



Ordinary Council Meeting

Agenda

22 October 2024



City of
Belmont

Notice of Meeting

An **Ordinary Council Meeting** will be held in the Council Chamber of the **City of Belmont Civic Centre**, 215 Wright Street, Cloverdale, on **Tuesday 22 October 2024**, commencing at 6.30pm.

John Christie
Chief Executive Officer

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CITY OF BELMONT

Ordinary Council Meeting

Agenda

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Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested. For further information please contact the Community Development team on (08) 9477 7219. For language assistance please contact TIS (Translating and Interpreting Service) on 131 450.

**Councillors are reminded to retain any
confidential papers for discussion with the minutes.**

1 Official Opening

The Presiding Member will read aloud the Acknowledgement of Country.

Acknowledgement of Country

Before I begin, I would like to acknowledge the Whadjuk Noongar people as the Traditional Owners of this land and pay my respects to Elders past, present and emerging.

I further acknowledge their cultural heritage, beliefs, connection and relationship with this land which continues today.

The Presiding Member will cause the Affirmation of Civic Duty and Responsibility to be read aloud by a Councillor.

Affirmation of Civic Duty and Responsibility

I make this affirmation in good faith and declare that I will duly, faithfully, honestly, and with integrity fulfil the duties of my office for all the people in the City of Belmont according to the best of my judgement and ability.

I will observe the City's Code of Conduct and Standing Orders to ensure efficient, effective and orderly decision making within this forum.

2 Apologies and leave of absence

Cr J Powell (leave of absence)

South Ward

3 Declarations of interest that might cause a conflict

Councillors/Staff are reminded of the requirements of s5.65 of the *Local Government Act 1995 (WA)*, to disclose any interest during the meeting when the matter is discussed, and also of the requirement to disclose an interest affecting impartiality under the City's Code of Conduct for Council Members, Committee Members and Candidates and the Code of Conduct for Employees.

3.1 Financial Interests

A declaration under this section requires that the nature of the interest must be disclosed. Consequently, a member who has made a declaration must not preside, participate in, or be present during any discussion or decision-making procedure relating to the matter the subject of the declaration.

Other members may allow participation of the declarant if the member further discloses the extent of the interest and the other members decide that the interest is trivial or insignificant or is common to a significant number of electors or ratepayers.

Name	Item No and Title	Nature of Interest (and extent, where appropriate)

3.2 Disclosure of interest that may affect impartiality

Councillors and staff are required (Code of Conduct), in addition to declaring any financial interest, to declare any interest that might cause a conflict. The member/employee is also encouraged to disclose the nature of the interest. The member/employee must consider the nature and extent of the interest and whether it will affect their impartiality. If the member/employee declares that their impartiality will not be affected then they may participate in the decision-making process.

Name	Item No and Title	Nature of Interest (and extent, where appropriate)

4 Announcements by the Presiding Member (without discussion) and declarations by Members

4.1 Announcements

4.2 Disclaimer

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4.3 Declarations by Members who have not given due consideration to all matters contained in the business papers presently before the meeting

5 Public question time

5.1 Responses to questions taken on notice

5.1.1 Ms L Hollands on behalf of Belmont Resident and Ratepayer Action Group, Redcliffe'

The following questions were taken on notice at the 24 September 2024 Ordinary Council Meeting. Ms Hollands was provided with a response on 8 October 2024. The response from the City is recorded accordingly:

1. Which of the three subclauses in clause 5.23(e) applied to the Confidential Attachment for the Golden Gateway item at the 27 August 2024 Ordinary Council Meeting?
 - i. Did this confidentiality clause have anything to do with the financial gain of developers?

Response

The attachment was confidential under the provisions of Clause 5.23(2)(e)(iii) of the *Local Government Act 1995 (WA)*.

The contents of the document are confidential and cannot be disclosed.

2. The City's response to my question at the 27 August 2024 Ordinary Council Meeting in relation to LGBTQIA+ books and the breakdown of how many are borrowed from the Library was that "it is the CEO's opinion that retrieving this information would divert a substantial and unreasonable portion of the City's resources away from its other functions". Given the library content is largely electronic, it is unlikely to take up an unreasonable amount of Officer time to produce this break down. How do I get this information?

Response

The information is not ordinarily compiled and is not available.

3. How many properties in the Belmont area are rates exempt?
 - i. Could I have a breakdown on numbers as to whether these are residential or commercial, and,
 - ii. How much does this cost the ratepayer subsidising these exemptions?

