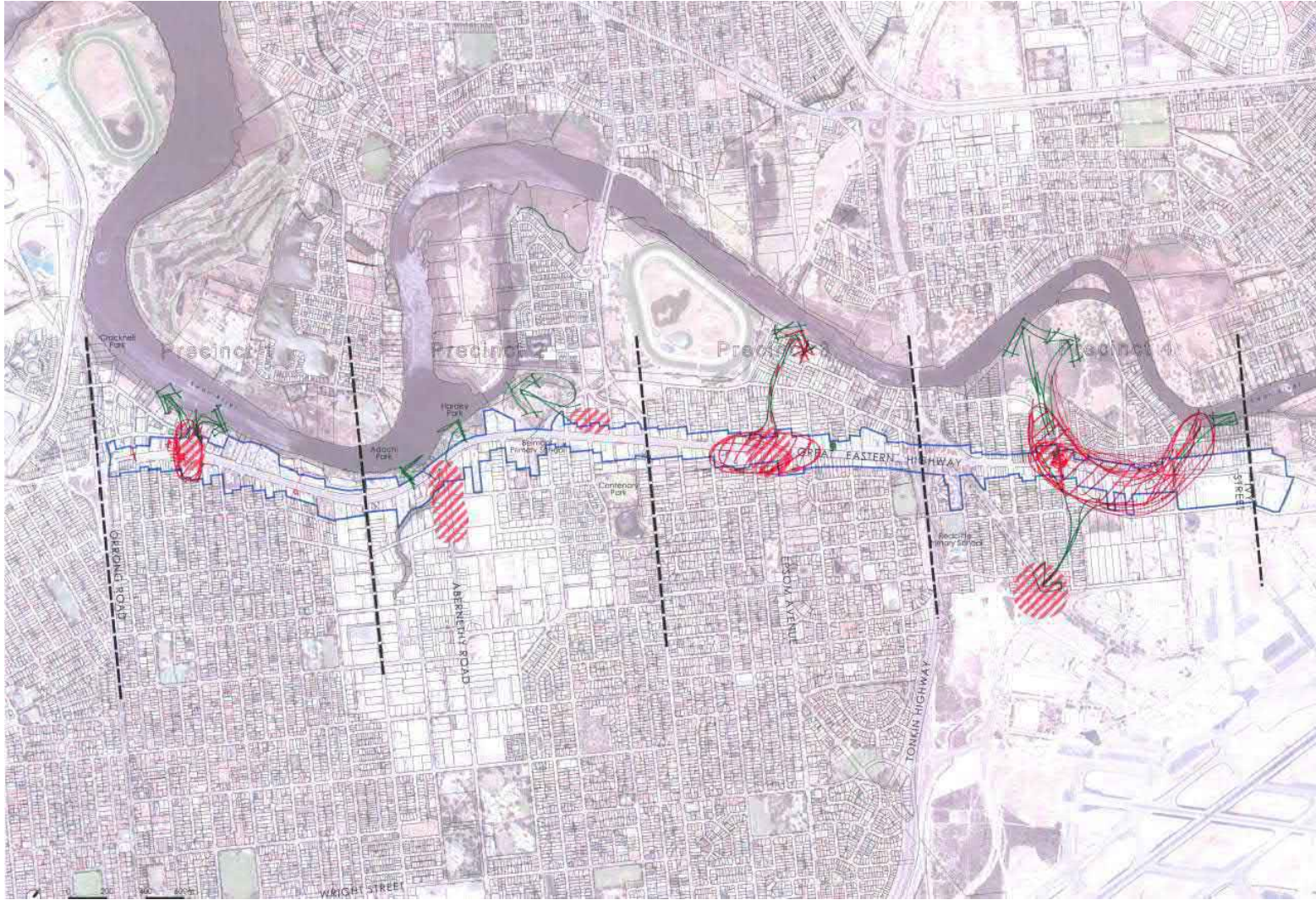


- NODES**
- Keep nodes in 'Precinct Plan'
 - Add node on Belmont Avenue



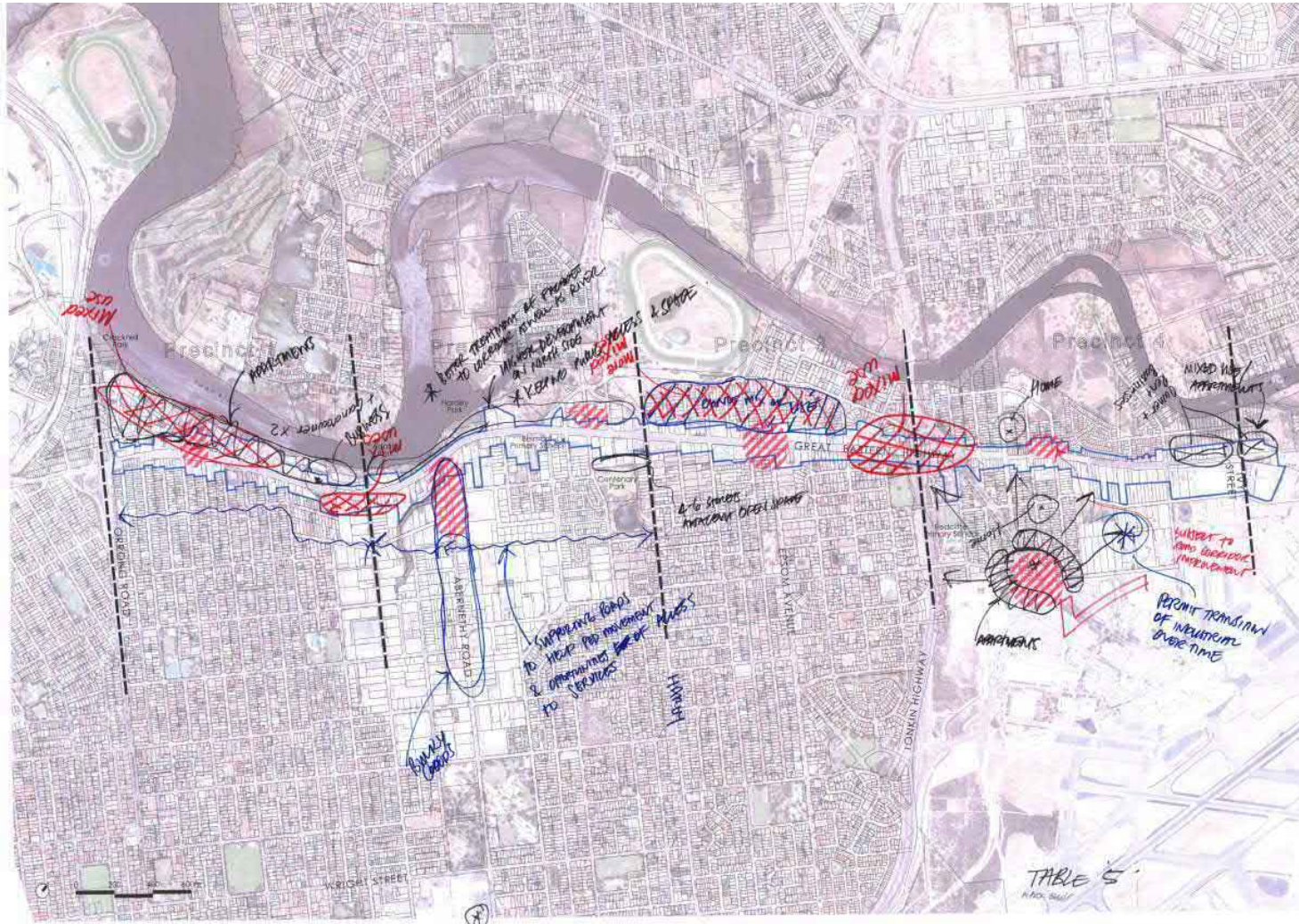
NODES

- Alter nodes in precinct plan to:
 - Remove node on Abernethy Road, Epsom Avenue and Coolgardie Avenue
 - Add node on Belmont Avenue



NODES

- Keep location of nodes in 'Precinct Plan', though expand size of node on Epsom Ave and Coolgardie Avenue
- Connect all nodes to the Swan River



NODES

- Keep nodes in 'Precinct Plan'
- Additional node on Belmont Avenue

LAND USE

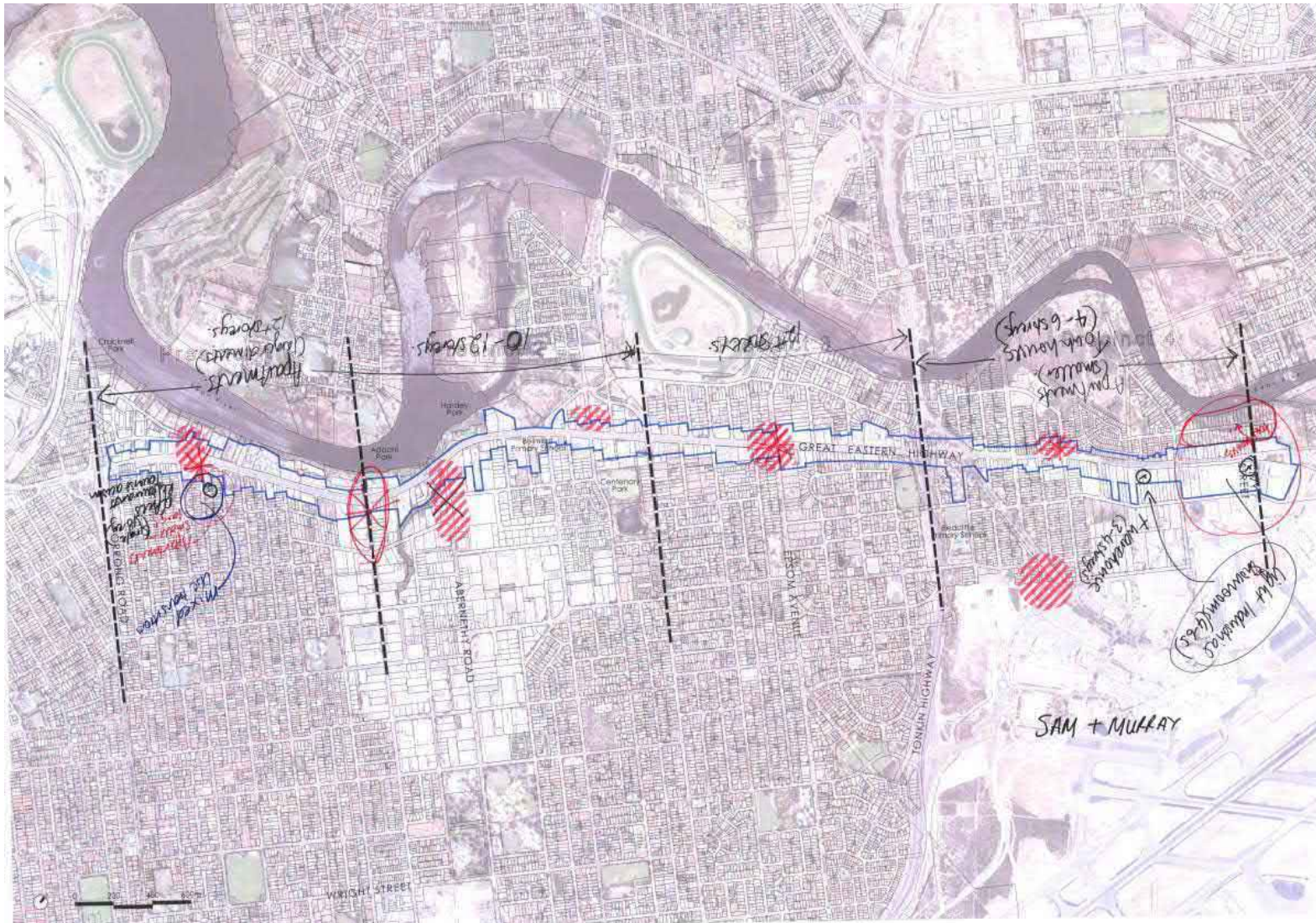
- Apartments and mixed use development located in Precinct 1
- Mixed use in all nodes
- Permit transition of industrial precinct over time
- Apartments in node near airport

MOVEMENT

- Additional supporting roads to help pedestrian movement and opportunities of access to services within Business Park
- Keep public access and space to river

BUILT FORM

- Better treatment of facades to Corridor as well as river
- Higher development on northern side of GEH
- Higher development opposite parks



NODES

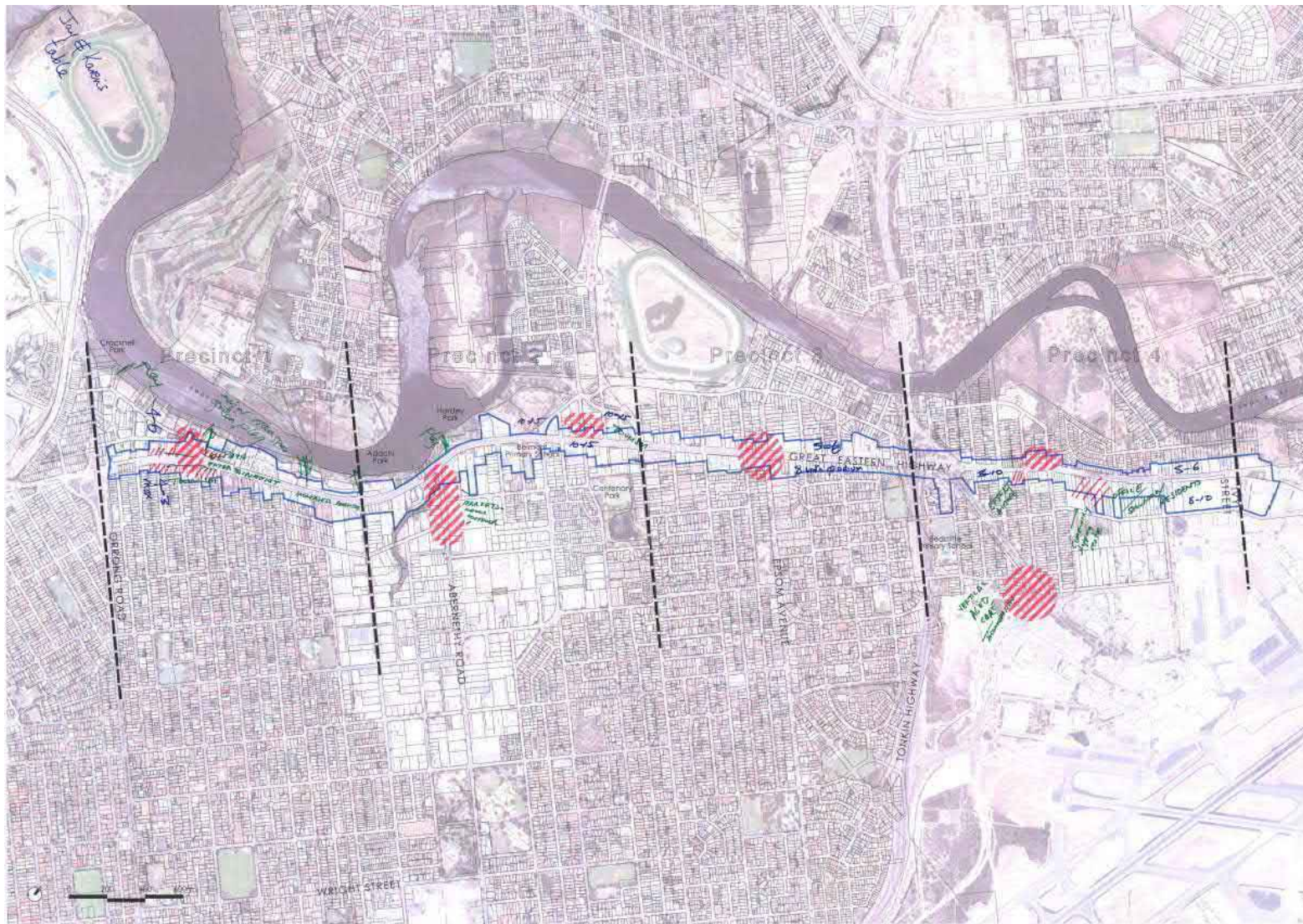
- Keep most in 'Precinct Plan' though move node from Abernethy Road to Belmont Avenue

LAND USE

- Light industrial/showroom/warehouse in precinct 4
- Mixed use/ apartments on Precinct 1

BUILT FORM

- 12+ storeys in Precinct 1
- 10-12 storeys in Precinct 1
- 12+ storeys in Precinct 3
- 4-6 storeys in in Precinct 4



NODES

- Keep nodes in 'Precinct Plan'
- Increase size of node near Orrong Road
- Additional node comprising shopping centre in Precinct 4

BUILT FORM

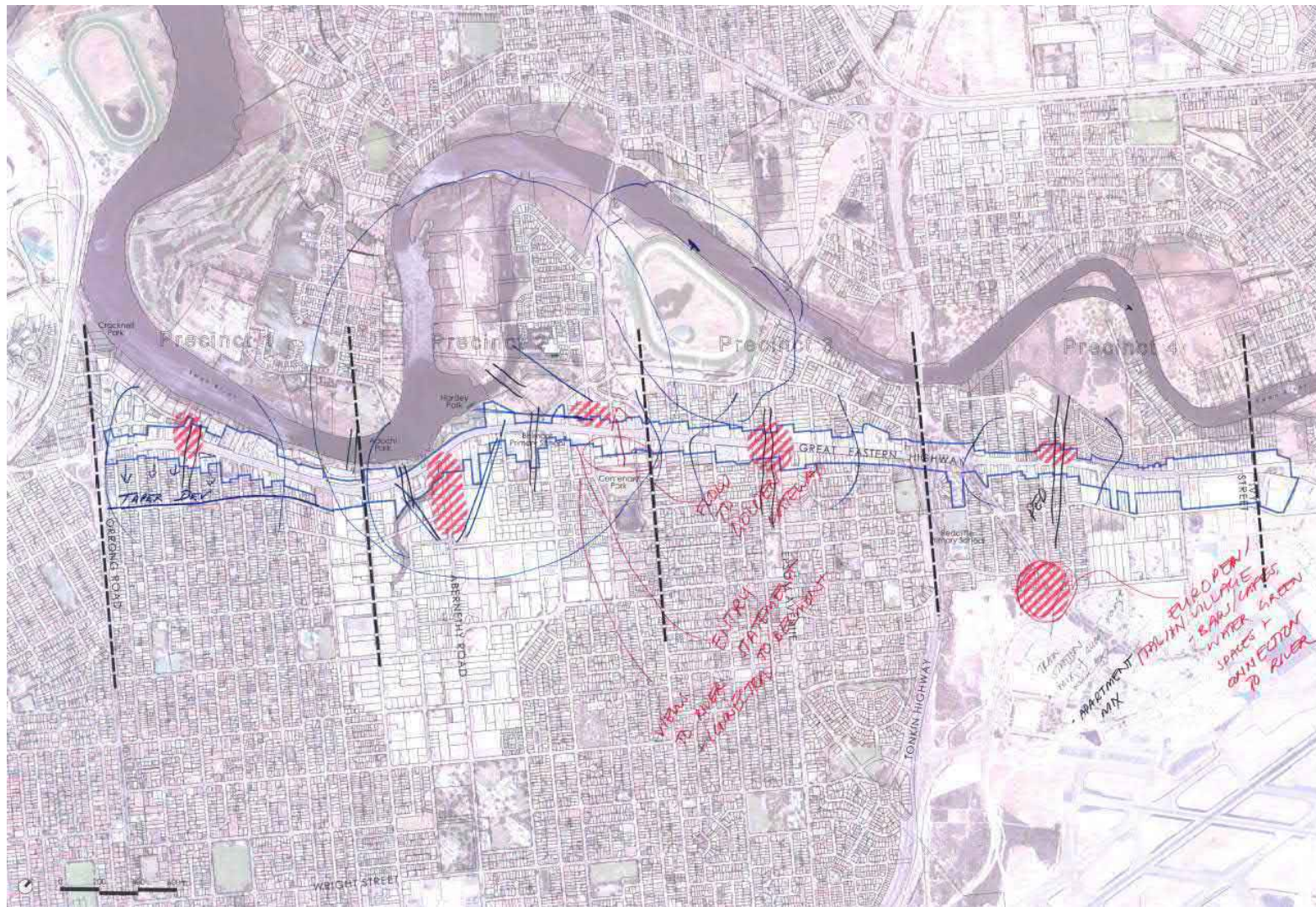
- 10-15 storeys in nodes in precinct 2, tapering down to 8 in precinct 3 and 5-6 in precinct 1 and 2.

PUBLIC OPEN SPACE

- Major green space along foreshore in Precinct 1

LAND USE

- Entertainment/plaza in precinct 1
- Markets and tourism in Precinct 2
- Vertical aged care near airport
- Office/ showroom / shopping and entertainment in precinct 4



NODES

- Increase size of nodes in 'Precinct Plan'
- Nodes on Abernethy Road and in Golden Gateway embrace views to river
- Node near apartment to become European village with bars, cafes, water, open spaces and connection to the river

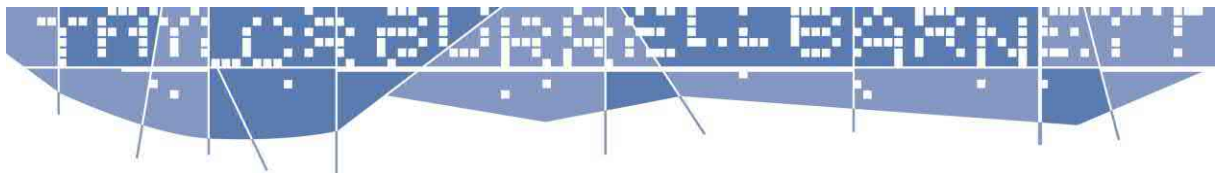
MOVEMENT

- Locate pedestrian overpass at every node
- Overpasses to connect to Maylands peninsula and Ascot island
- Jetties located along river to attract tourists to stay in precinct

BUILT FORM

- Higher buildings adjacent to Corridor, taper down transitioning into surrounding suburbs
- Higher buildings where adjacent to River.

APPENDIX C – WORKSHOP AGENDA



AGENDA

GREAT EASTERN HIGHWAY CORRIDOR PLAN

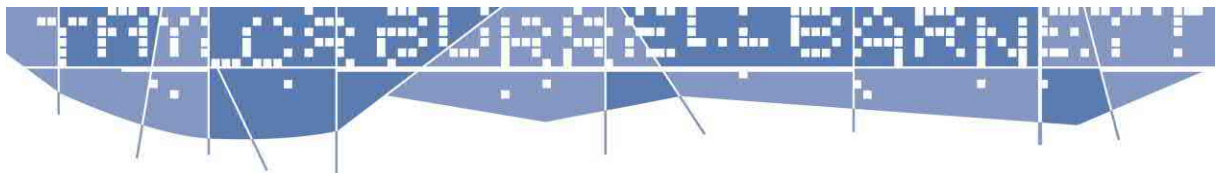
Vision and Design Workshop

Saturday 18th November 9am

Venue: City of Belmont

AGENDA

No.	Item	Responsibility	Time
1	Welcome, Introduction and Agenda	Troy Cappellucci, Coordinator Planning Services - City of Belmont	9:00 - 9:05am (5 mins)
2	Project History, Background and Context <ul style="list-style-type: none"> • Government Strategies • Context Analysis • Study Area 	Taylor Burrell Barnett	9:05 – 9:10am (5 mins)
4	Workshop Purpose <ul style="list-style-type: none"> • My Place (Residence/Business) • My Corridor • Vision and Design Principles • Design Scenarios 	Taylor Burrell Barnett	9:10 – 9:15am (5 mins)
5	Issues and Opportunities Analysis <ul style="list-style-type: none"> • Public Realm • Movement and Traffic Intersections • Land Use • Built Form 	Taylor Burrell Barnett	9:15 – 9:35am (20 mins)
6	Role of Corridor <ul style="list-style-type: none"> • Urbanisation 	Taylor Burrell Barnett	9:35-9:45am (10 mins)



	<ul style="list-style-type: none"> • Infrastructure • Knowledge/ Economy • Corridor Precinct Themes 		
7	<p>Workshop Exercise 1 –</p> <p>Explanation of Design Principles (5 mins)</p> <ul style="list-style-type: none"> a. Values analysis (10mins) b. Consideration of Principles (15mins) c. Vision / theme statement/s (15mins) <ul style="list-style-type: none"> • Feedback (All) (15 mins) 	Taylor Burrell Barnett	9:45 – 10:45am (60 mins)
	Short Break		10 minutes
8	<p>Workshop Exercise 2 – Design Scenarios</p> <ul style="list-style-type: none"> • My Place <ul style="list-style-type: none"> ○ Public Realm, Movement, Land Use and Built Form • My Corridor <ul style="list-style-type: none"> ○ Public Realm, Movement, Land Use and Built Form • Feedback (All) (15 mins) 	Taylor Burrell Barnett	10:55 – 11:55am (60 mins)
9	Next Steps, Thanks and Close	Troy Cappellucci, Coordinator Planning Services - City of Belmont	11:55 – 12pm (5 mins)

APPENDIX D – ATTENDEE LIST

No.	Visioning Workshop Attendees
Saturday 18th November	
1.	Chris Collins
2.	Carolyn Martin
3.	Christopher Borg
4.	Jeffrey Haby
5.	Karen Irving
6.	Margaret Winterson
7.	Peter Winter
8.	Peter Walkemeyer
9.	Paul Denny
10.	Ian Denny
11.	Ryan Falconer
12.	Maryanne White
13.	Loan Nguyen
14.	Alan Richardson
15.	Amos Machlin
16.	Connie de Koning
17.	Harry D'Cruze
18.	Nathan Watts
19.	Alison Balfour
20.	Chantal Charbonneau
21.	Julius Solomans
22.	Jim Ong

No.	Visioning Workshop Attendees
Monday 20 th November	
1.	Jason Wong
2.	Tze Soh
3.	Ben Killigrew
4.	David Quadros
5.	Gary Brown
6.	Kareena May - SITE Planning & Design on behalf of DEMOL INVESTMENTS PTY LTD
7.	Mike Fitzgerald - SITE Planning & Design on behalf of DEMOL INVESTMENTS PTY LTD
8.	Gene Koltasz on behalf of DUVALIA CORPORATION PTY LTD
9.	Vic Parin on behalf of DUVALIA CORPORATION PTY LTD
10.	Giuseppe Arielli
11.	Graham Downs
12.	James Farquhar
13.	Lana Moncur
14.	Adrian Lester for LESTER GROUP
15.	Stuart McIntosh
16.	Paul Davies
17.	Paul Mason
18.	Steven Hill
19.	Alan Lazarus
20.	Ian Humphrey
21.	Joshua Wong
22.	Bella Scharfenstein
23.	Dean Pettit on behalf of Perth Airport
24.	David Hayes
25.	Elizabeth Hayes
26.	Bill Warner
Total	
48 Attendees	

APPENDIX E -
VISIONING
WORKSHOP
POWERPOINT
PRESENTATION

Great Eastern Highway Corridor Plan and Strategy

Community Vision and Design
Workshop

20th November 2017

**Taylor
Burrell
Barnett**

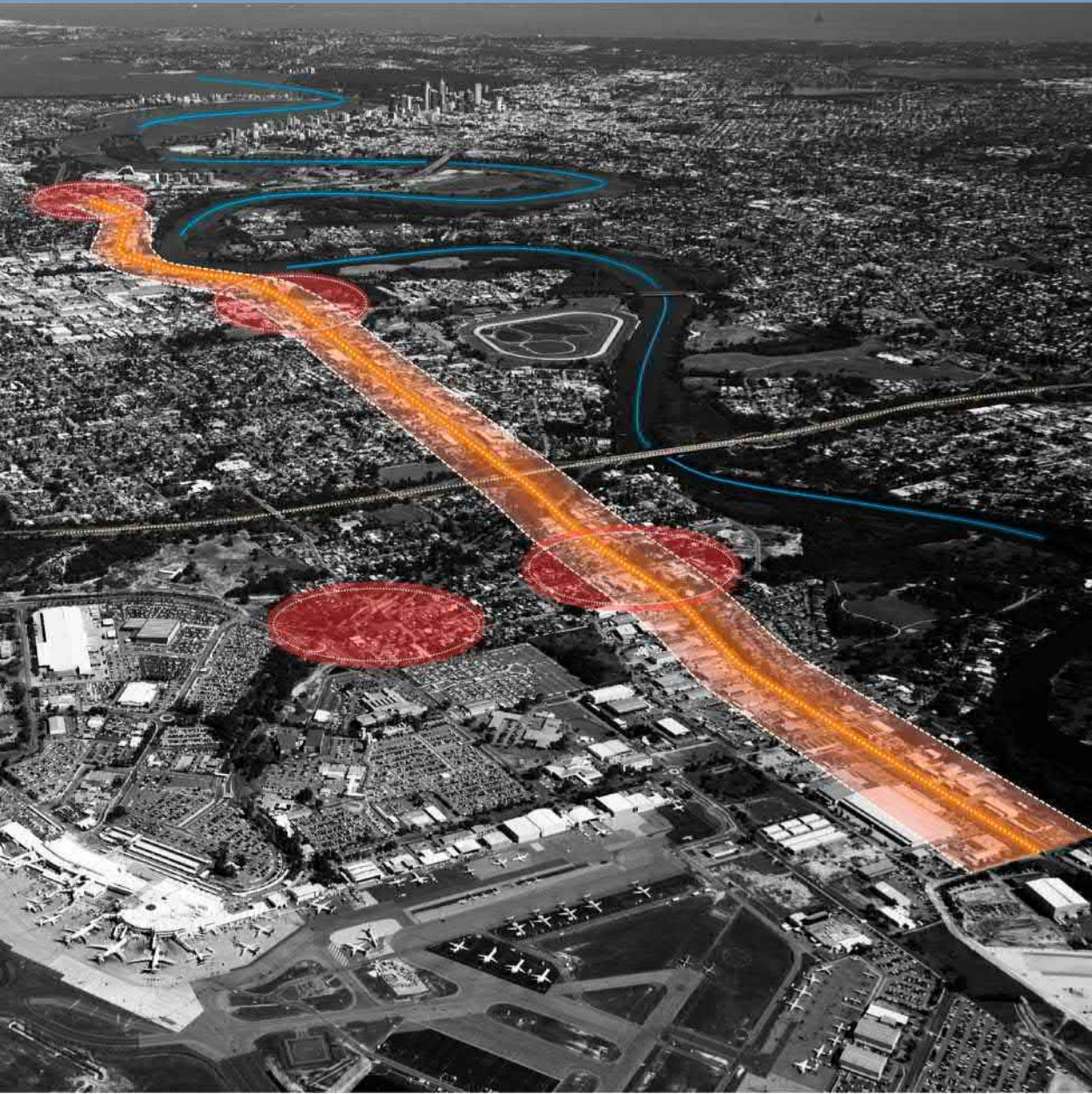
Town Planning & Design



Introduction and Agenda

1. Welcome
2. Introduction and Agenda
3. Project History, Background and Context
4. Workshop Purpose
5. Issues and Opportunities Analysis
 - Public Realm
 - Movement
 - Land Use
 - Built Form
 - Traffic Intersections
6. Role of Corridor
 - Urbanisation
 - Infrastructure
 - Knowledge/Economy
 - Corridor Precinct Themes
7. Workshop Exercise 1 – Vision and Design Principles
 - 10 minute break
8. Workshop Exercise 2 – Design Scenarios
9. Next Steps

Project History and Background



- Introduction of *Local Planning Scheme No. 15* has resulted in land use conflict along the corridor
- GEH is lacking a shared vision amongst the City, State Government and local community
- Lack of policy guidance provided to built form within the 'Mixed Use' zone
- Public Realm dominated by hard scaping and traffic movements

Government Strategies

Perth and Peel @ 3.5 million

- 215,000 dwellings to be accommodated within metro-central region
- 10,500 dwellings to be accommodated within the City of Belmont

Transport @ 3.5 million

- Great Eastern Highway a High Priority Public Transit Corridor
- Metronet : Forrestfield line, Airport West Station

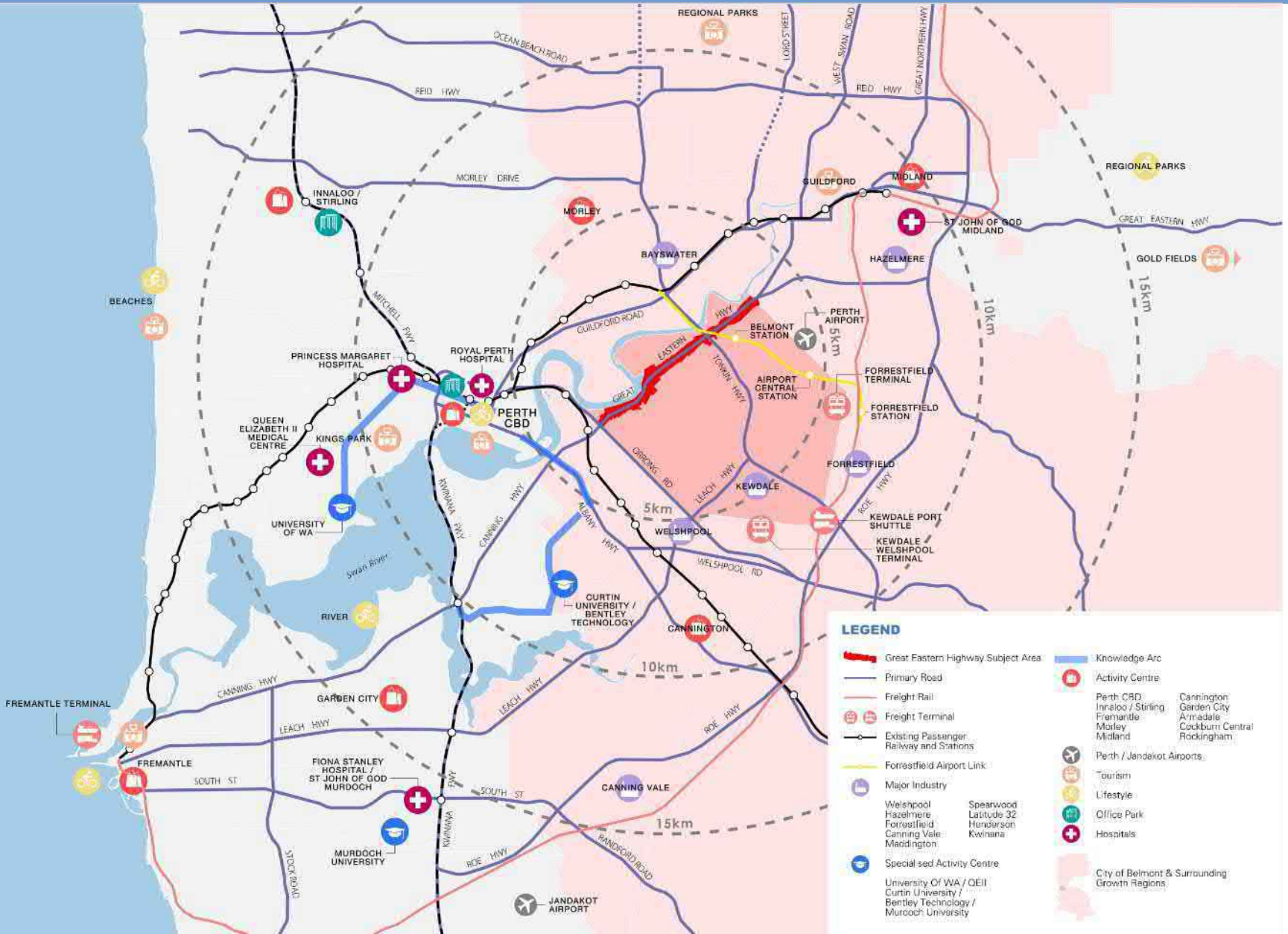
Activity Centres Policy (SPP 4.2)

- Perth Airport – Specialised Centre
- Burswood – District Centre
- Belmont Town Centre – Secondary Centre

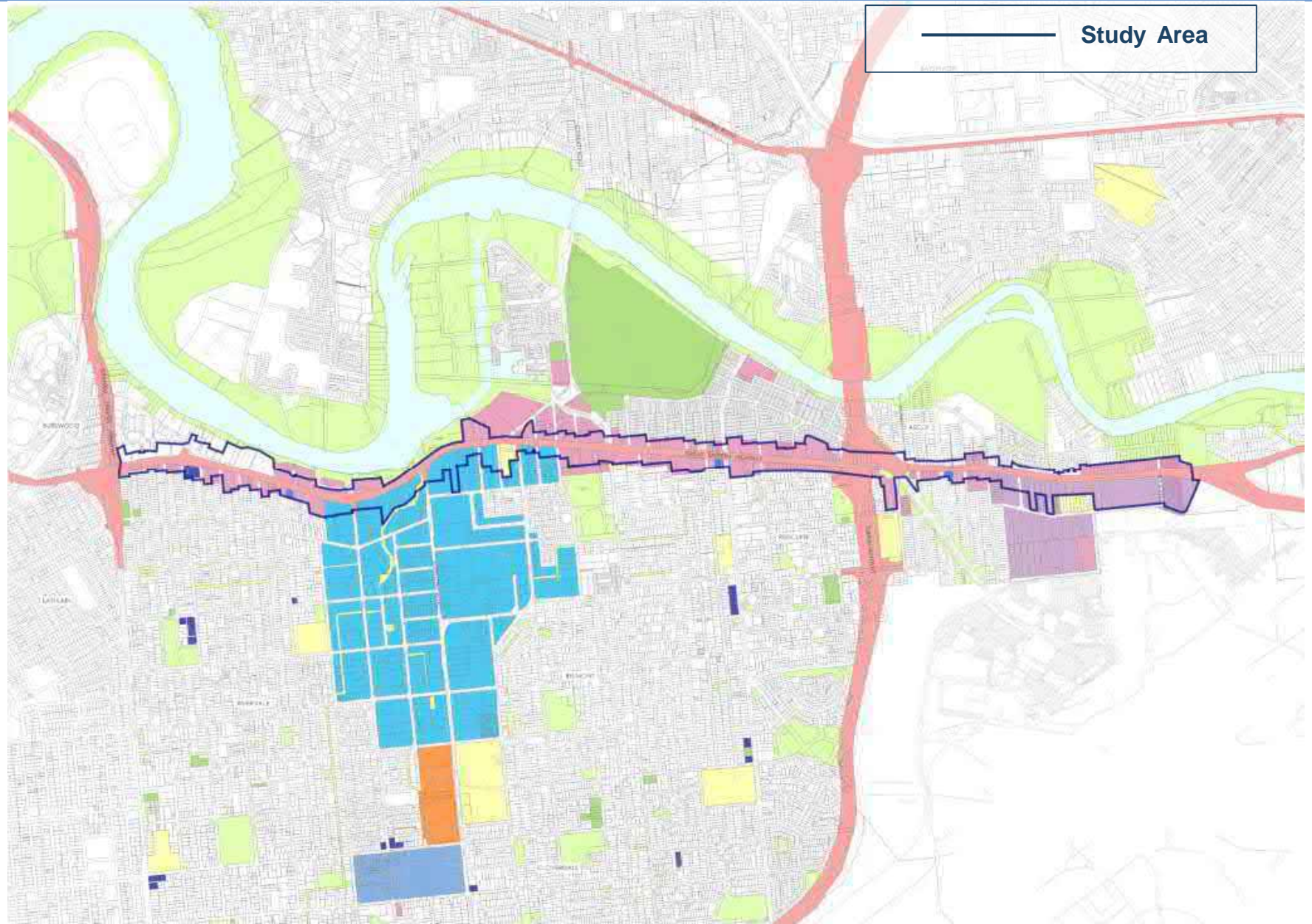
City of Belmont TPS 15

- Lack of policy guidance for 'Mixed Use' land

Context Analysis



Study Area



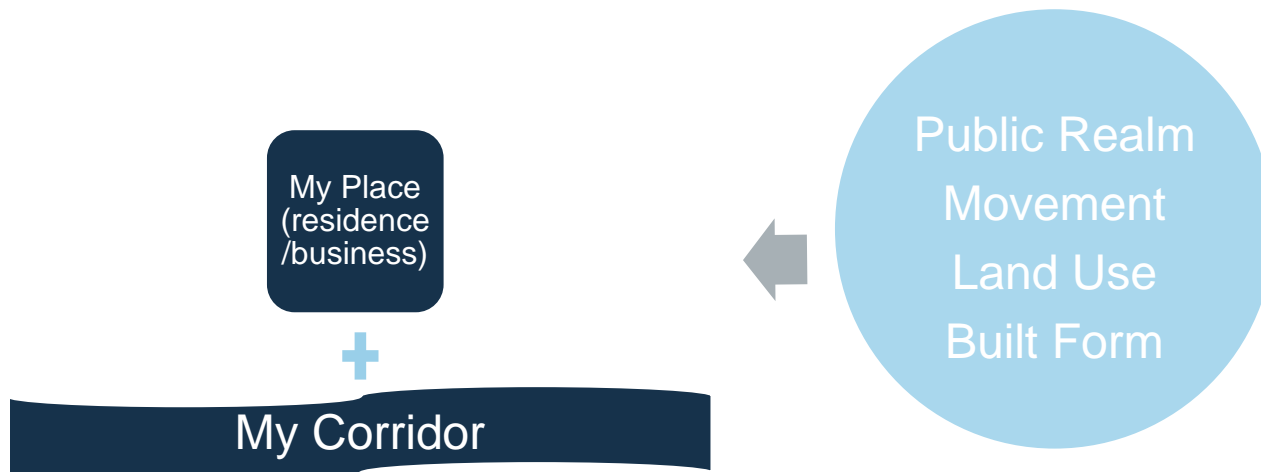
Study Area



Workshop Purpose

- Exercise 1: Vision and Design Principles
- Exercise 2: Design Scenarios

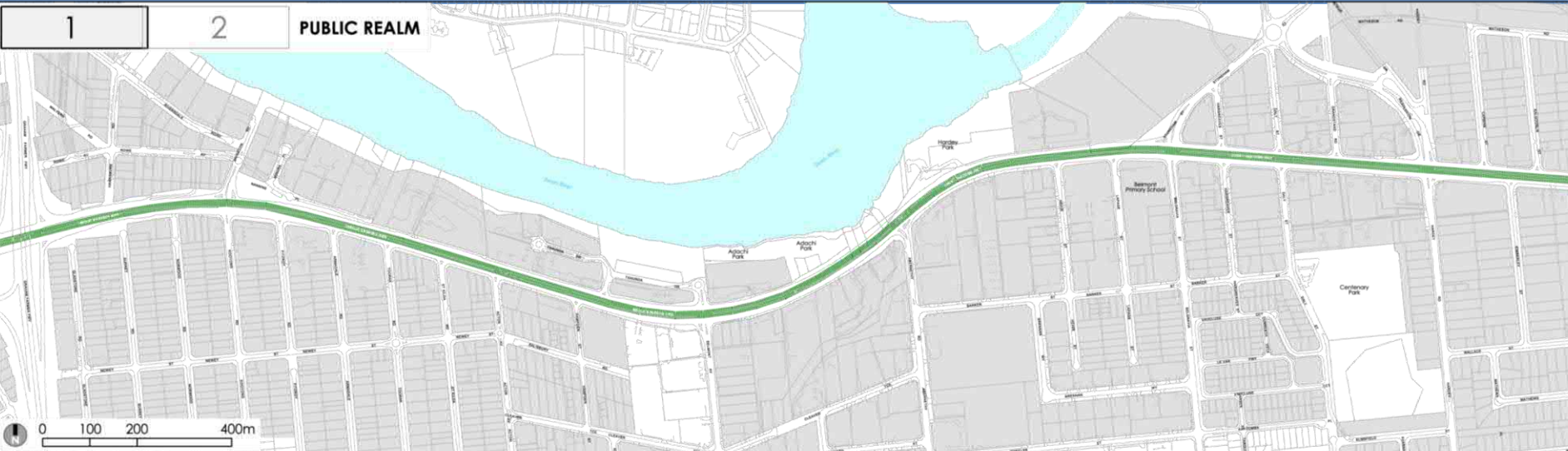
Outcome of workshops will inform a draft Strategy, which will be presented to the community again at workshops in March 2018.