Response

The number of rates exempt properties is 169.

- i. **117 Residential, 38 Commercial, 2 Industrial, 11 Educational and one Fire station.**
- ii. **Total exemptions result in a loss of revenue of \$920,843.**

5.1.2 Ms L Hollands, Redcliffe

The following questions were taken on notice at the 24 September 2024 Ordinary Council Meeting. Ms Hollands was provided with a response on 10 October 2024. The response from the City is recorded accordingly:

1. How many current dwellings do we have in Belmont, and,
 - i. how many have been delivered to date since 2021, given 6,100 more need to be delivered by 2031?

Response

The City tracks the total number of dwellings with each five-year census release. As of the 2021 census, the City of Belmont has 20,327 dwellings. The last census was 2021, with the next scheduled for 2026. The number of additional dwellings will be known after the next census in 2026.

2. Previous formats of Council Minutes and Agendas from 2–3 years ago provided a paperclip function which opened attachments via the attachment details list. For what reason has this been changed, and,
 - i. will Council consider going back to this format?

Response

The City publishes its Agendas and Minutes digitally online in a manner consistent with current local government digital publishing practices.

- i. **No.**

5.1.3 Ms S Cotton, Ascot

The following question was taken on notice at the 24 September 2024 Ordinary Council Meeting. Ms Cotton was provided with a response on 10 October 2024. The response from the City is recorded accordingly:

2. Do we have a score today as compared to 5 years ago for the City for infill targets?
 - i. How does this compare to what the City's goal is?

Response

The City tracks the total number of dwellings with each five-year census release. The last census was 2021, with the next scheduled for 2026. The number of additional dwellings will be known after the next census in 2026.

The State's Perth and Peel @3.5million document sets minimum housing targets for each local government within the Perth and Peel region.

5.1.4 Mr J Harris, Cloverdale

The following question was taken on notice at the 24 September 2024 Ordinary Council Meeting. Mr Harris was provided with a response on 10 October 2024. The response from the City is recorded accordingly:

1. The City's 'Belmont on the Move' strategy states the top priority in managing the City's parking is to create a holistic city-wide parking strategy. Why have we neglected the holistic approach to parking and instead chosen instead a piecemeal approach to parking in the City?

Response

The City has adopted a targeted approach to managing parking by focusing on key centres and areas where development is advancing. This approach aligns our efforts with the pace of development, or where emerging needs are identified.

For example, parking monitoring and time-restricted bays have already been implemented in the Faulkner Civic Precinct and Epsom Avenue to ensure bay availability and turnover. As part of this ongoing approach, with the development at The Springs nearing completion, the City is now advancing plans to further manage parking in that area.

The focus on key areas aligns with the broader intent of the 'Belmont on the Move' strategy.

5.1.5 Mr A Gibb, Ascot

The following questions were taken on notice at the 24 September 2024 Ordinary Council Meeting. Mr Gibb was provided with a response on 10 October 2024. The response from the City is recorded accordingly:

1. What is Council doing about the problem of getting on and off Great Eastern Highway from Tonkin Highway?

Response

The interchange of Great Eastern Highway (GEH) and Tonkin Highway is infrastructure under the care, control and operation of Main Roads WA.

The GEH and Tonkin Highway interchange has recently been upgraded with high standard, free flowing ramps for north and southbound movements from GEH onto Tonkin Highway, except for right turns from the Perth Hills direction, under traffic signal control.

2. Is there an actual or desired percentage of private versus public ownership of new developments within the Golden Gateway Local Structure Plan?

Response

The draft Golden Gateway Local Structure Plan does not specify a percentage of private versus public ownership of new developments.

5.1.6 Mr H Nebel, Ascot

The following question was taken on notice at the 24 September 2024 Ordinary Council Meeting. Mr Nebel was provided with a response on 10 October 2024. The response from the City is recorded accordingly:

1. For the Golden Gateway Local Structure Plan, what percentage of the development is allocated towards affordable social housing?

Response

The draft Golden Gateway Local Structure Plan does not specify percentages of affordable or social housing.

5.1.7 Ms A Cepeda, Ascot

The following questions were taken on notice at the 24 September 2024 Ordinary Council Meeting. Ms Cepeda was provided with a response on 10 October 2024. The response from the City is recorded accordingly:

2. The Belmont Activity Centre Planning Strategy Part One states a population growth between the years 2021-2041 of 1,890 people in Ascot. Why is the City aiming for 4,082 new people under the Golden Gateway Local Structure Plan?