Issues and Opportunities Analysis

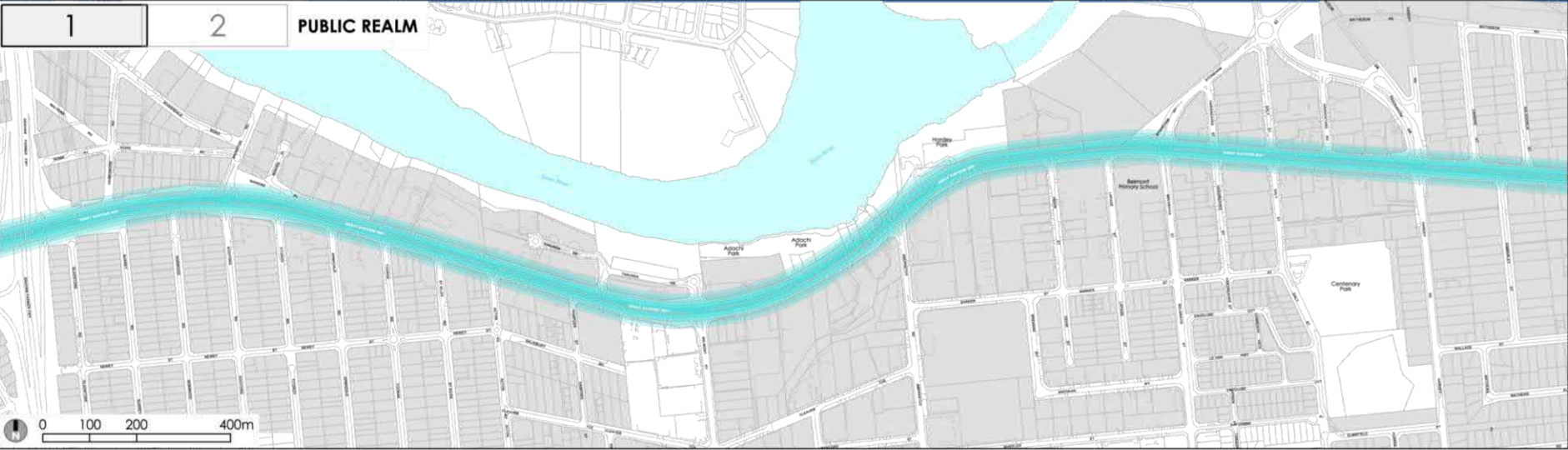


Public Realm



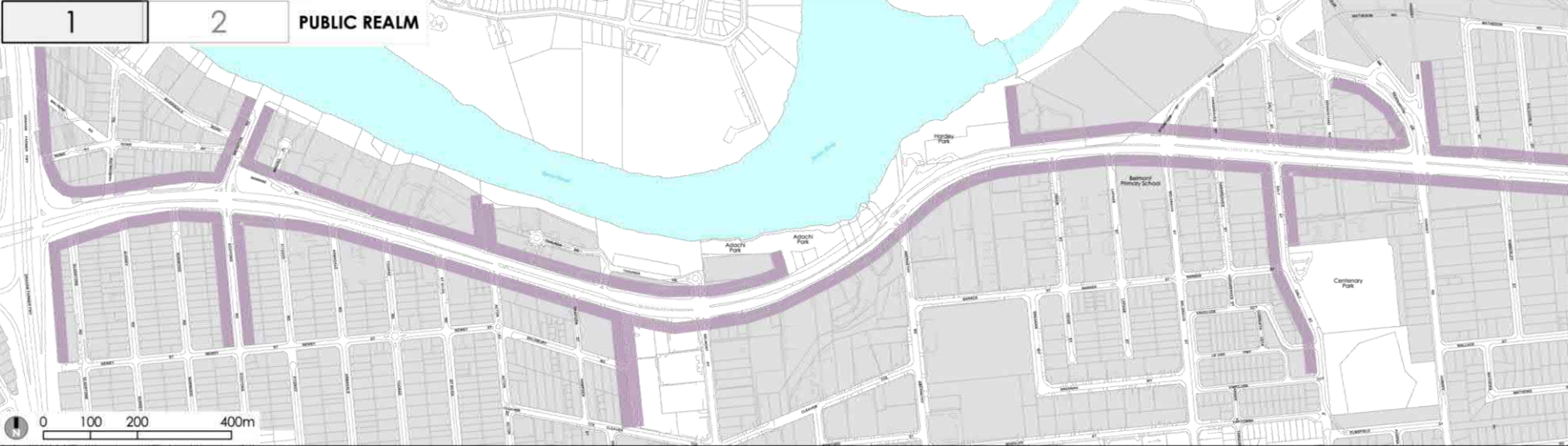
no/insufficient existing street tree planting within great eastern highway


Public Realm



opportunity to influence the landscaping of great eastern highway to ensure that there are greater opportunities for mature trees, landscaping and public realm improvements

Public Realm



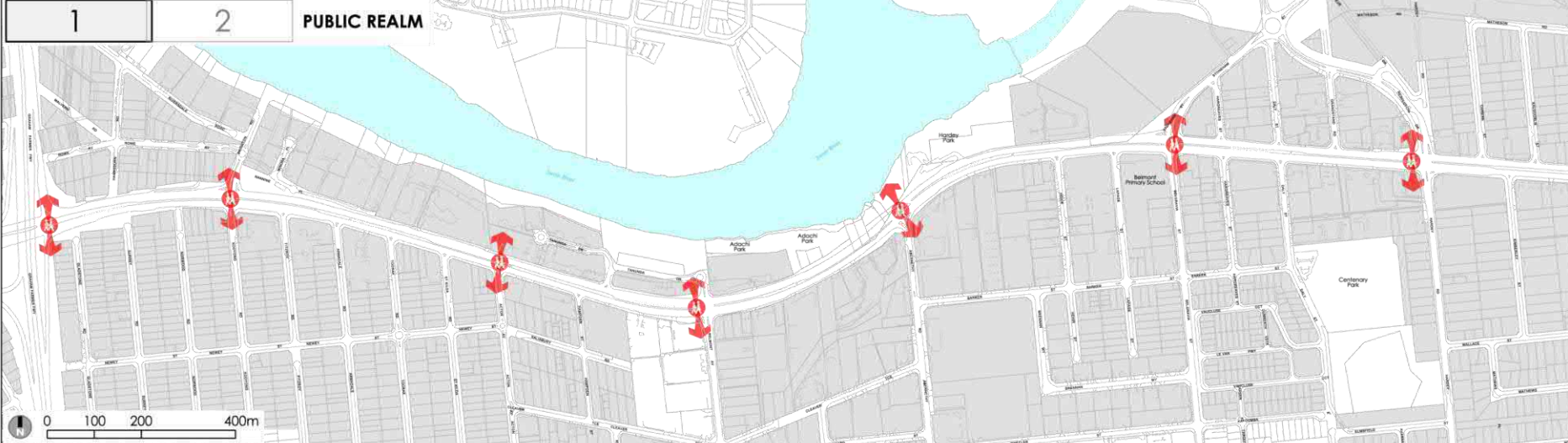
 opportunity to emphasise the distinct qualities of neighbourhoods on each side of the corridor

Public Realm



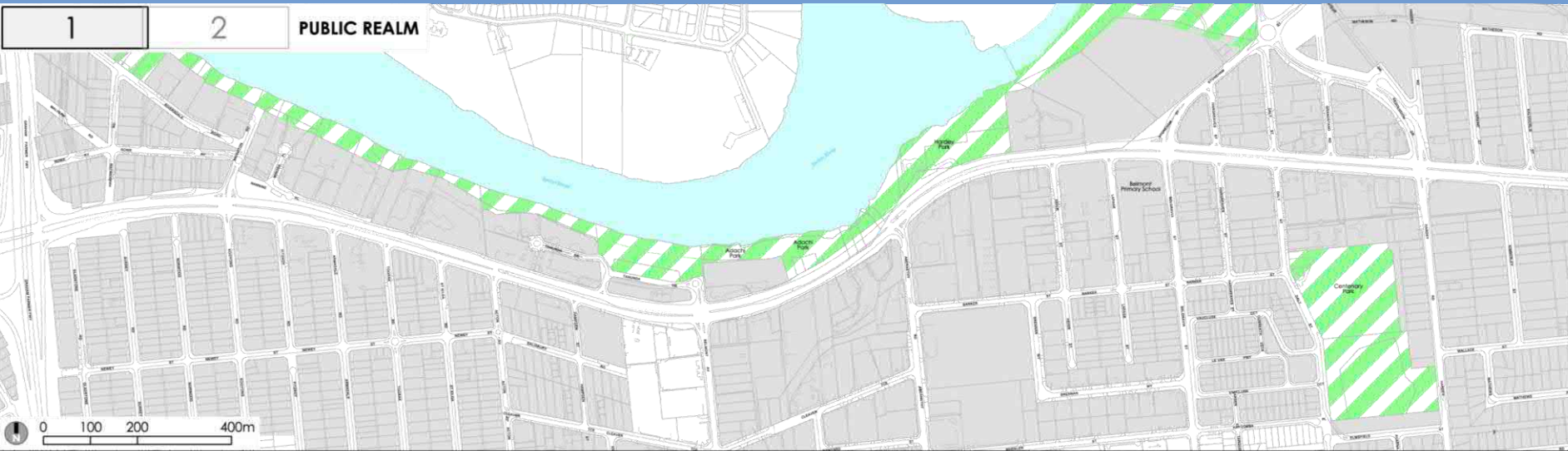
consider opportunities to enhance connections between the Corridor and key attractions such as Ascot Racecourse, the Swan River and Garvey Park


Public Realm



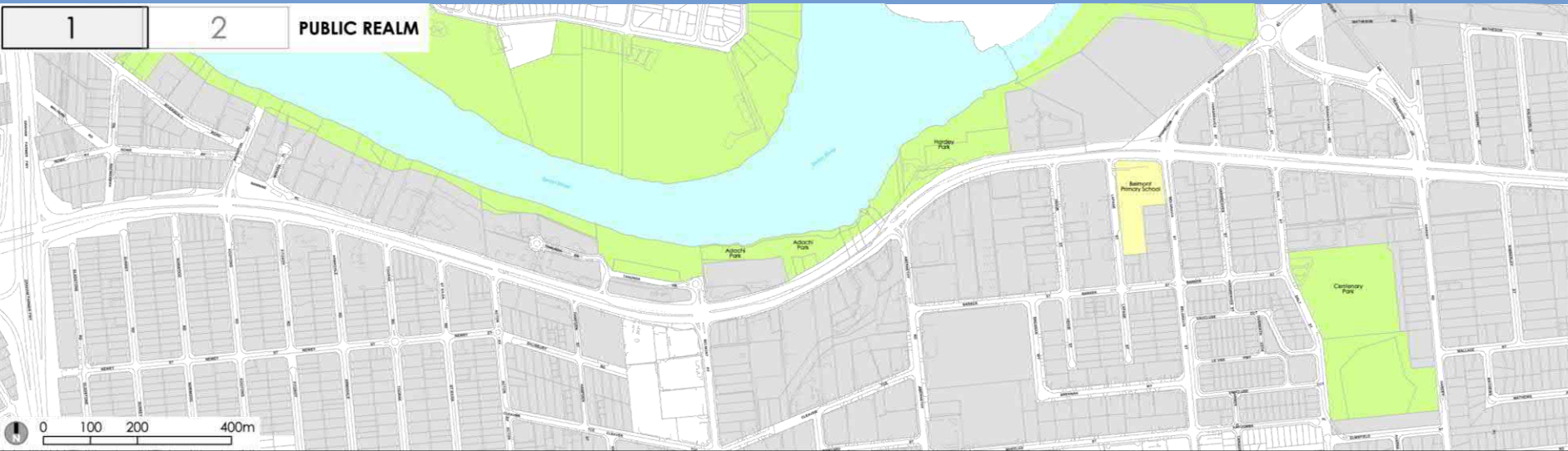
 opportunity to improve key pedestrian crossings

Public Realm



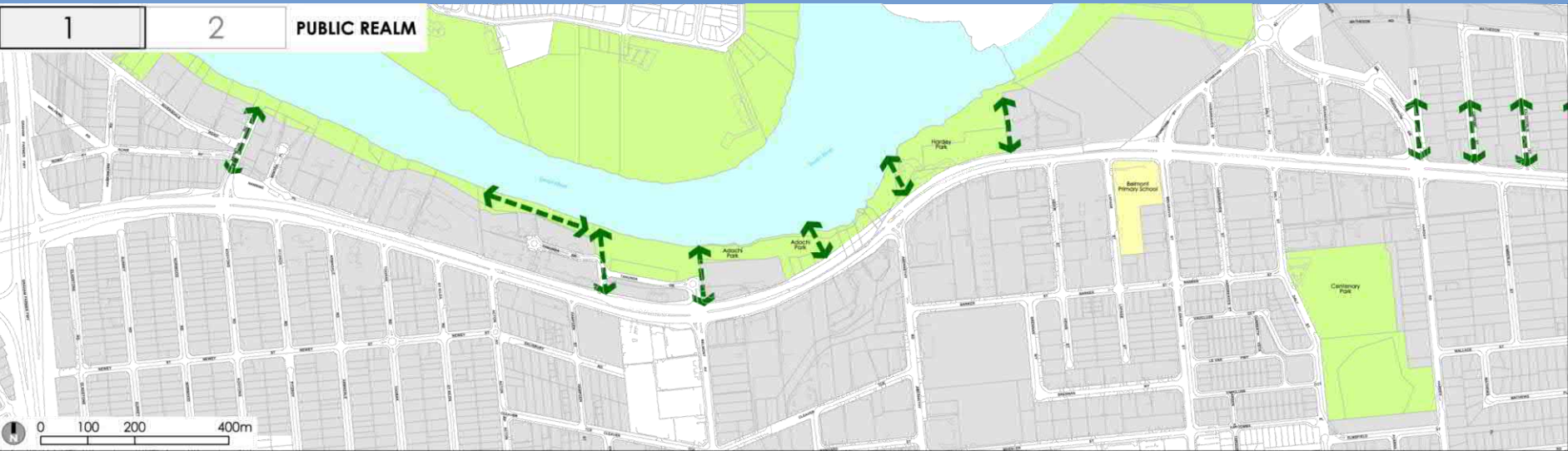
 opportunity to improve open space and foreshore reserves adjacent the corridor


Public Realm



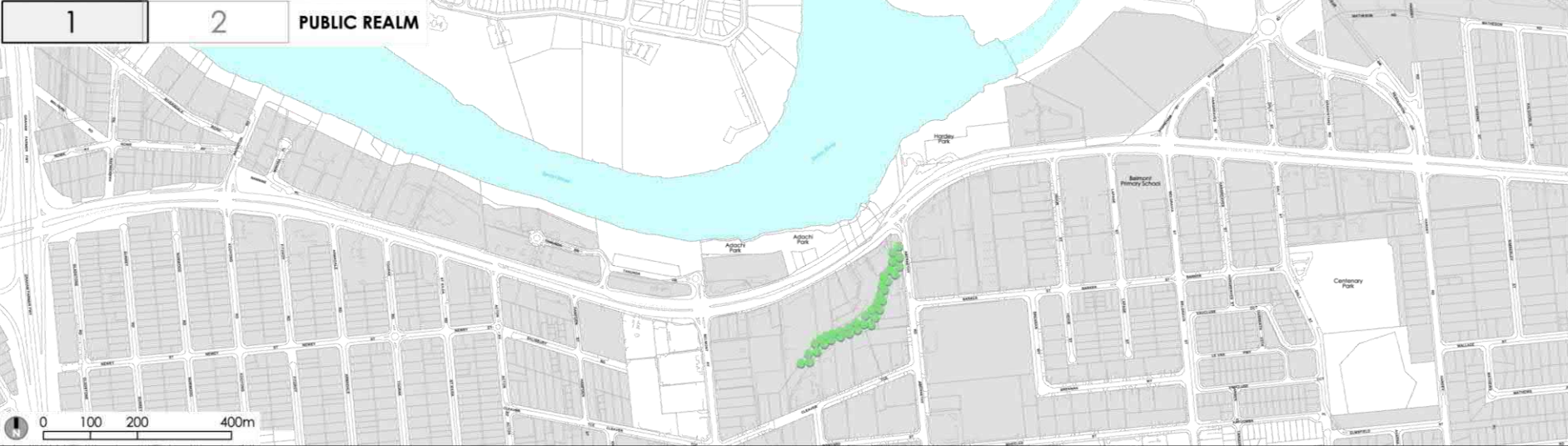
 opportunity to improve amenity and connections to existing parks and recreation areas and schools

Public Realm



 enhance popular pedestrian/cyclist linkages to the Swan River




Public Realm








opportunity to enhance and upgrade the existing stream and severin walk

Public Realm



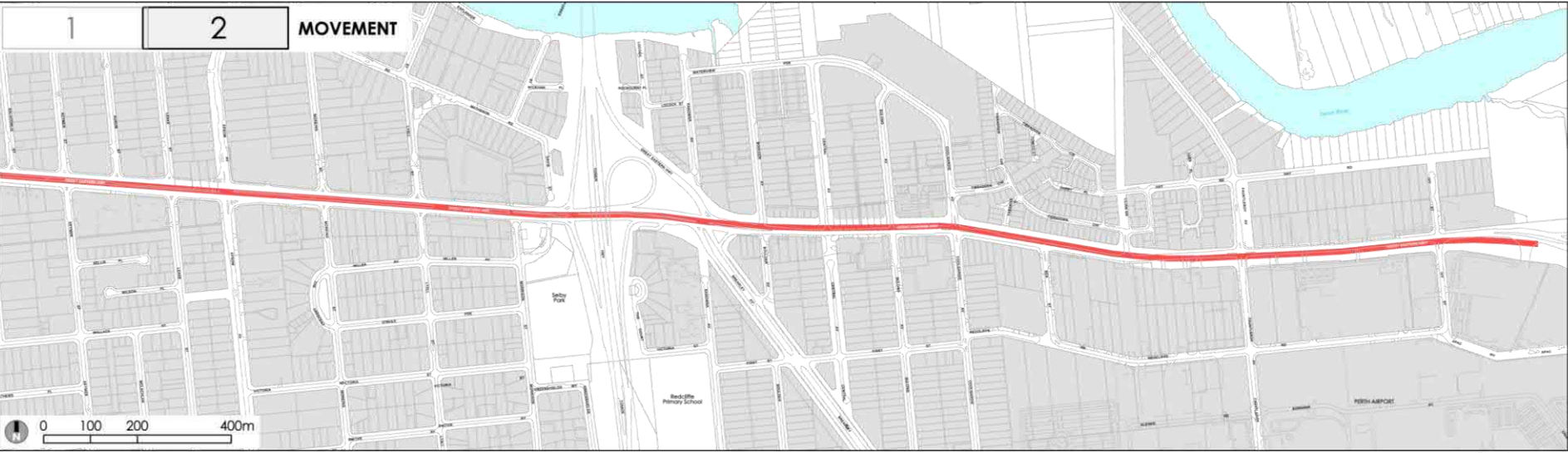
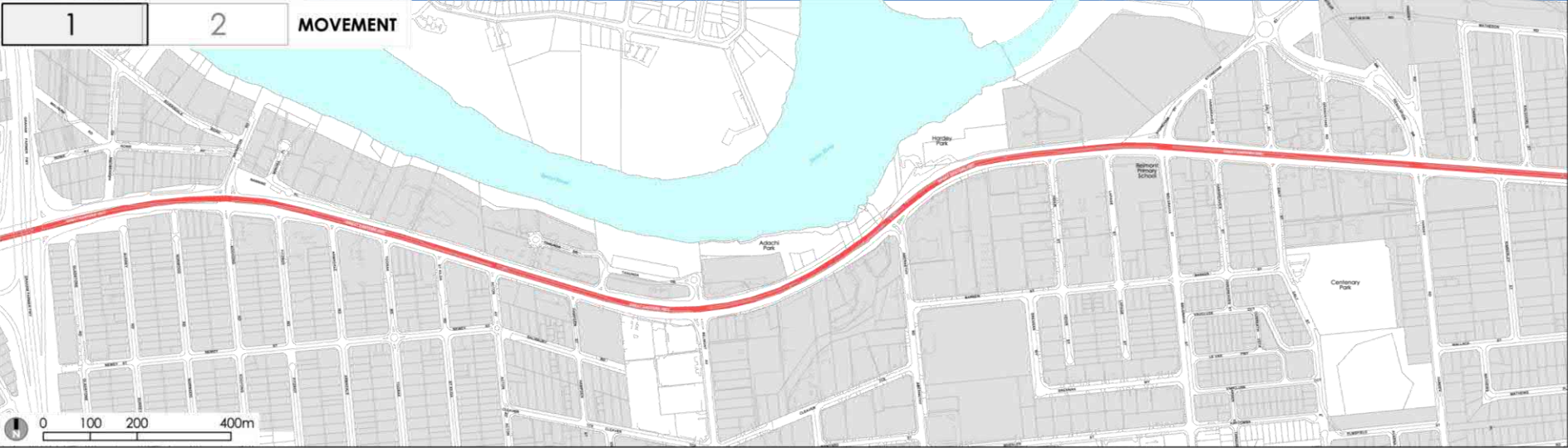
-  no/insufficient existing street tree planting within great eastern highway
-  opportunity to influence the landscaping of great eastern highway to ensure that there are greater opportunities for mature trees, landscaping and public realm improvements
-  opportunity to emphasise the distinct qualities of neighbourhoods on each side of the corridor

-  consider opportunities to enhance connections between the Corridor and key attractions such as Ascot Racecourse, the Swan River and Garvey Park
-  opportunity to improve key pedestrian crossings

-  opportunity to improve open space and foreshore reserves adjacent the corridor
-  opportunity to improve amenity and connections to existing parks and recreation areas and schools
-  enhance popular pedestrian/cyclist linkages to the Swan River

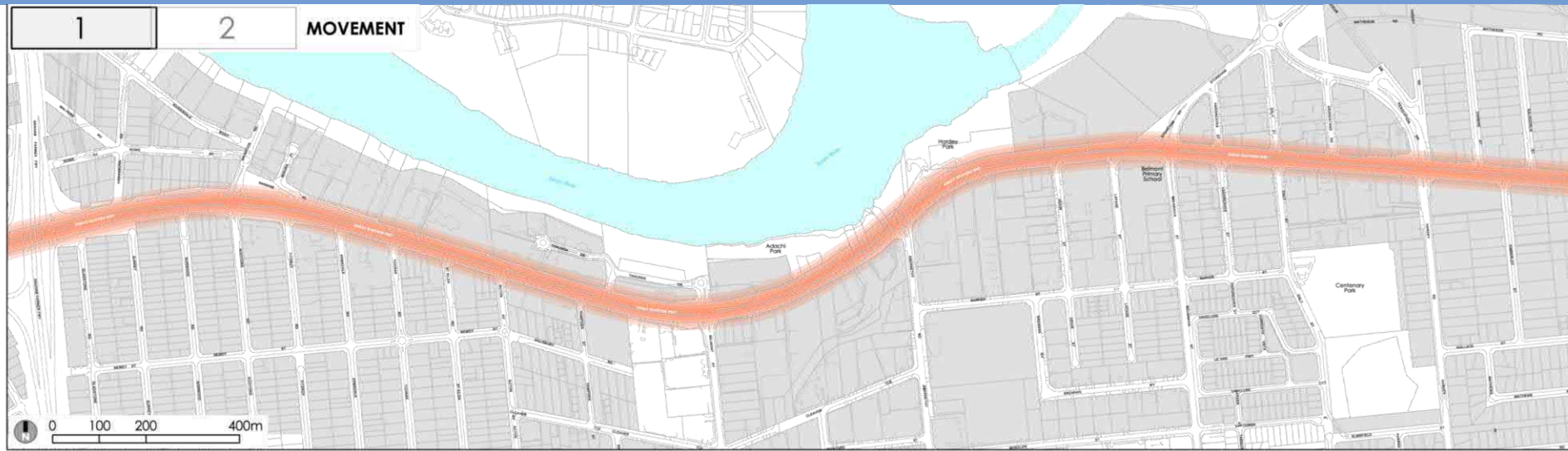
-  opportunity to enhance and upgrade the existing stream and severn walk

Movement



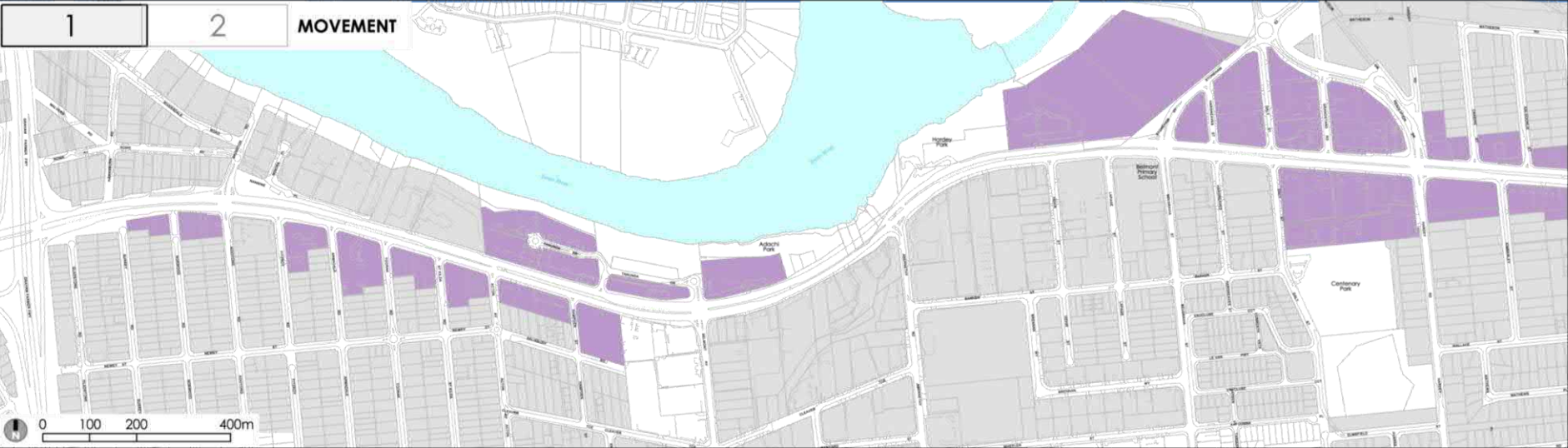
 acknowledge the highway as a major artery for through traffic


Movement



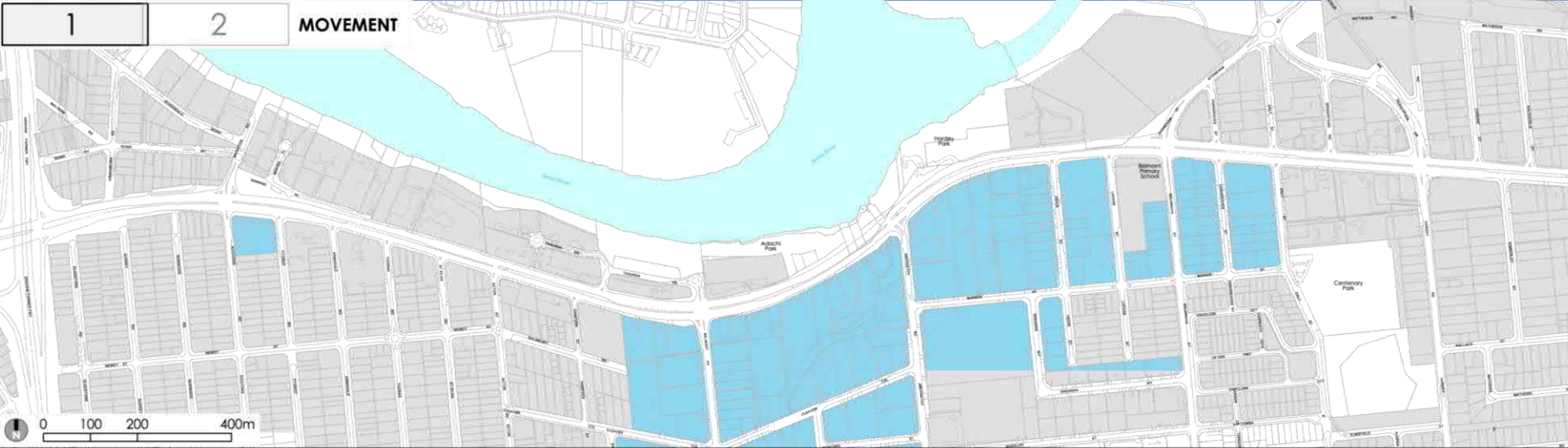
mostly inhospitable environment for pedestrians and cyclists - lack of: shade; safe paths; active land use edges; interesting built form and landscape


Movement



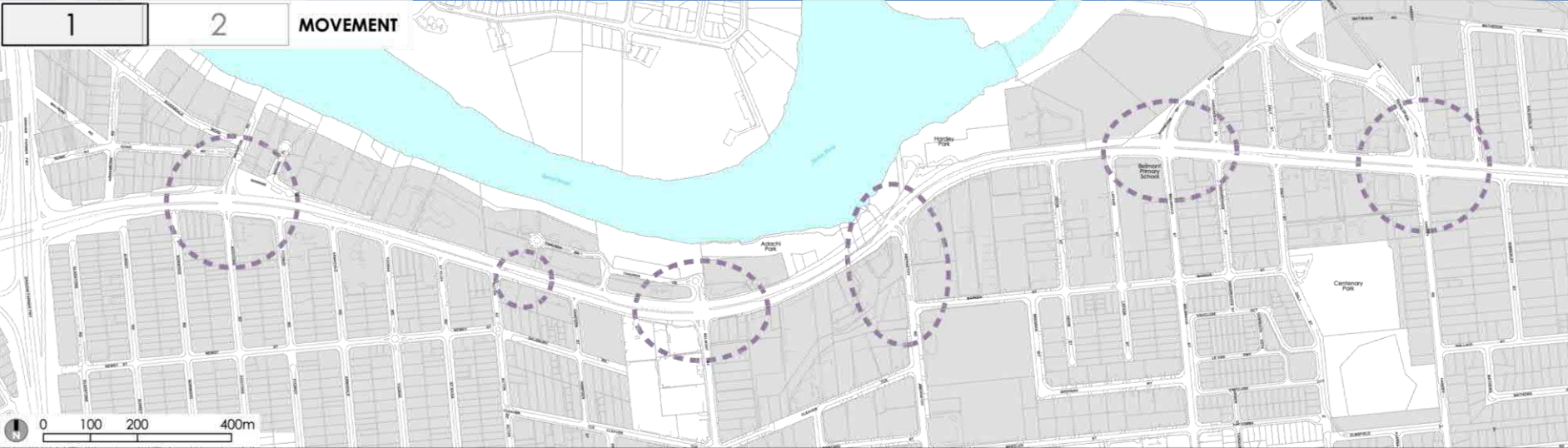
 promote parking for mixed use, mixed business and residential development (along Great Eastern Highway) to be at the rear of development

Movement



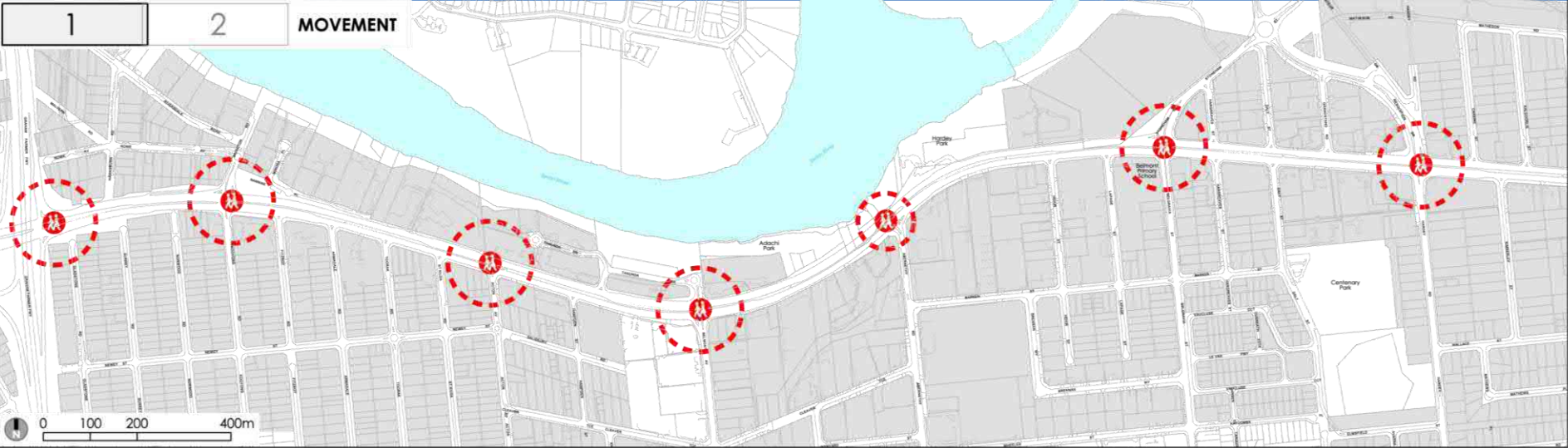
 promote access to mixed use, mixed business and residential development (along Great Eastern Highway) to be via secondary streets or laneways

Movement



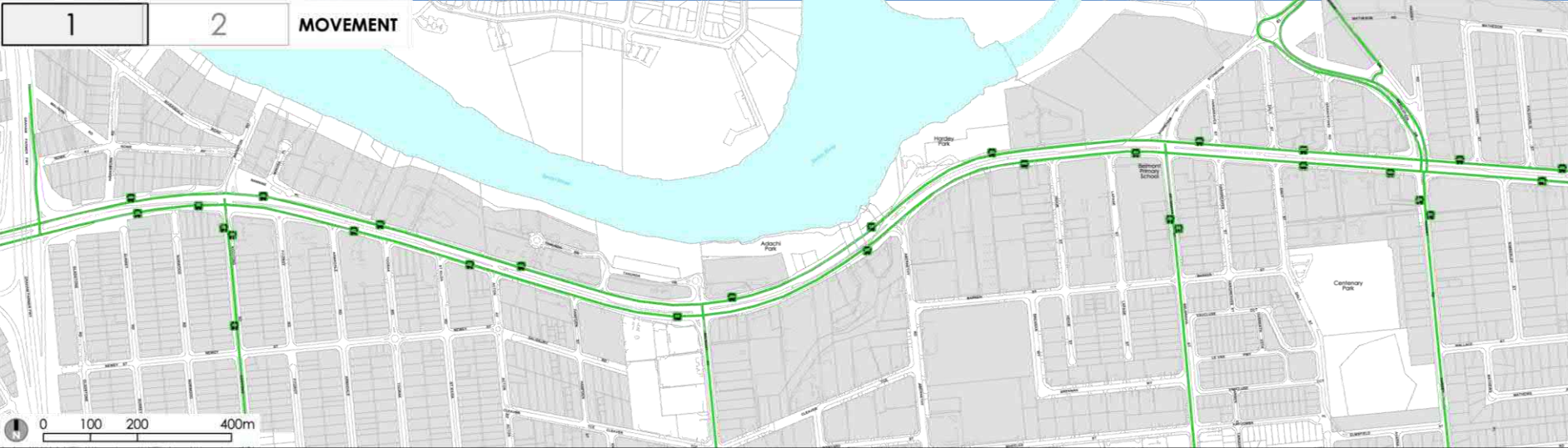
  consider opportunities to capture local trade and economic interaction

Movement



opportunities to improve pedestrian connectivity at key intersections/attractors

Movement



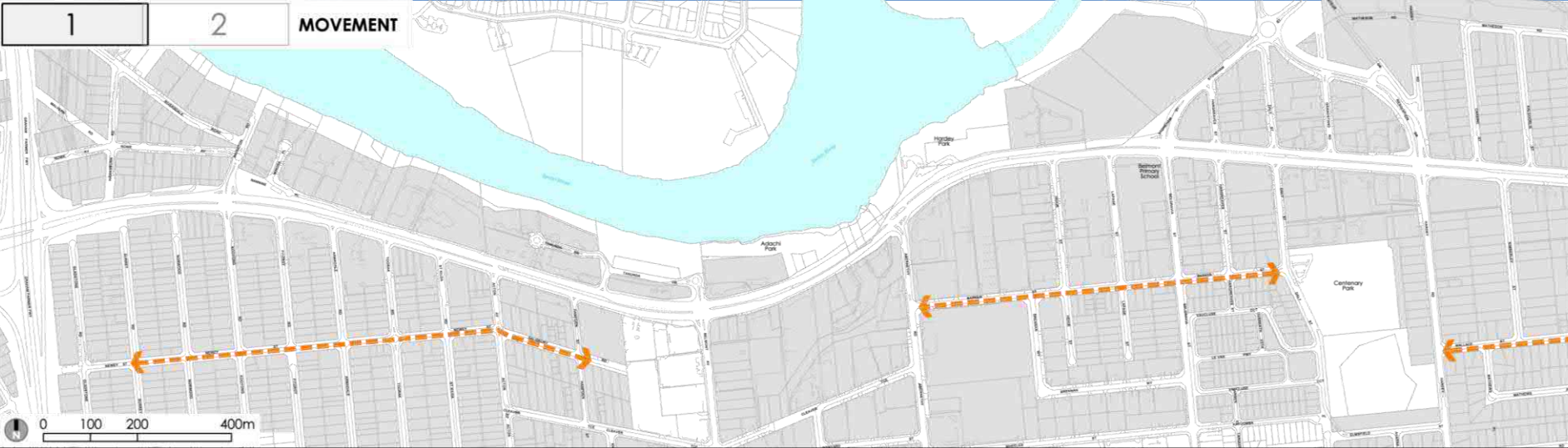
strong public transport availability along Great Eastern Highway corridor

Movement



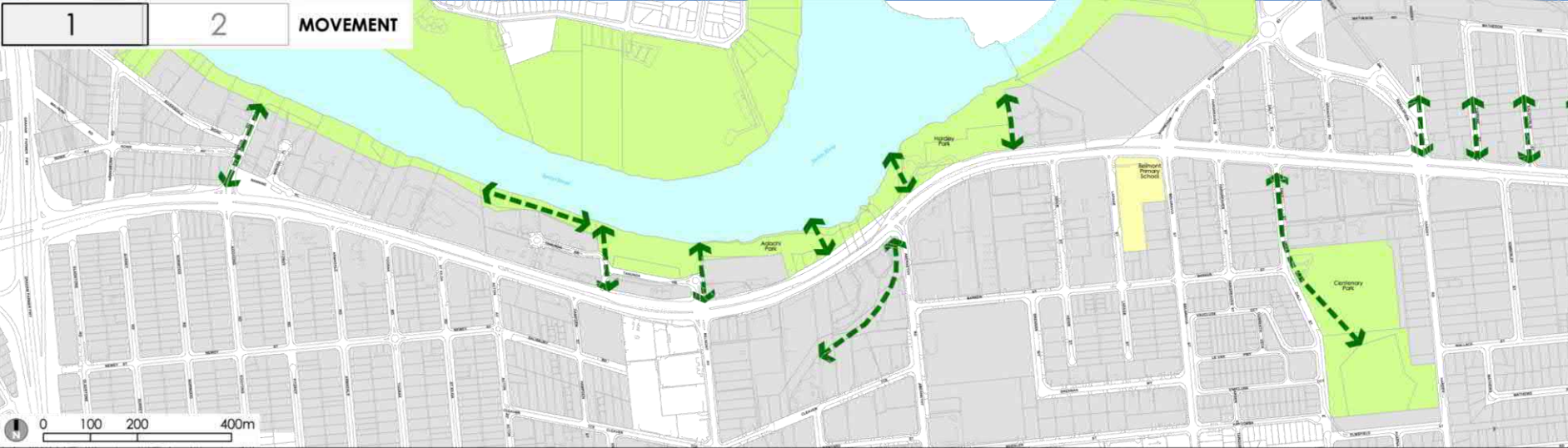
underpass - tourist cycle route

Movement



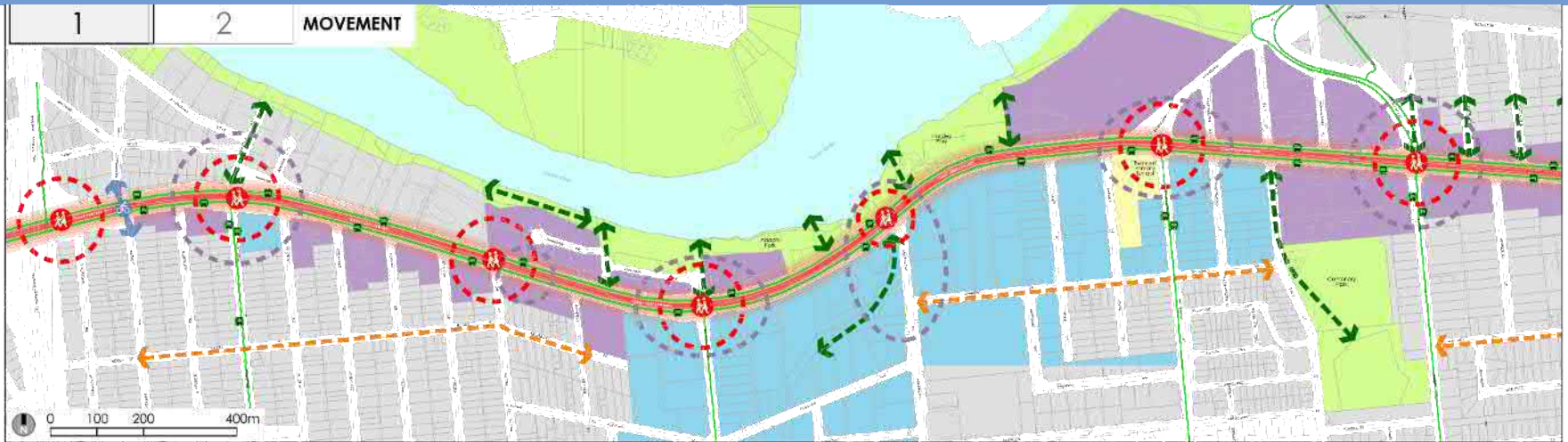
supporting east-west movement system for local traffic

Movement



create numerous appealing, popular pedestrian / cyclist linkages to the Swan River