Response

The figure of 1,890 people in the Activity Centre Planning Strategy is an estimated population forecast for the suburb of Ascot between 2021 and 2041, not a target.

The draft Golden Gateway Local Structure Plan aims to guide the precinct's long-term development, which is expected to extend beyond 2041.

3. Why are there discrepancies between the new Draft Golden Gateway Local Structure Plan of 10 to 15 storey buildings, and the Belmont Activity Centre Planning Strategy for the Golden Gateway which referred to 6 to 9 storey buildings?

Response

The Activity Centre Planning Strategy was adopted in February 2024 and refers to Council's 23 June 2020 resolution on the draft Golden Gateway Structure Plan.

Action 1.4 of the Activity Centre Planning Strategy relates to the zones and densities of the draft Golden Gateway Structure Plan being implemented through the Local Planning Scheme.

5.1.8 Mr R Angel, Ascot

The following questions were taken on notice at the 24 September 2024 Ordinary Council Meeting. Mr Angel was provided with a response on 10 October 2024. The response from the City is recorded accordingly:

1. The usual requirement of 10% of Public Open Space (POS) as set out in the Western Australian Planning Commission Residential Areas and Liveable Neighbourhoods documents referenced in page 650 of the Council Agenda for 27 August 2024 Ordinary Council meeting is not being called for in the Golden Gateway Local Structure Plan. Can I have an explanation as to why this is not included?

Response

The criteria for public open space provision are defined by the Western Australian Planning Commission's Development Control Policy 2.3 and Liveable Neighbourhoods. In mixed-use precincts like Golden Gateway, there is no mandated minimum requirement for public open space.

Opportunities for public open space have been considered, and there are options in relation to the Belmont Trust Land, the Ascot Kilns site, and areas within private developments.

4. With the additional high rise and development in the area, has there been discussion between the City and the State Government in relation to schools and availability for incoming families and students?

Response

The draft Structure Plan has been referred to the Department of Education for comment.

5.1.9 Mr M Cardozo on behalf of Belmont East Ward Connect, Redcliffe

The following question was taken on notice at the 24 September 2024 Ordinary Council Meeting. Mr Cardozo was provided with a response on 10 October 2024. The response from the City is recorded accordingly:

1. At the June 2023 Ordinary Council Meeting, the community requested feedback from the questionnaire relating to a \$350,000 allocation of ratepayer funds for addressing rat running on Moreing Street, where the questionnaire was publicly funded by ratepayers. The City's response to this request was "the City has recently revised its processes relating to community consultation and public disclosure. The City cannot provide information on Moreing Street as the respondents were not informed that their submissions could be made publicly available." No such disclosure was provided for the Redcliffe Traffic Study questionnaire, yet its' 336 respondents feedback will be published. There doesn't seem to be an expressed disclosure in the public questionnaire. Can the City provide the reference to the disclosure that advises residents any comments will be made public?

Response

The City used the Belmont Connect engagement platform for community consultation for the Redcliffe Area Traffic Study. The Privacy Policy on this website outlines how information is collected, used, and published. More information can be found here:

<https://connect.belmont.wa.gov.au/privacy-policy>

5.1.10 Mr M Russell, Cloverdale

The following question was taken on notice at the 24 September 2024 Ordinary Council Meeting. Mr Russell was provided with a response on 9 October 2024. The response from the City is recorded accordingly:

2. Could the City make publicly available its workforce plan?

Response

The City's Workforce Plan is an operational internal document that is in place to ensure the City meets the requirements of the outcomes of the Strategic Community Plan 2020-2040 and Corporate Business Plan 2022-2026. As this is an internal operational document, it is reserved for internal use only.

5.2 Questions from members of the public

6 Confirmation of Minutes/receipt of Matrix

6.1 Matrix for the Agenda Briefing Forum held 15 October 2024

Officer Recommendation

That the Matrix of the Agenda Briefing Forum held on 15 October 2024, as printed and circulated to all Elected Members, be received and noted.

6.2 Ordinary Council Meeting held 24 September 2024

Officer Recommendation

That the Minutes of the Ordinary Council Meeting held on 24 September 2024, as printed and circulated to all Elected Members, be confirmed as a true and accurate record.

7 Questions by Members on which due notice has been given (without discussion)

8 Questions by members without notice

8.1 Responses to questions taken on notice

8.2 Questions by members without notice

9 New business of an urgent nature approved by the person presiding or by decision

10 Business adjourned from a previous meeting

11 Reports of committees

Nil.