Movement



- acknowledge the highway as a major artery for through traffic
- mostly inhospitable environment for pedestrians and cyclists - lack of shade; safe paths; active land use edges; interesting built form and landscape
- promote parking for mixed use, mixed business and residential development (along Great Eastern Highway) to be at the rear of development
- promote access to mixed use, mixed business and residential development (along Great Eastern Highway) to be via secondary streets or laneways

- consider opportunities to capture local trade and economic interaction
- opportunities to improve pedestrian connectivity at key intersections/attractions
- strong public transport availability along Great Eastern Highway corridor
- underpass - tourist cycle route

- supporting east-west movement system for local traffic
- opportunity to improve pedestrian connections of existing parks and recreation areas and schools
- create numerous appealing, popular pedestrian / cyclist linkages to the Swan River

Traffic Intersections



- | | | | | | | | | | | | |
|---|---------------------------------|---|------------------|---|--------------|---|---------------------|---|---------------|---|------------|
|  | Signalised Traffic Intersection |  | T-Intersection |  | Round-a-bout |  | Vehicular Access |  | PTA Bus Route |  | Cycle Lane |
|  | Full Intersection |  | U-Turn Permitted |  | Cul de sac |  | Pedestrian Crossing |  | Bus Lane | | |

Traffic Intersections



Signalled Traffic Intersection



T-Intersection



Round-a-bout



Vehicular Access



PTA Bus Route



Cycle Lane



Full Intersection



U-Turn Permitted



Cul de sac

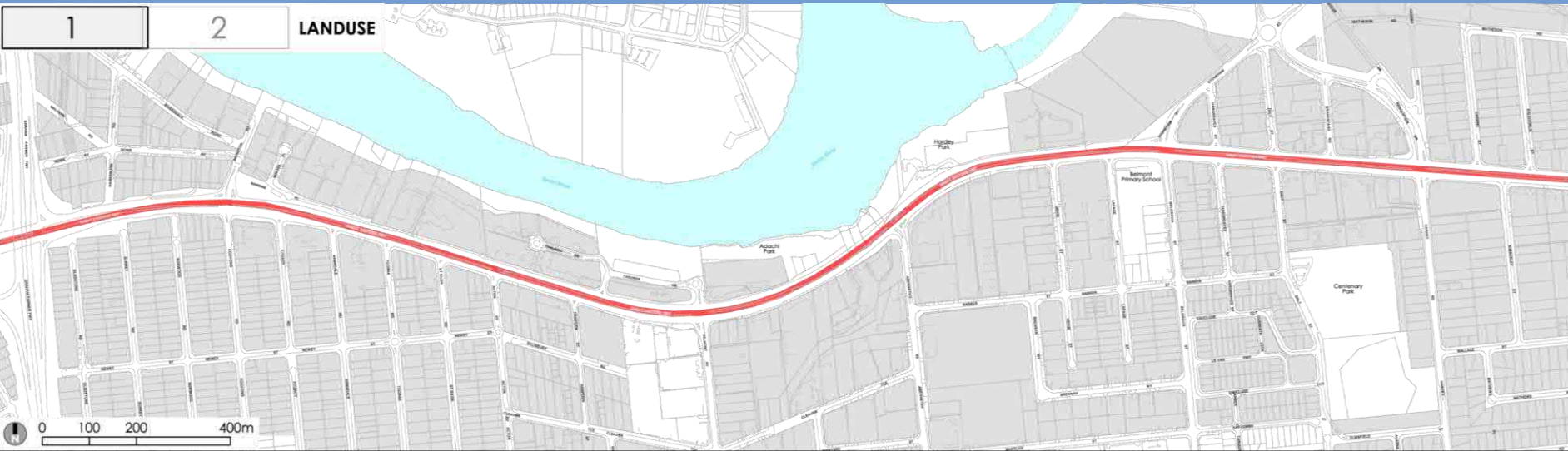


Pedestrian Crossing



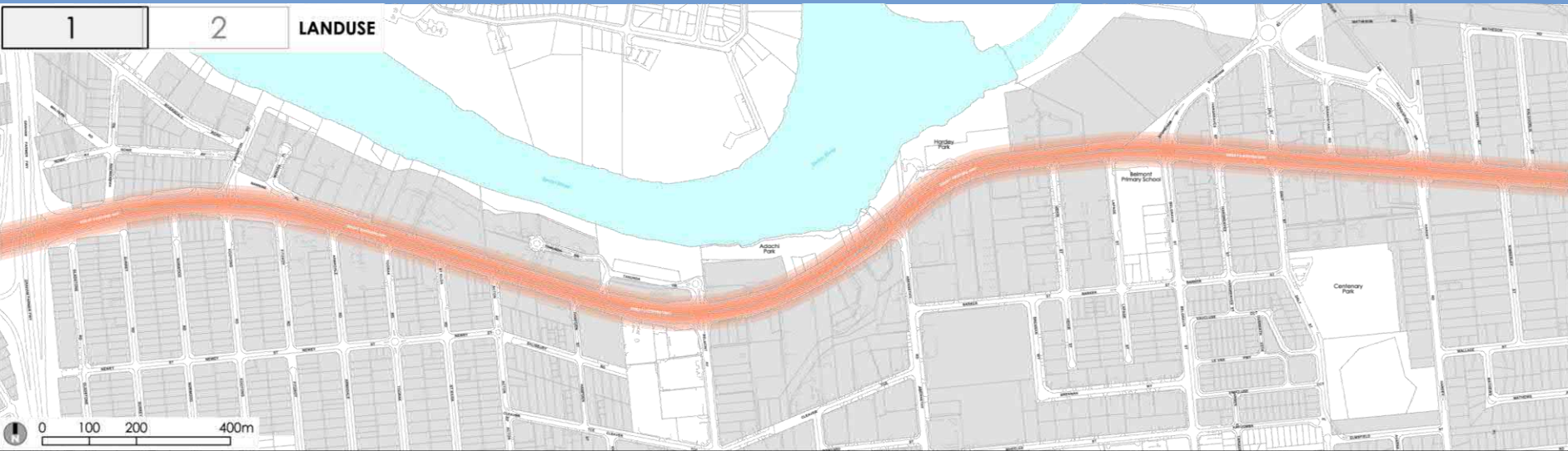
Bus Lane

Land Use



 acknowledge the highway as a major artery that acts a strategic trade route and gateway linking perth airport through to the city centre

Land Use



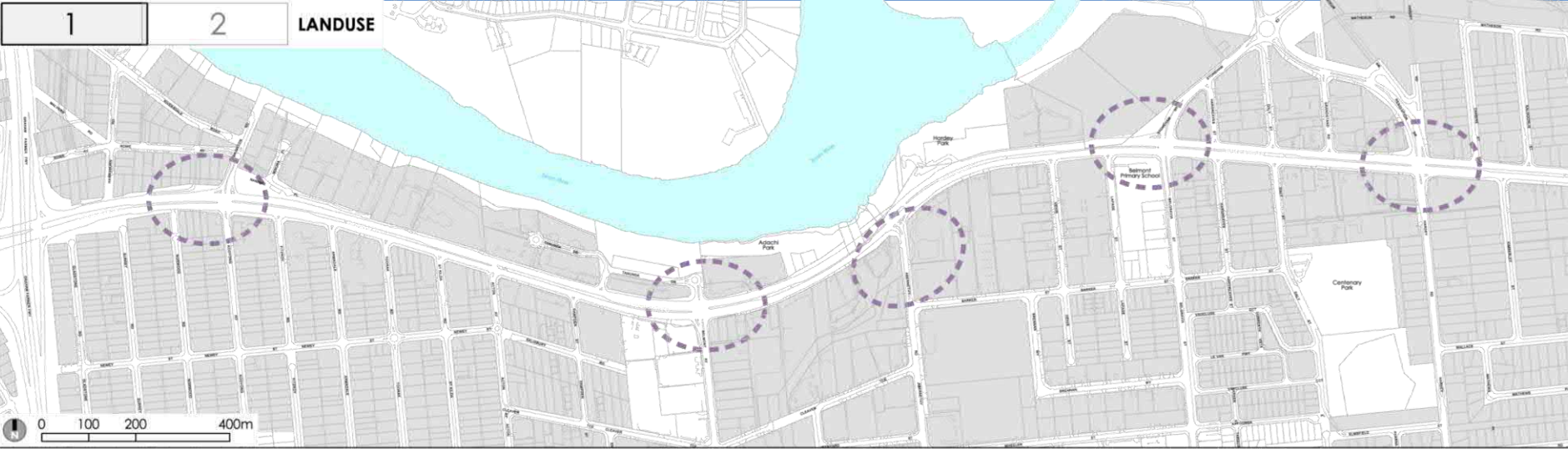
consider opportunities to reduce the physical impact of the highway and the barrier it creates.

Land Use



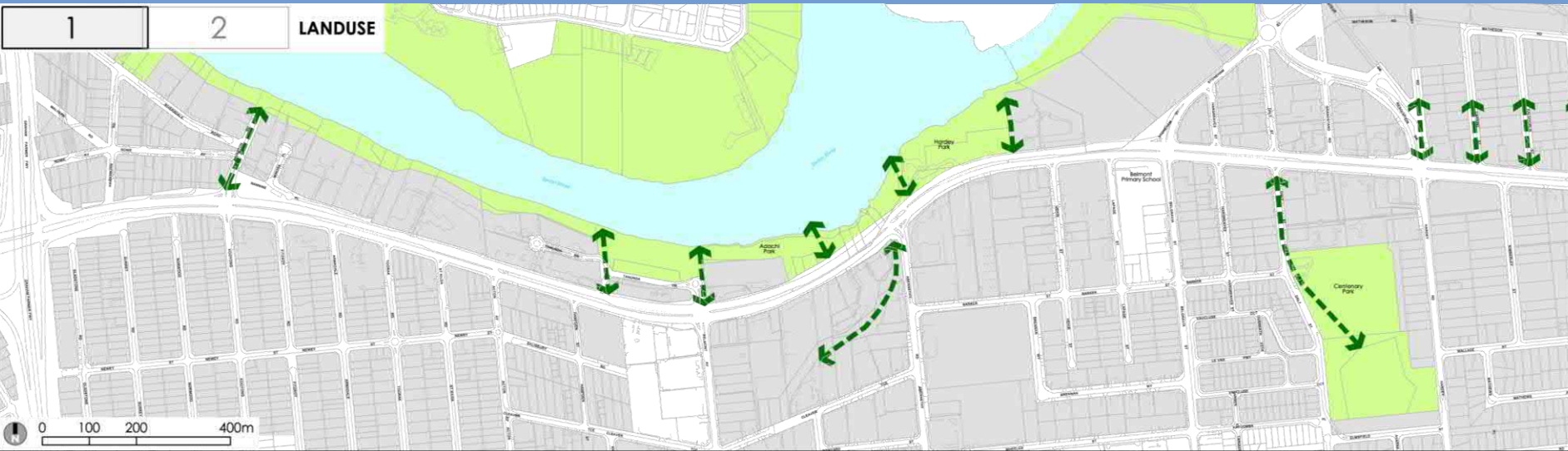
 promote mixed uses within existing mixed business zoned areas

Land Use



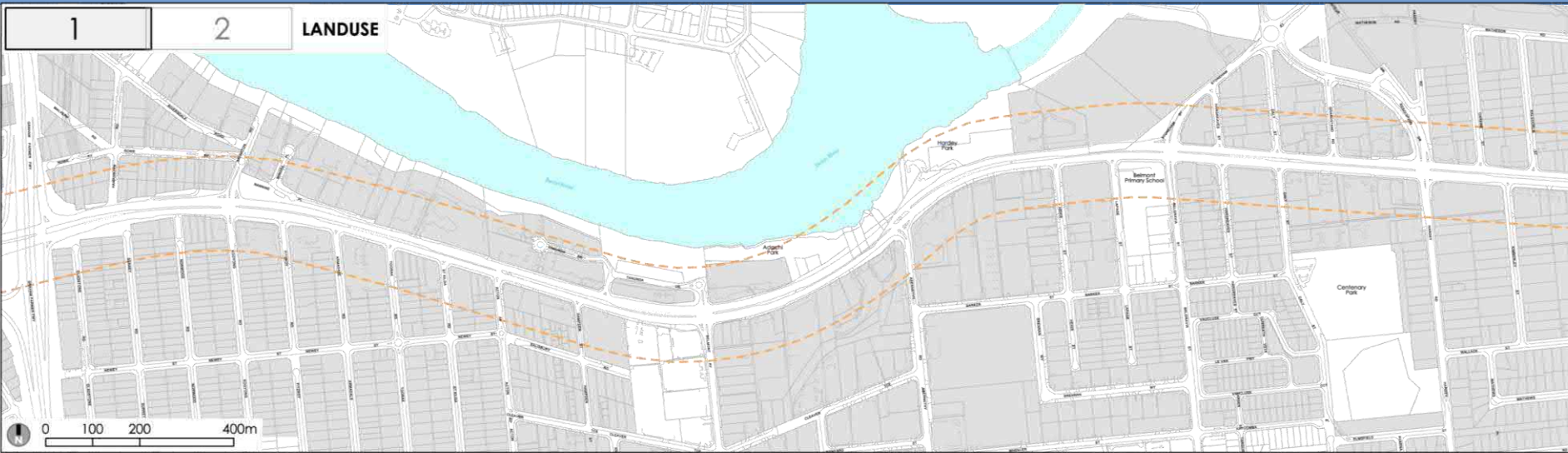
— promote local mixed use nodes supporting an intensity of land uses

Land Use



faster land use intensity and redevelopment that can take advantage of proximity to key pos areas and linkages

Land Use



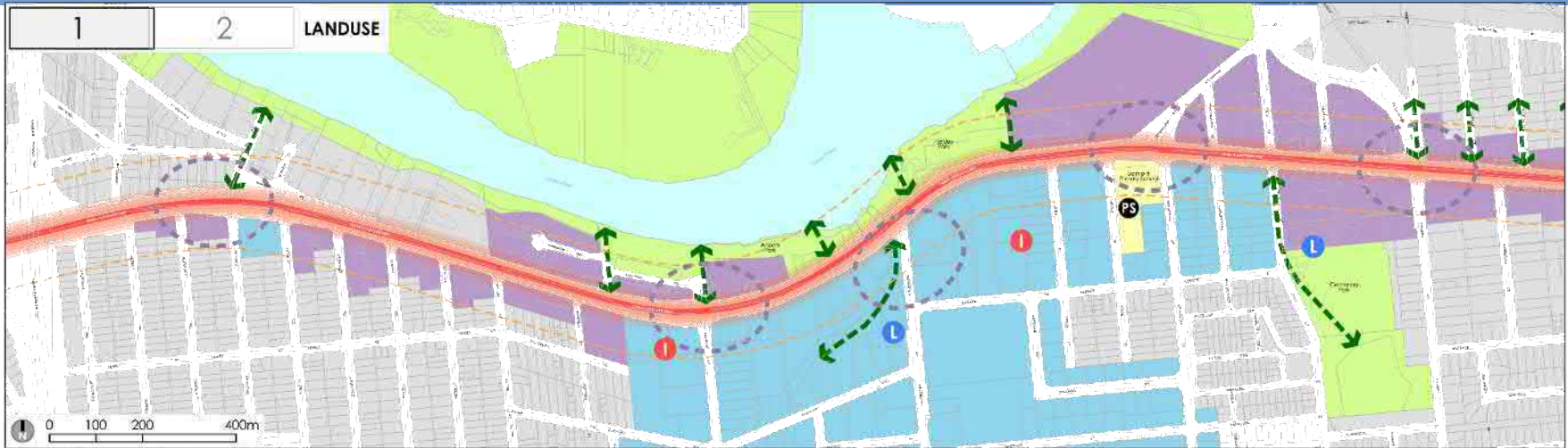
— — consider suitability of different residential density along great eastern highway and within proximity of activity nodes to support activation of great eastern highway

Land Use



consider merits of relocating belmont primary school to better serve the catchment and redevelop school site for high-order uses

Land Use



Red line acknowledge the highway as a major artery that acts a strategic trade route and gateway linking perth airport through to the city centre

Orange dashed line consider opportunities to reduce the physical impact of the highway and the barrier it creates.

Purple shaded areas consider extent and scale for transition of land use and development intensity from activity corridors to low-density residential

Blue shaded areas promote mixed uses within existing mixed business zoned areas

Green dashed arrows promote local mixed use nodes supporting an intensity of land uses

Green shaded areas opportunity to improve amenity and infrastructure within existing parks and recreation areas

Green dashed arrows foster land use intensity and redevelopment that can take advantage of proximity to key pos areas and linkages

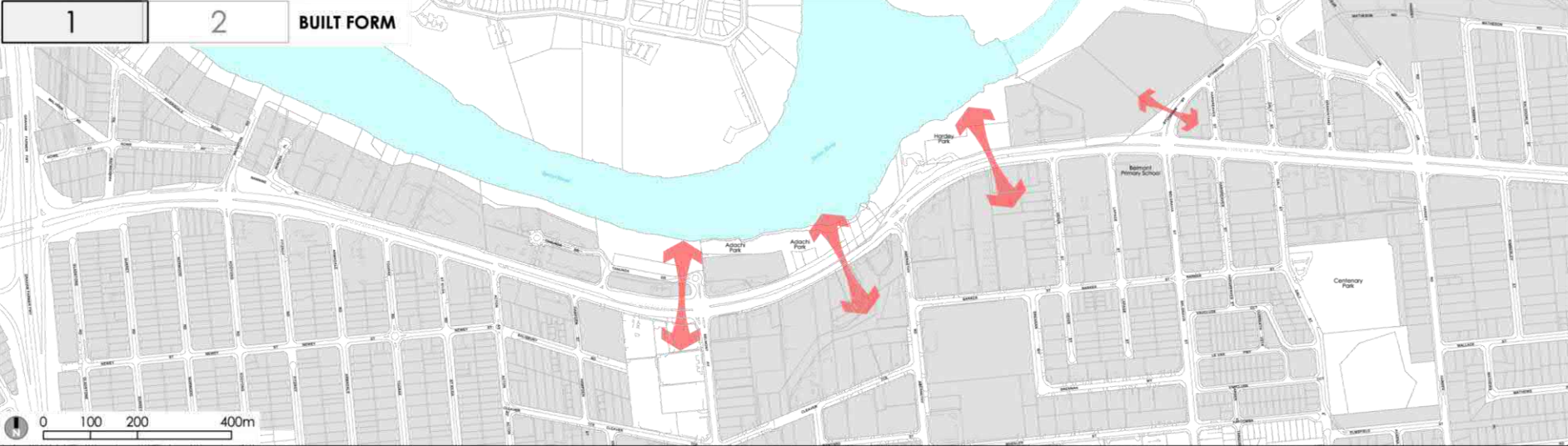
Orange dashed line consider suitability of different residential density along great eastern highway and within proximity of activity nodes to support activation of great eastern highway

Red circle with 1 non-residential land use intensification will be influenced by considerations including land parcel size, fragmented ownership, traffic volume and access limitations

Blue circle with 1 laneways provide opportunity to consider alternate land uses, laneway interlace and activation of laneways

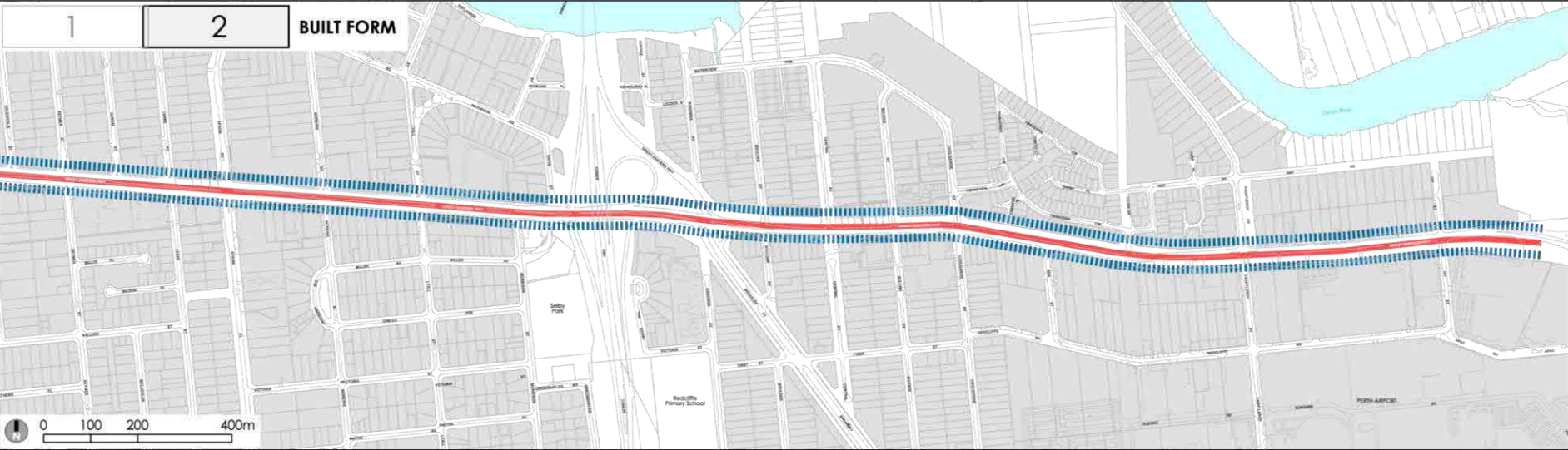
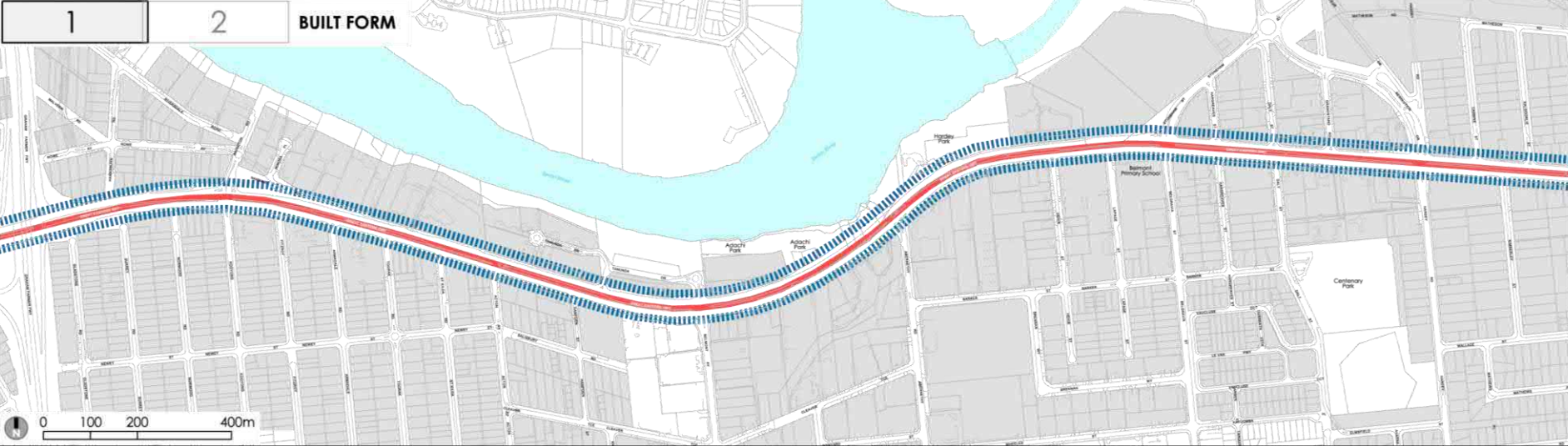
Yellow circle with PS consider merits of relocating belmont primary school to better serve the catchment and redevelop school site for high-order uses

Built Form



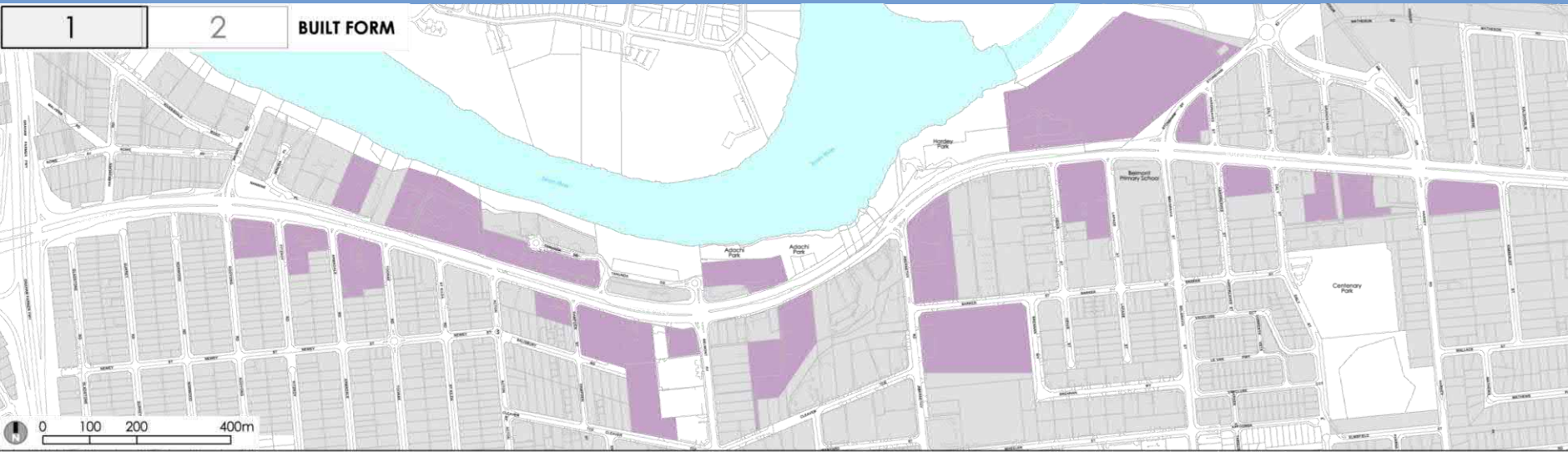
consider suitable building heights that may take advantage of river views

Built Form



 buildings along great eastern highway need to create a positive ground-level experience, particularly for pedestrians, and ameliorate the traffic-dominated nature of the road

Built Form



large sites provide scope for comprehensive built form and land use outcomes

Built Form



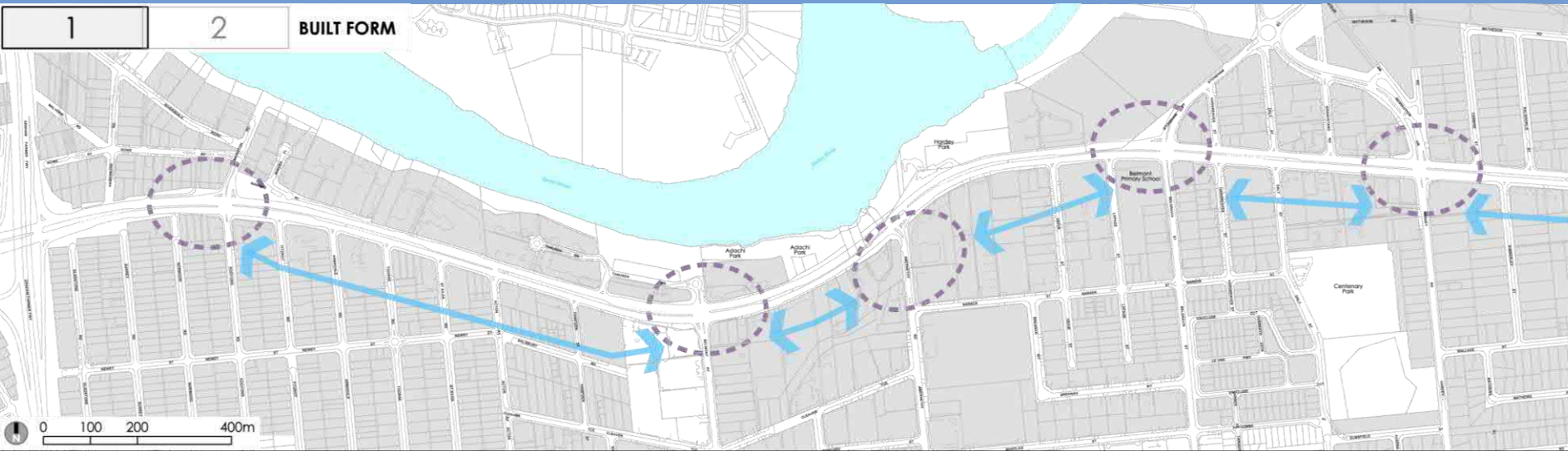
consider the transition of building height and scale from the key roads to lower density residential areas (needs to address matters such as dwelling diversity, residential amenity, overshadowing, streetscape and privacy)

Built Form



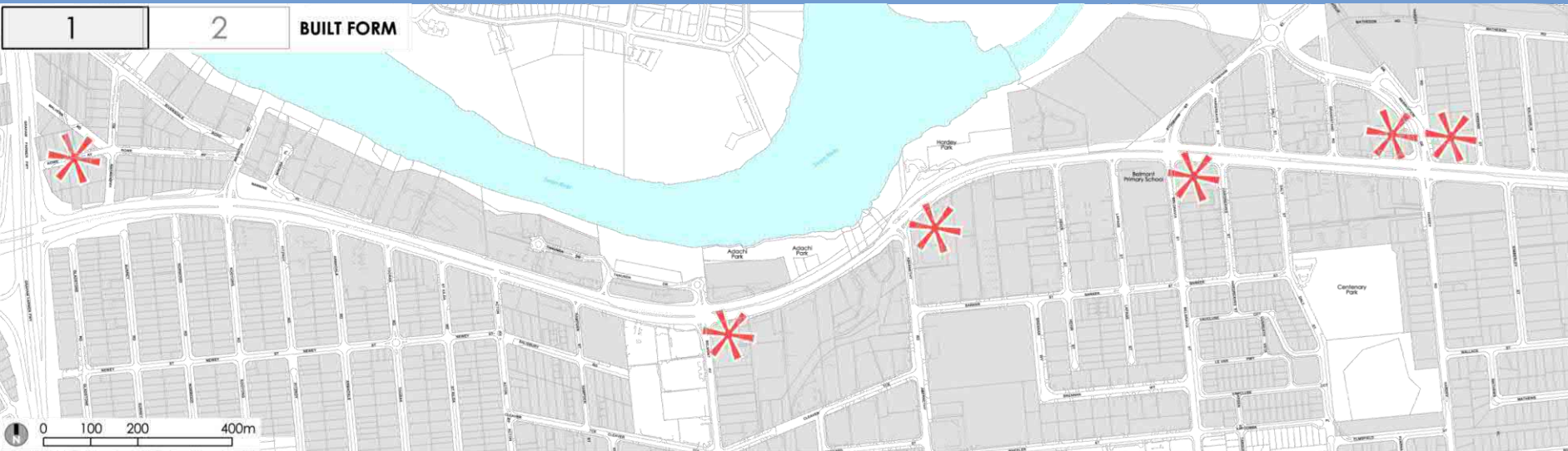
a flexible approach to ground level land uses outside of key activity centres should be incorporated in building and site design

Built Form



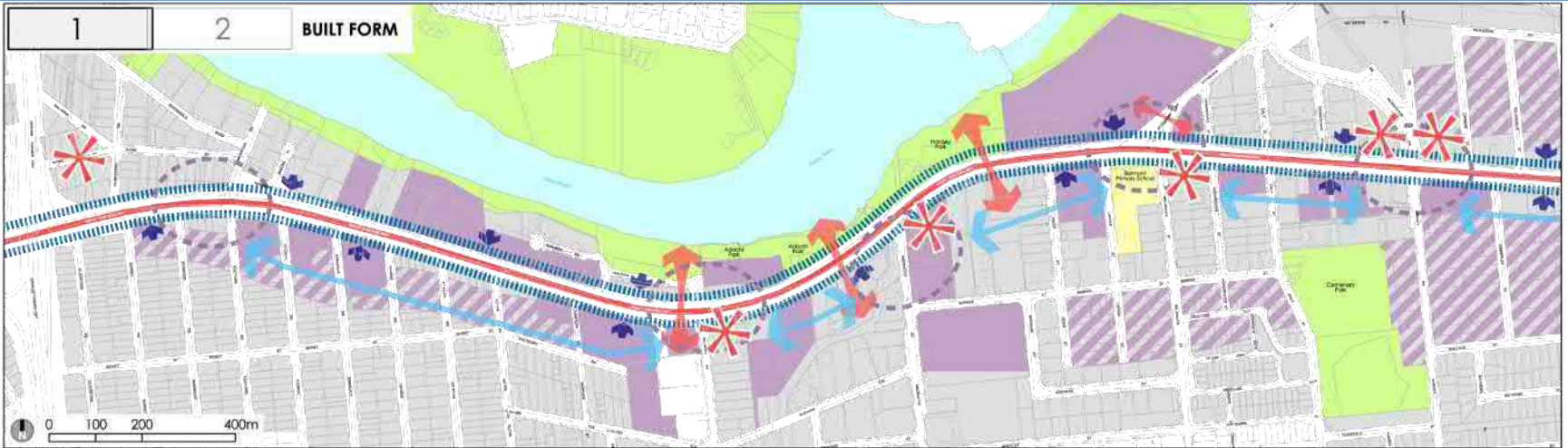
the separation between activity centre nodes enables transition between lower and higher building heights and scale

Built Form



consider sites and key 'gateway' locations that would be worth considering for development bonuses, subject to performance criteria

Built Form



consider suitable building heights that may take advantage of river views



buildings along great eastern highway need to create a positive ground-level experience, particularly for pedestrians, and ameliorate the traffic-dominated nature of the road



large sites provide scope for comprehensive built form and land use outcomes



consider the transition of building height and scale from the key roads to lower density residential areas (needs to address matters such as dwelling diversity, residential amenity, overshadowing, streetscape and privacy)



a flexible approach to ground level land uses outside of key activity centres should be incorporated in building and site design



the separation between activity centre nodes enables transition between lower and higher building heights and scale



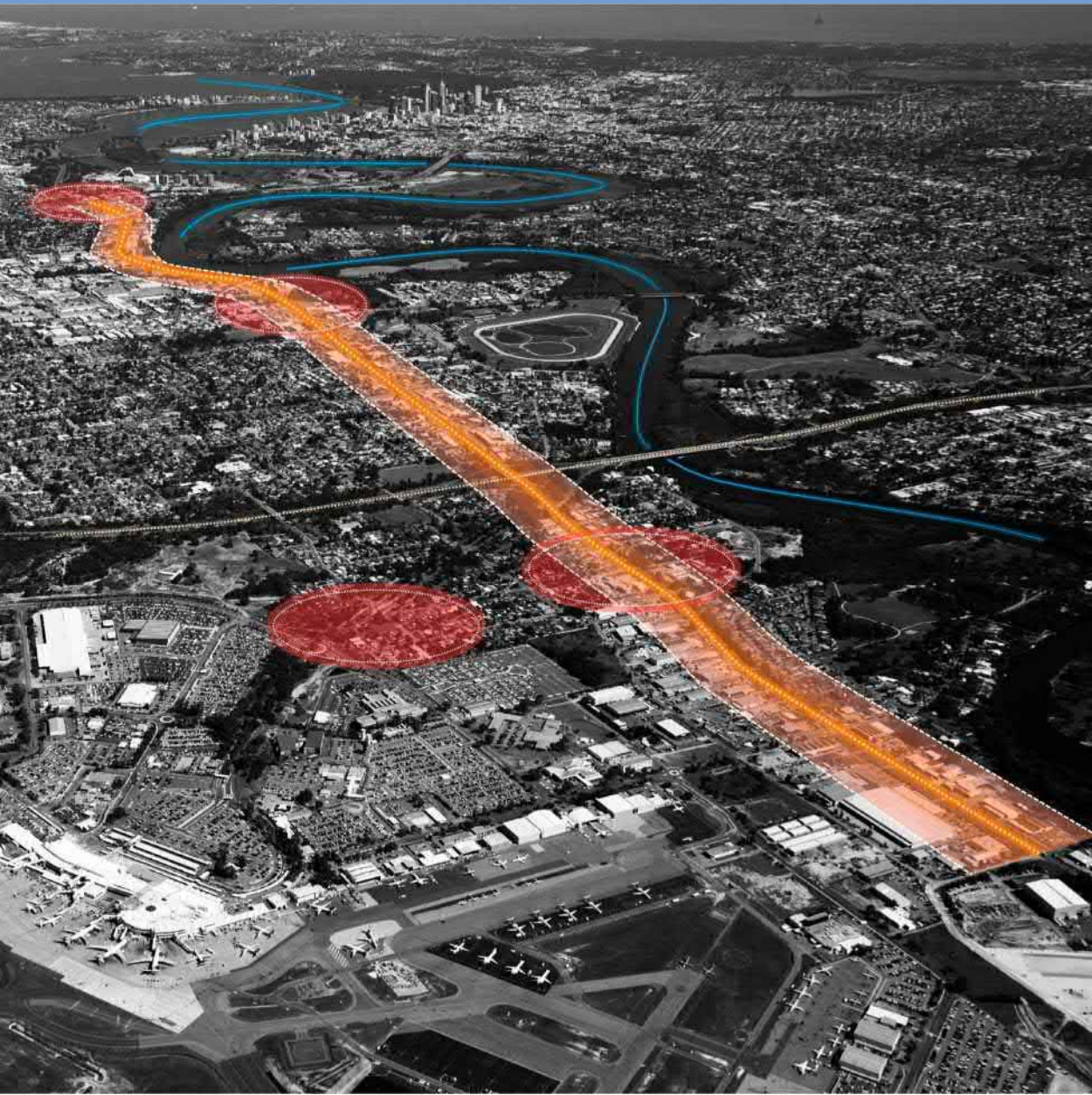
consider sites and key 'gateway' locations that would be worth considering for development bonuses, subject to performance criteria



promote appropriate built form outcomes in close proximity to existing parks and recreation areas and schools

Role of Corridor

Case Study – San Francisco
(~45,000vpd, 37m)



Role of Corridor

Case Study – Barcelona
(~40,000vpd, 50m)

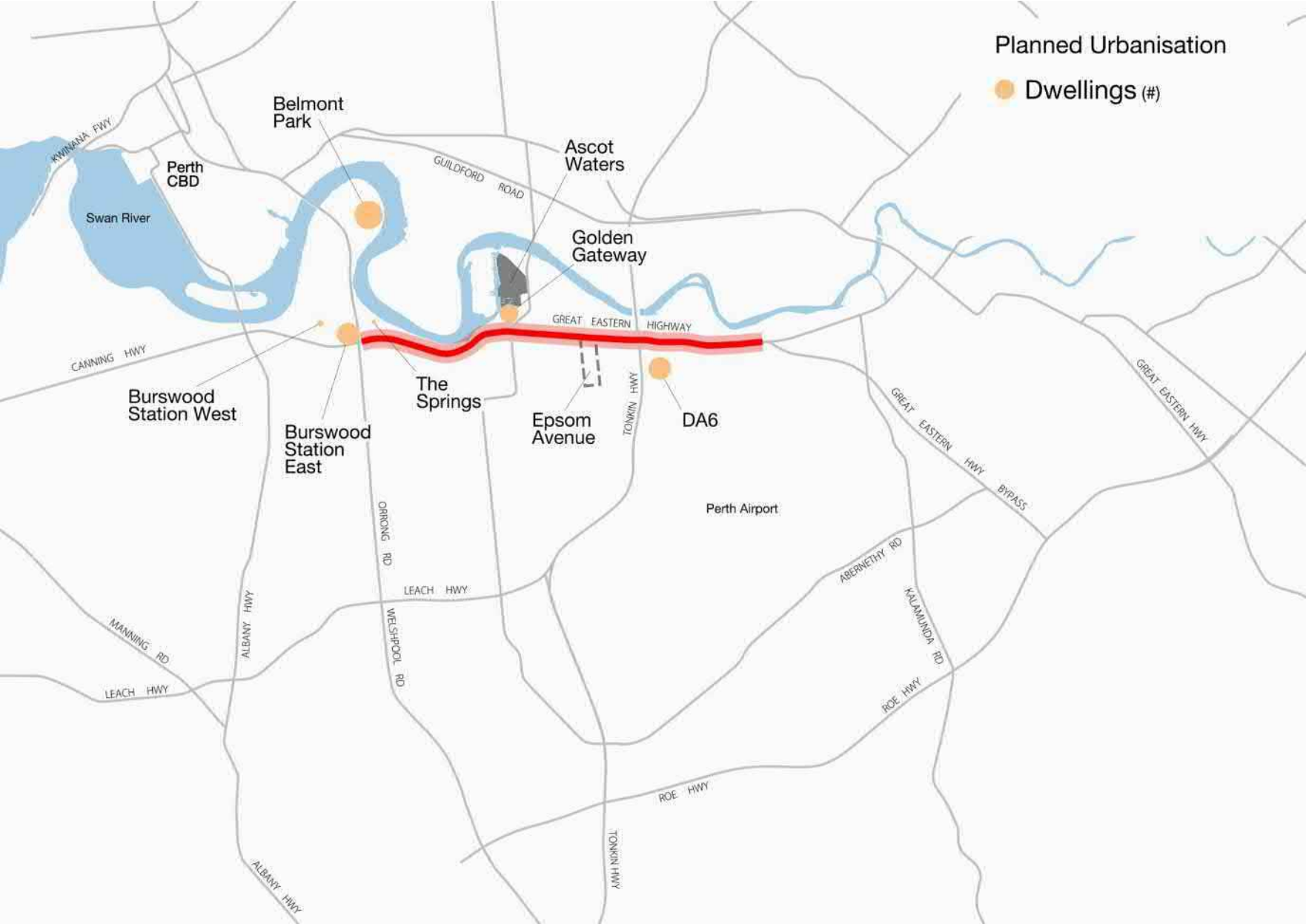


Role of Corridor

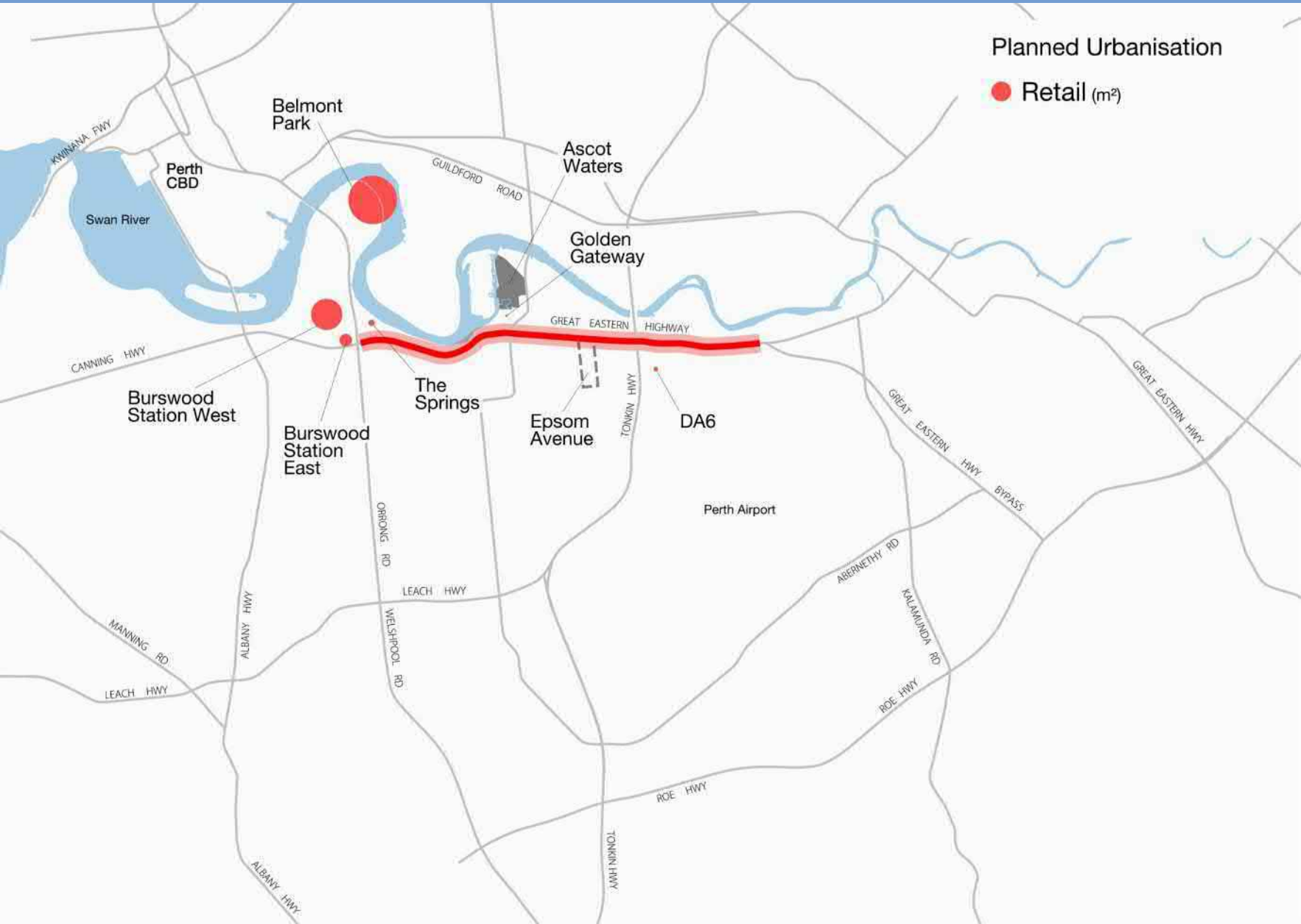
Case Study – Paris
(~69,000vpd, 60m)