12 Reports of administration

12.1 First Nations Strategy

Voting Requirement	:	Simple Majority
Subject Index	:	84/014 First Nations Strategy
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	24 April 2024 Ordinary Council Meeting Item 12.4
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Development and Communities

Council role

Executive The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

For Council to consider endorsement of the Koort Karnajil Mya (Heart Truth Voice) First Nations Strategy, as provided in Attachment 12.1.1.

Summary and key issues

- At the 24 April 2024 Ordinary Council Meeting (OCM), Council endorsed the draft First Nations Strategy (FNS) for the purpose of advertising for public comment.
- Community and stakeholder engagement included advertising of the draft FNS by radio, print and social media, as well as presenting the draft to a range of stakeholders both in-person and online between 30 May 2024 and 27 June 2024.
- Sixteen submissions were received with three stating general support and thirteen unsupportive. The unsupportive feedback can be categorised into five themes:
 - Conflation of the FNS with the 2023 Referendum.
 - Questioning if the draft FNS demonstrates value for money and if it is in the best interest of ratepayers.

- Suggested links between youth disengagement, public housing, anti-social behaviour and community safety and how these should be prioritised and addressed by the FNS.
- Questions around the role and responsibilities of the Aboriginal Advisory Group and other First Nations leaders to address challenges.
- Concerns that the draft FNS may duplicate programs that are the responsibilities of State and Federal governments.
- Two edits are recommended to the FNS:
 - Editing a reference to “our Aboriginal Advisory Group” to “the City’s Aboriginal Advisory Group”
 - Updating references to the Strategic Community Plan 2020–2040 to reflect the City’s new Strategic Community Plan 2024-2034.

Officer Recommendation

That Council endorses the Koort Karnajil Mya (Heart Truth Voice) First Nations Strategy (Attachment 12.1.1).

Location

Not applicable.

Consultation

At the 24 April 2024 OCM, Council endorsed the draft FNS to be advertised for public comment for a minimum of 28 days. Public consultation was undertaken between 30 May 2024 and 27 June 2024 via Belmont Connect and promoted through the following channels:

- Noongar Radio
- Koori News
- PerthNow Southern
- City of Belmont website
- City of Belmont social media posts (Facebook, LinkedIn)
- City of Belmont BeNews

- Direct phone calls and emails to key stakeholders including Jacaranda Community Centre; Kinship Connections; Thirilli; Aboriginal Family Legal Services; Sister Kates Home Kids Aboriginal Association; Consumers of Mental Health WA; Arche Health

A total of 16 responses were received via Belmont Connect.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: People

Outcome: 1. A safe, healthy community.

Objective: 1.2 Facilitate community health and wellbeing.

Outcome: 2. A strong sense of pride, belonging and creativity.

Objective: 2.1 Respect, protect and celebrate our shared living histories, heritage, and cultural diversity.

Objective: 2.2 Increase recognition and respect for local First Nations peoples, place and stories.

Outcome: 3. People of all ages and abilities feel connected and supported.

Key Performance Area: Performance

Outcome: 11. A happy, well-informed and engaged community.

Objective: 11.1 Effectively inform and engage the community about local services, events and City matters.

Policy implications

There are no policy implications associated with this report.

Statutory environment

There are no specific statutory requirements in respect to this matter.

Background

The City's new Strategic Community Plan 2024-2034 directs the City's efforts around cultural diversity, and First Nations people specifically, under "Outcome 2: A strong sense of pride, belonging and creativity", which details the following key Objectives:

- "2.1 Respect, protect and celebrate our shared living histories, heritage and cultural diversity.
- 2.2 Increase recognition and respect for local First Nations peoples, places and stories."

The Corporate Business Plan for 2022-2026 identified the development of a FNS as a priority action to build on the previously achieved outcomes of the City's Reconciliation Action Plan.

Consultation both internally and with a range of local groups, government, stakeholders, the City's Aboriginal Advisory Group and the broader community was conducted as part of the FNS development. The aim was to identify strengths and opportunities and to capture ideas to inform the development of future activities that can be targeted to support the First Nations community, resulting in the development of the draft FNS. The City undertook a robust co-design process with the First Nations community to develop the draft Strategy.

The draft FNS focuses on four priority areas:

Priority Area 1: Respecting and Celebrating

The City acknowledges the ongoing significance of Whadjuk Noongar and other First Nations peoples' cultures and the importance of increasing the awareness, sustainability and celebration of heritage, language and cultural expression. We recognise and respect that First Nations people are best placed to provide expertise in decision making that affects them.