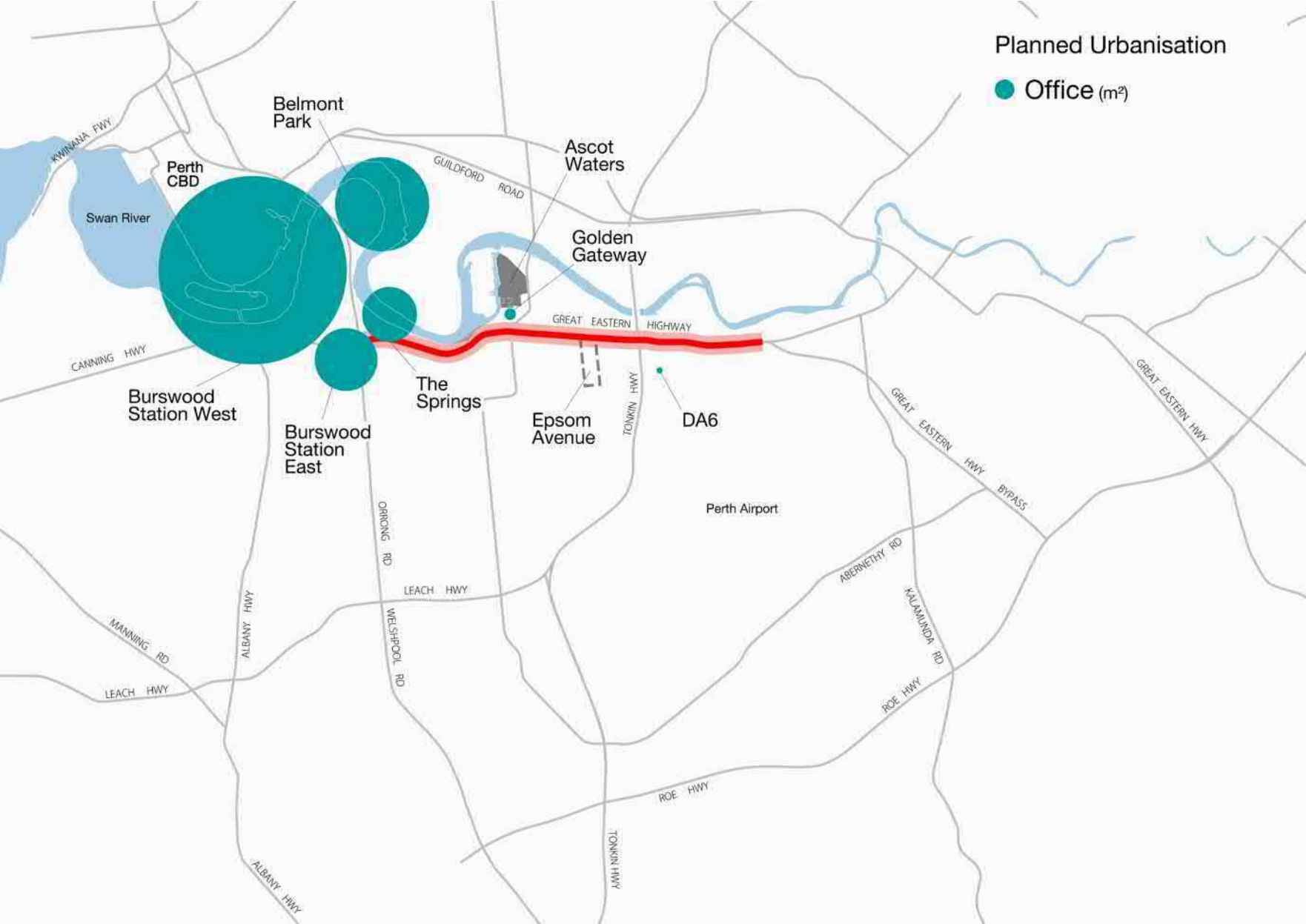
Urbanisation



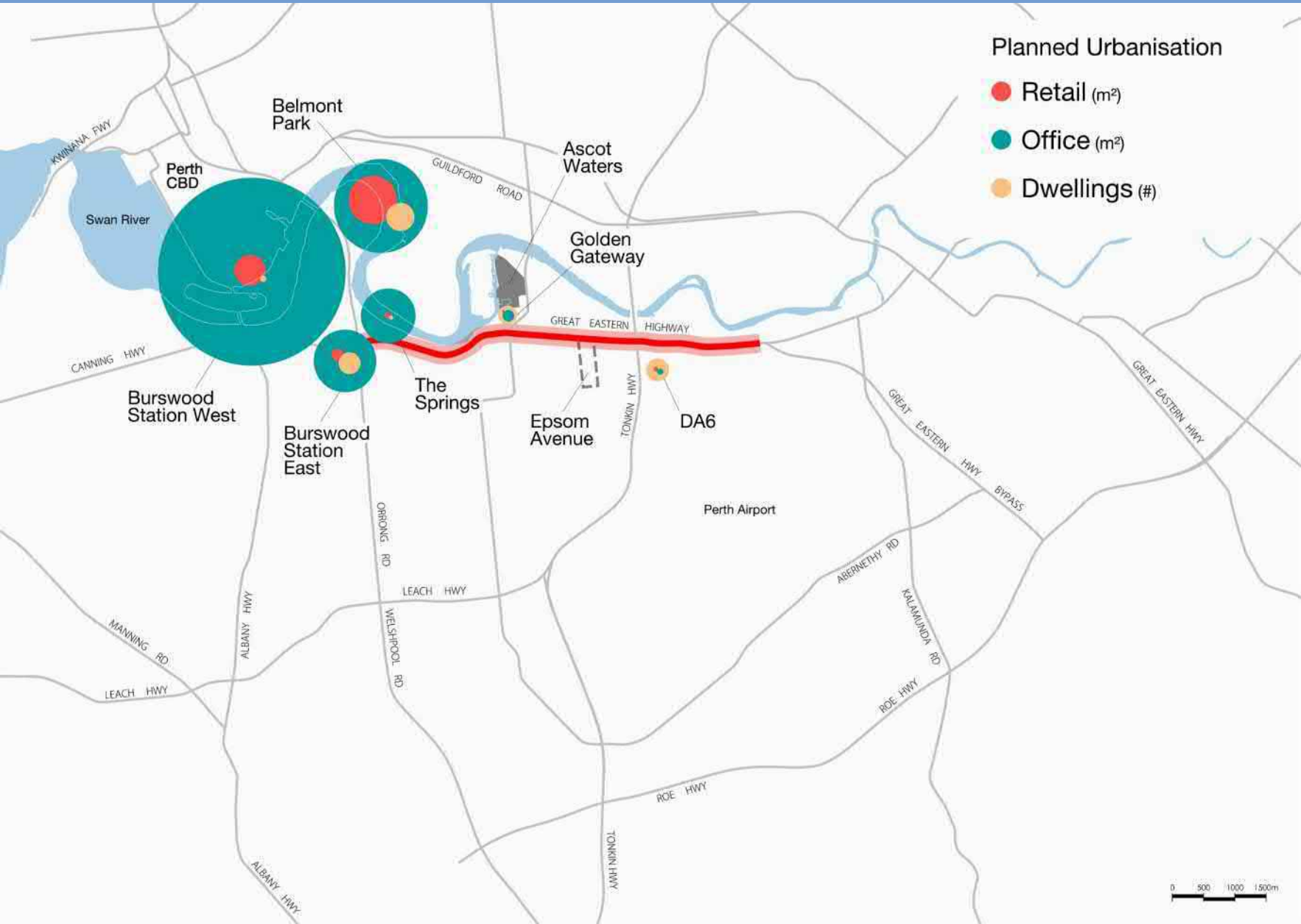
Urbanisation



Urbanisation



Urbanisation

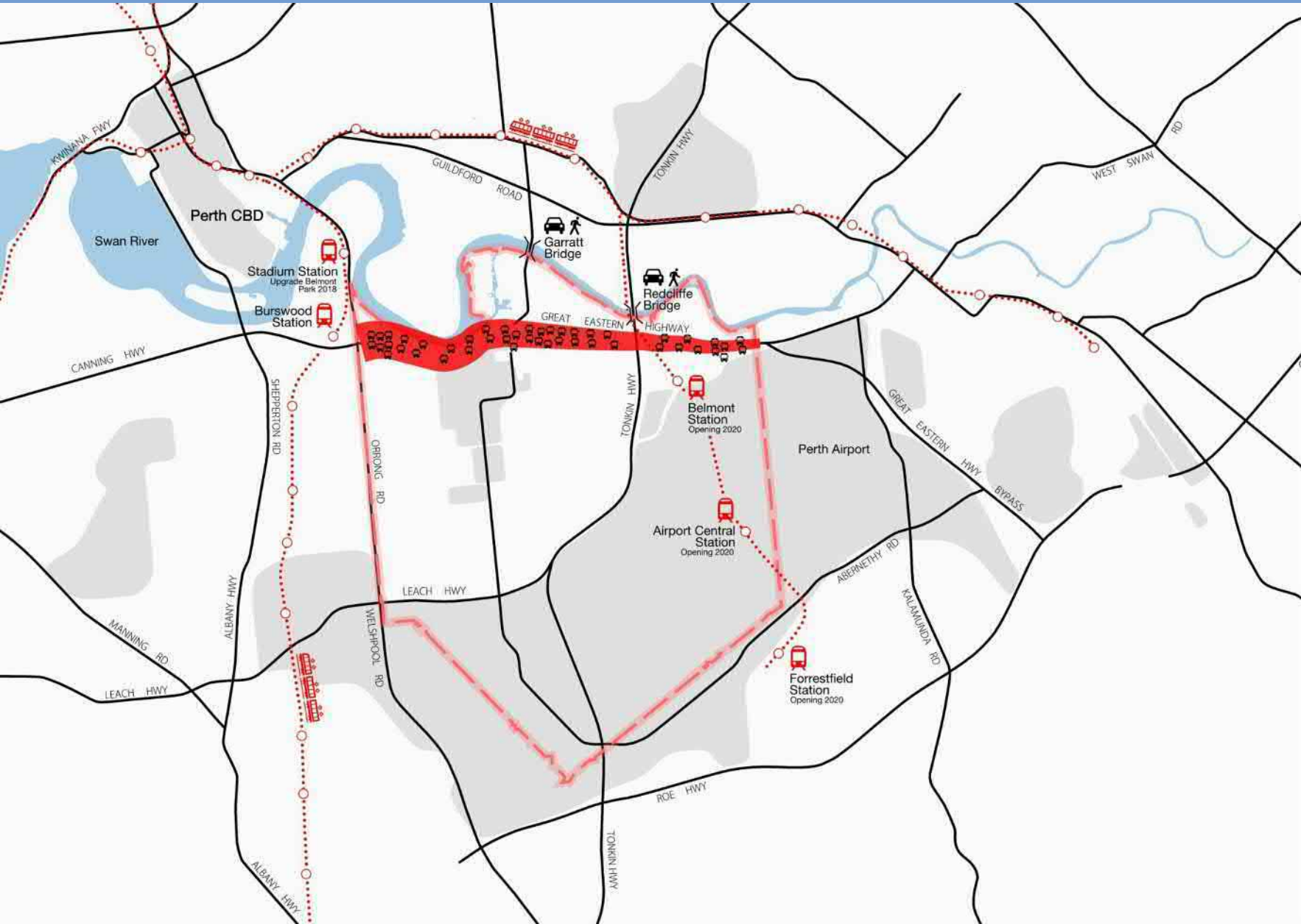


Planned Urbanisation

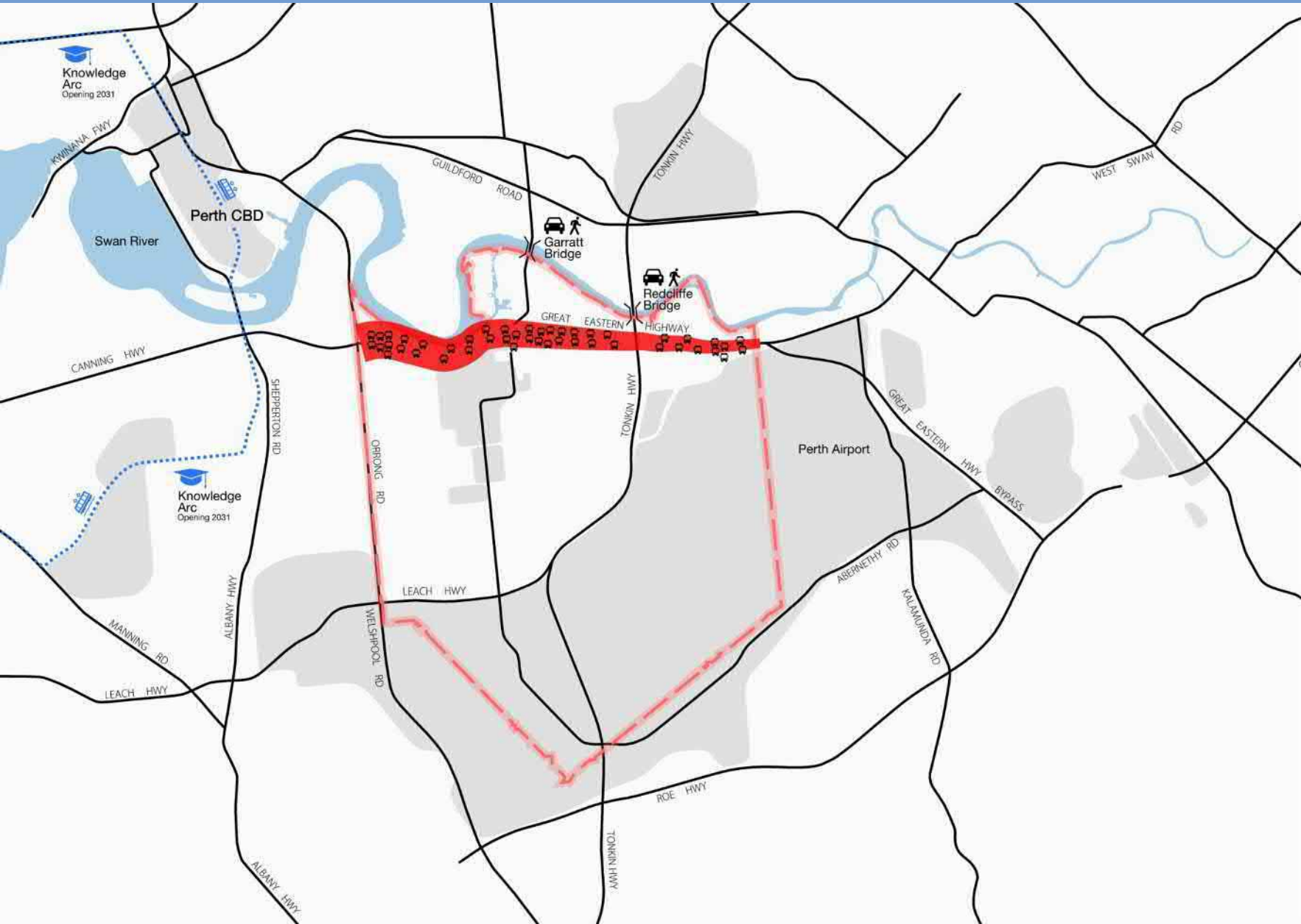
- Retail (m²)
- Office (m²)
- Dwellings (#)



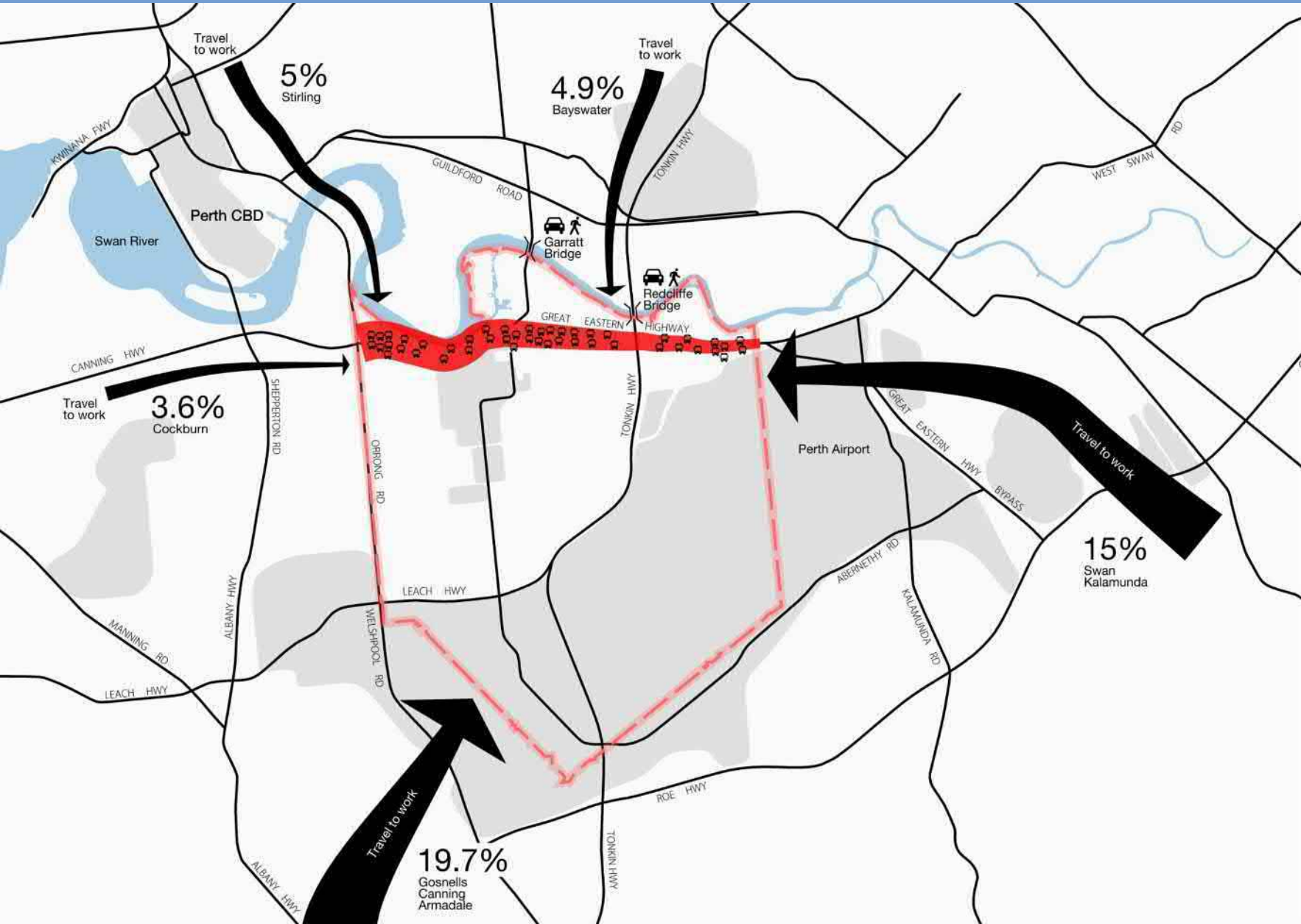
Infrastructure – Railway



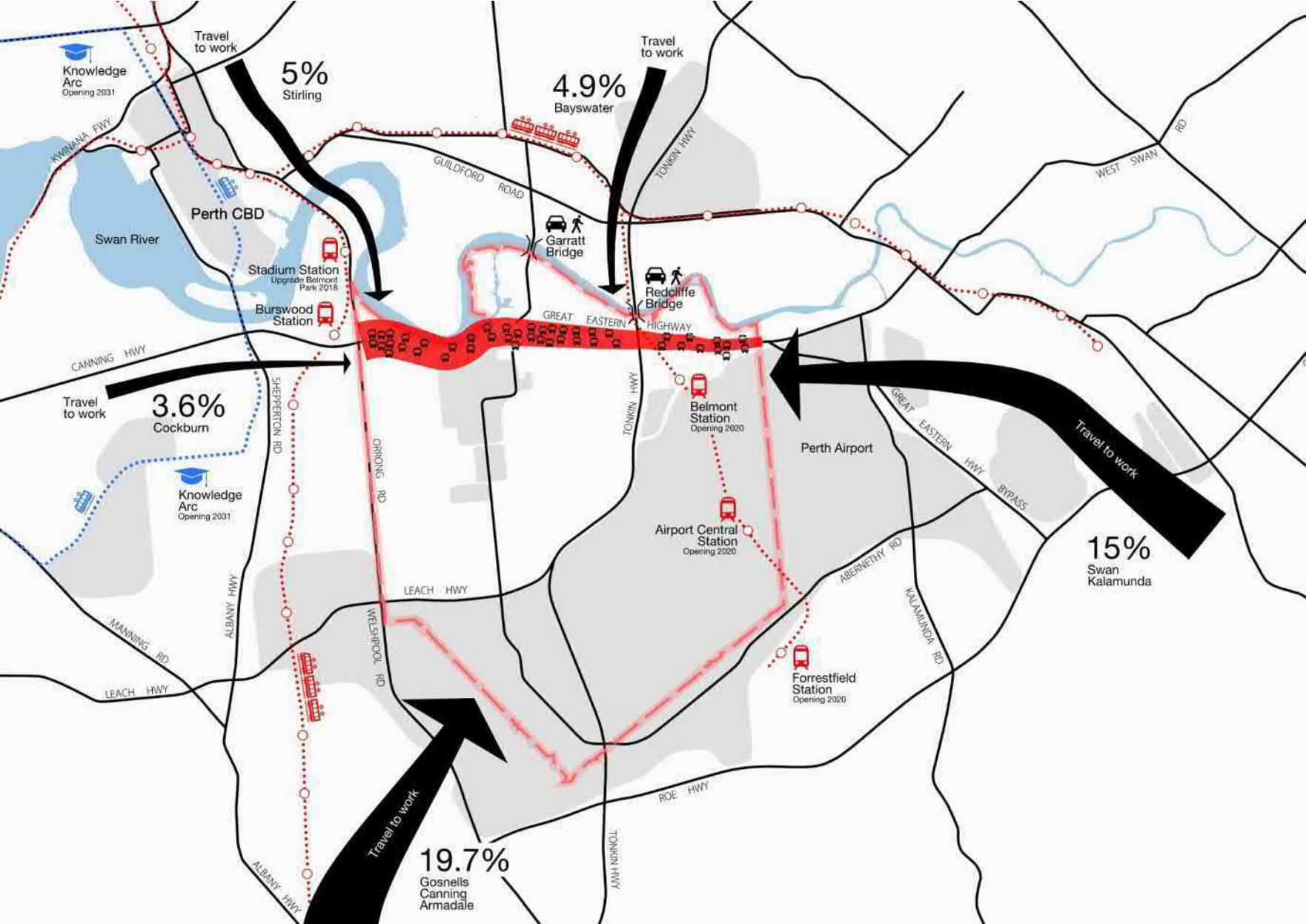
Infrastructure – Light Rail



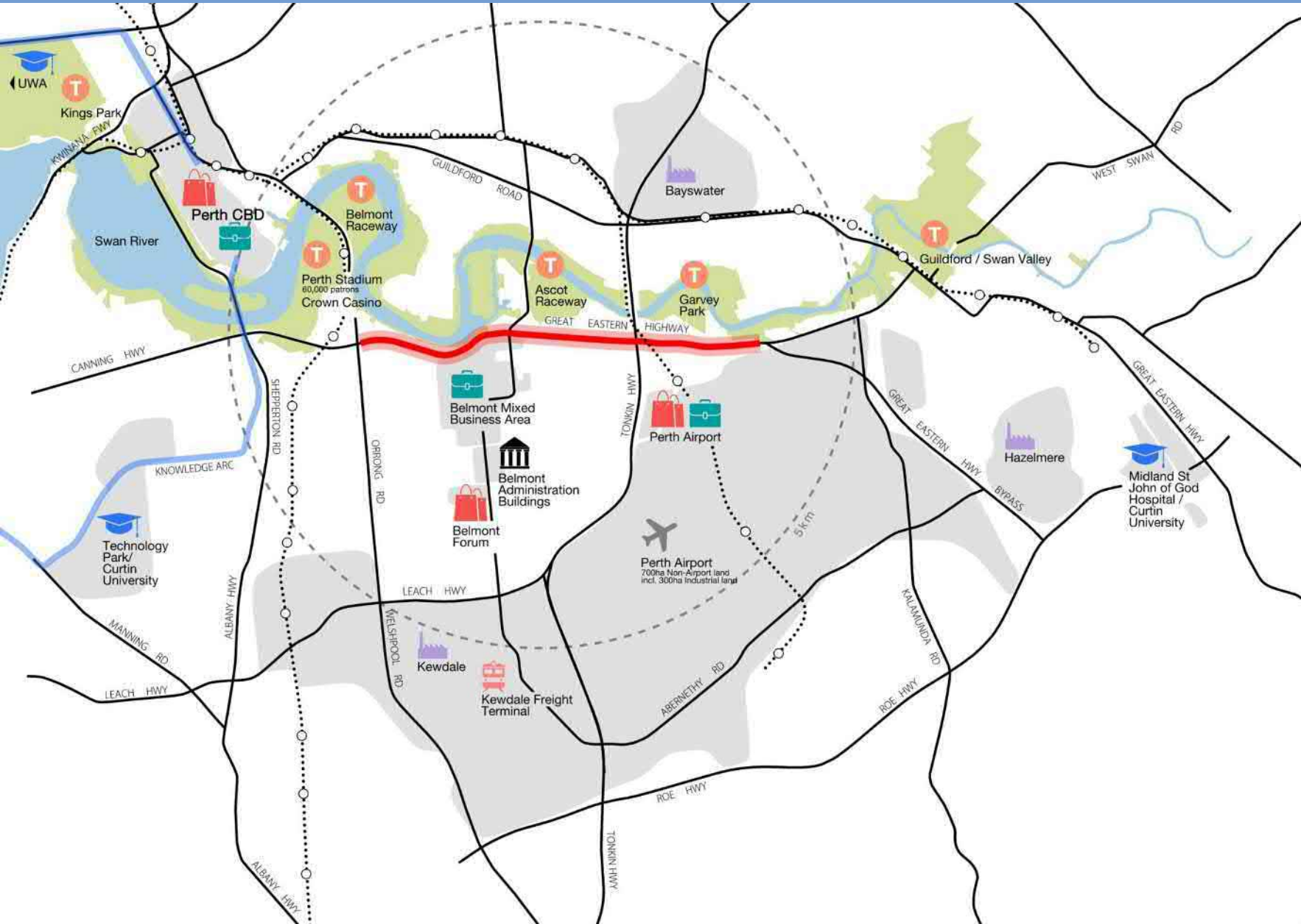
Infrastructure - Traffic



Infrastructure



Knowledge/Economy



Corridor Precinct Themes

1. Tourism

Tourism / Accommodation
 High Density Residential
 Great Eastern Highway
 Promenade and Riverwalk

2. Belmont City Centre (North)

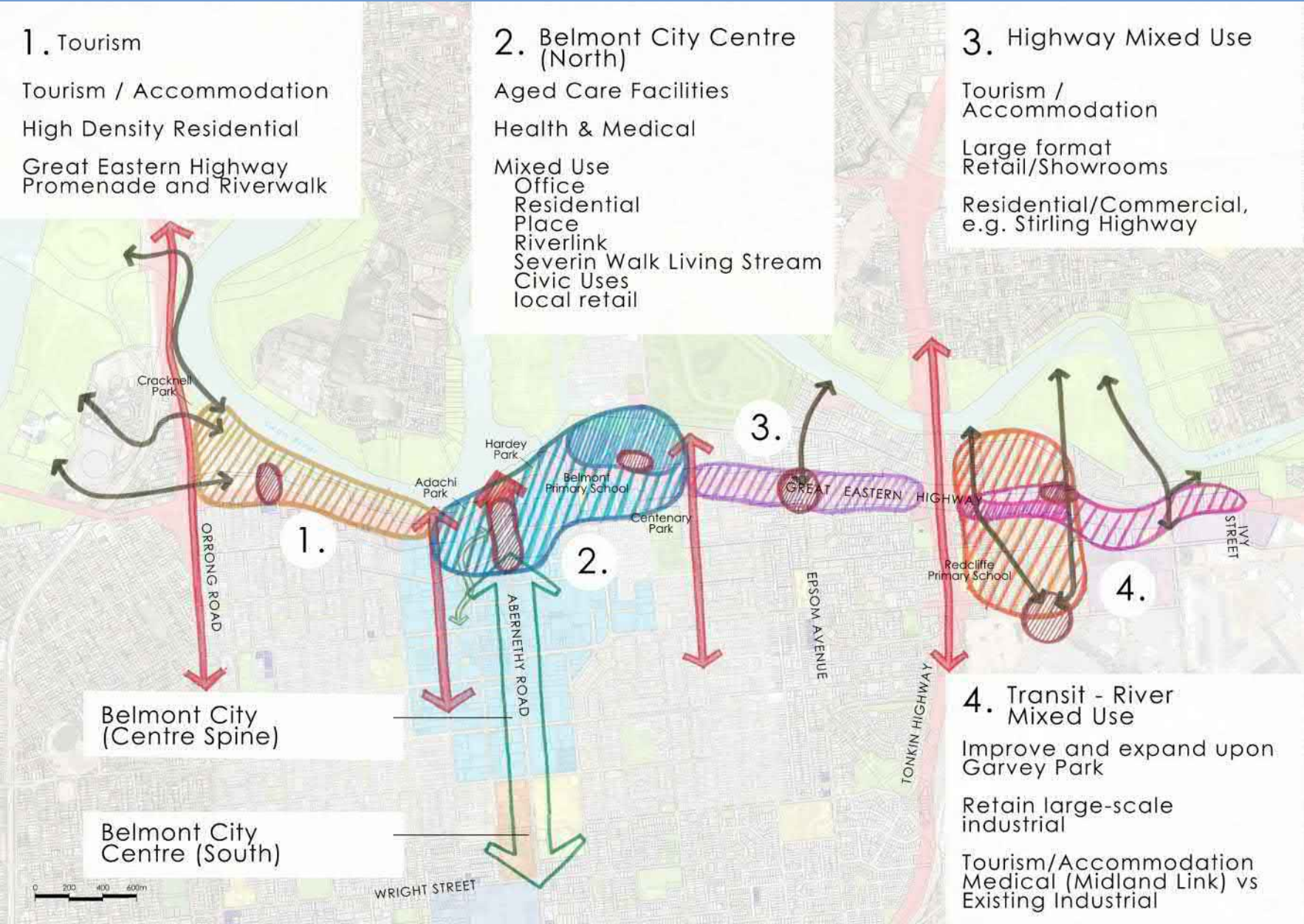
Aged Care Facilities
 Health & Medical
 Mixed Use
 Office
 Residential
 Place
 Riverlink
 Severin Walk Living Stream
 Civic Uses
 local retail

3. Highway Mixed Use

Tourism / Accommodation
 Large format Retail/Showrooms
 Residential/Commercial, e.g. Stirling Highway

4. Transit - River Mixed Use

Improve and expand upon Garvey Park
 Retain large-scale industrial
 Tourism/Accommodation
 Medical (Midland Link) vs Existing Industrial



Belmont City
 (Centre Spine)

Belmont City
 Centre (South)

Exercise 1 – Vision and Design Principles

- Overview of Design Principles

- Values Analysis

- Design Principles

Please indicate your support of the draft design principles

- Vision / Themes

“The Great Eastern Highway Corridor is...”

For example, the DA6 Vision is:

“to create an Urban Village in a Landscaped Setting”

- Feedback

Draft Design Principles

Draft Public Realm Principles

- ▶ Improve built form outcomes along Great Eastern Highway
- ▶ Improve public amenity and streetscape along Great Eastern Highway
- ▶ Well integrated public transport into future development framework
- ▶ Ensure appropriate extent and scale for transitioning of land use and development intensity from Great Eastern Highway to surrounding residential uses.
- ▶ Enhance and create a sense of place/community
- ▶ Provide a diversity of green spaces for passive recreation
- ▶ Promote local mixed use nodes supporting an intensity of land uses
- ▶ Foster land use intensity and redevelopment that can take advantage of proximity to key Public Open Space areas and linkages including the Swan River.

Draft Movement and Access Principles

- ▶ Support dedicated public transport lanes along the Corridor
- ▶ Ensure safe access and movement through the Precinct for cyclists
- ▶ Ensure safe access and movement through the Precinct for pedestrians
 - High quality pedestrian environment
 - Safe crossing points
- ▶ Effectively manage vehicular traffic flow along Great Eastern Highway and side streets, acknowledging the highway is a major artery that acts as a strategic trade route and gateway linking Perth Airport through to the city centre
- ▶ Promote parking for mixed use, mixed business and residential development (along Great Eastern Highway) to be at the rear of the development
- ▶ Promote access to mixed use, mixed business and residential development (along Great Eastern Highway) to be via secondary streets or laneways (Main Roads WA Strategic Access Plan requirement)

Draft Design Principles

Draft Land Use Principles

- ▶ Enhance the growth of mixed uses at mixed-use nodes to improve local convenience, amenity, sense of community and local employment
- ▶ Provide residential densities and permissible land uses that have regard for the amenity of existing residents.
- ▶ Facilitate residential development that responds to the amenity of mixed-use nodes and public transport.
- ▶ Widen the range of accommodation choice and dwelling diversity

Draft Built Form Principles

- ▶ The height and scale of new buildings should have an appropriate relationship with existing built fabric.
- ▶ Allow appropriate built form height to take advantage of views towards the river
- ▶ Consider transition of building height and scale from the corridor to lower density residential areas, addressing:
 - Dwelling diversity
 - Residential amenity;
 - Overshadowing streetscape;
 - Streetscape; and
 - Privacy
- ▶ Provide architectural qualities that contribute to the attractiveness of the Precinct.
- ▶ Minimise the visual impact of surface parking on public domain amenity.
- ▶ Built Form to create a well-defined and appealing public domain and positive ground-level experience, particularly for pedestrians and ameliorate the traffic dominated nature of the road.

Exercise 1 – Values Analysis

- What assets do we value in our local area?
 - Characteristics
 - Facilities
 - Clubs and meeting places
 - Events
- What do we want to enhance or improve?

Exercise 1 – Design Principles

Please indicate your support of the draft design principles

Exercise 1 – Vision / Theme

- **Vision / Themes**

“The Great Eastern Highway Corridor is...”

For example, the DA6 Vision is:

“to create an Urban Village in a Landscaped Setting”

Exercise 1 – Feedback

Lets discuss your feedback on exercise 1

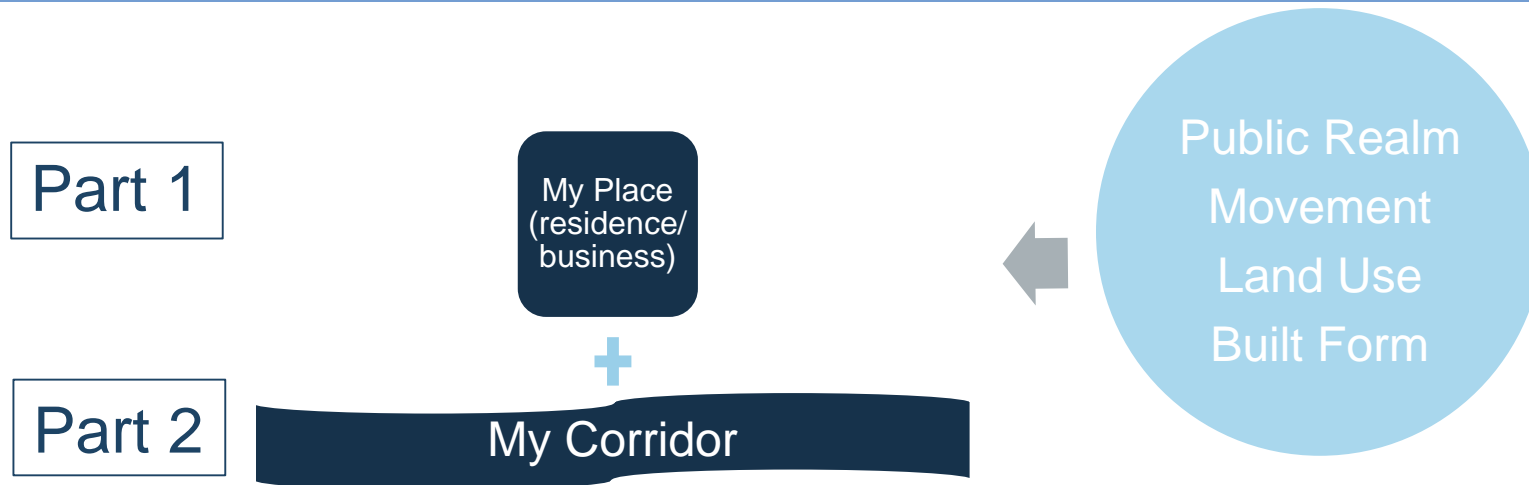
Break time

Exercise 2 starting in 10 minutes

Exercise 2 – Design Scenarios

- Explanation
- My Place
- My Corridor
- Feedback

Exercise 2 – Design Scenarios



- Types of homes/businesses
- Location of homes/businesses (nodes)
- Building heights
- Building interface
- Parking
- Trees
- Pedestrian, cyclist and public transport facilities

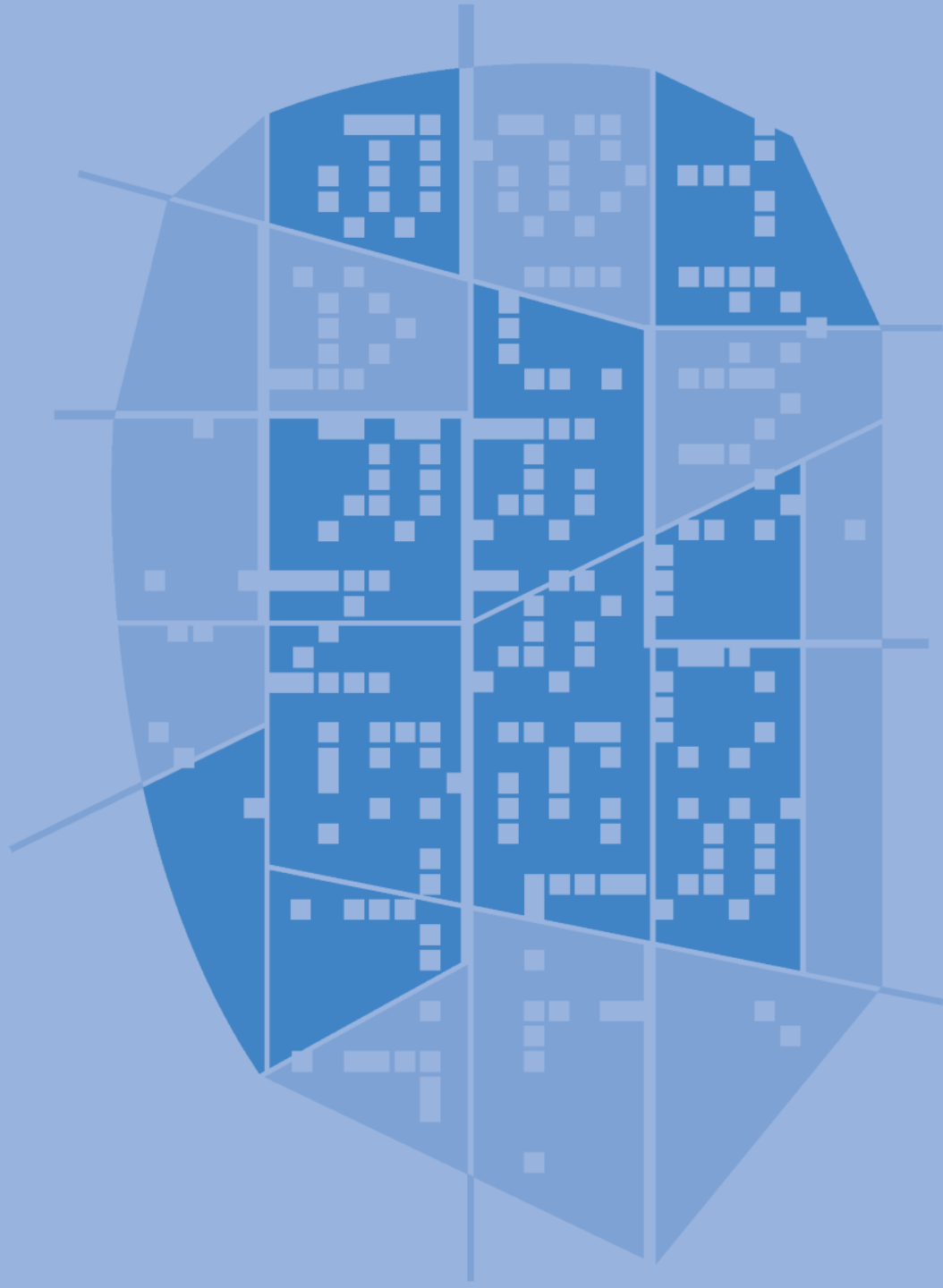
Exercise 2 – Feedback

Lets discuss your feedback on exercise 2

Next steps from here?

- Collation and analysis of responses
- Workshop Outcomes Report
- Preparation of draft Strategy
- Presentation of draft Strategy to community in March 2018





**Taylor
Burrell
Barnett**

Town Planning & Design