Priority Area 2: Empowerment, Advocacy and Partnerships

The City will support advocacy efforts and the empowerment of First Nations peoples to lead and self-manage actions in their own interests with an emphasis on collaboration.

Priority Area 3: Capacity Building

The City will pursue opportunities to support building the capacity of individuals and groups to help address persistent and emerging needs, particularly those within the Closing the Gap - Priority Areas and Targets.

Priority Area 4: Cultural Safety

The City will strengthen cultural safety within our organisation and promote its benefits throughout the community through effective protocols, training and leadership.

Report

Individual submission summaries are detailed in FNS Public Comment Response Table (Attachment 12.1.2).

The feedback received included three submissions supporting the draft FNS and thirteen unsupportive submissions.

Matters raised in unsupportive submissions can be summarised into five main themes:

1. Associating the FNS with the 2023 Referendum.

Some submissions viewed the failure of the 2023 Referendum as an indication that the draft FNS is not required. The Referendum related to establishing a federal advisory committee on First Nations matters, and not a rejection of the importance in advancing First Nations interests.

The draft FNS addresses the objectives outlined in the Strategic Community Plan 2024-2034 which is the guiding document formed by the City of Belmont community. It is recommended that no change to the draft FNS is necessary in response to submissions referring to the failure of the 2023 Referendum.

2. Questioning if the draft FNS demonstrates value for money and if it is in the best interest of ratepayers.

Several submissions questioned how the draft FNS demonstrates value-for-money and if it is in the best interest of the ratepayers. It is important to note that in line with the Strategic Community Plan 2024-2034, the City maintains specific strategies for various groups including seniors, people with disability, people from diverse cultural backgrounds, and youth. The draft FNS was developed in alignment with this approach, with no changes to the draft FNS recommended in relation to this feedback.

3. Suggested links between youth disengagement, public housing, anti-social behaviour and community safety and how these should be prioritised and addressed by the FNS.

Several submissions highlighted perceptions of local First Nations people as threats to social cohesion in the areas of anti-social behaviour and

community safety. Areas of particular concern included public housing and youth disengagement.

There is comprehensive research evidencing disproportionate levels of disadvantage in some social issues for some First Nations people, however this is supplemented with comprehensive evidence in the Federal Government's Closing the Gap report that both past and continuing governmental systems and societal norms that reinforce disadvantage need addressing.

The draft FNS presents the City's intended approach to addressing these concerns. The collaborative approach proposed in the draft FNS will be undertaken through mutually beneficial partnerships with Aboriginal Community Controlled Organisations which are aligned with contemporary best practice in this area, in line with current state and federal government strategies.

No changes to the FNS are recommended in response to submissions on this theme.

4. Questions around the role and responsibilities of the Aboriginal Advisory Group and other First Nations leaders to address challenges.

Two submissions questioned the effectiveness of the roles and responsibilities of local First Nations leaders and the City of Belmont Aboriginal Advisory Group. As part of the implementation of the draft FNS, a review of the Aboriginal Advisory Group will take place within the first year of the Strategy's Implementation Plan, as strengthening this group and also empowering local Traditional Owners and First Nations leaders is recognised by the City as a key area of improvement within the Priority Area 2 of the draft FNS. Therefore no changes to the draft FNS are recommended in relation to this feedback.

5. Concerns that the draft FNS may duplicate programs that are the responsibilities of State and Federal governments.

One submission raised a concern about whether the draft FNS would lead to programming that could be seen as duplicating efforts that are the remit of State and Federal governments. In contrast, the draft FNS attempts to complement these programs and provide leadership at the local level in line with the City's Strategic Community Plan 2024-2034. As outlined in submission themes 4 and 5, there is a community expectation that the City will respond appropriately to relevant First Nations matters within its local government area and play an appropriate role in specific matters. As part of the stakeholder engagement and program planning processes, care will be taken in ensuring that specific actions under the Implementation Plan do not

duplicate State and Federal government responsibilities. No changes to the draft FNS are recommended based upon this feedback.

Priority Area 4 in the draft FNS reinforces the leadership role for the City in responding to legitimate challenges faced by the First Nations people. It also reinforces our current efforts to celebrate and increase the awareness of the strengths that our diversity and First Nations heritage bring to the City. As a result, no changes to the draft FNS are recommended from this feedback.

The three supportive submissions provided some constructive suggestions for edits to the FNS, with one minor text change recommended:

On page two the final paragraph text has been updated to replace "...our Aboriginal Advisory Group" with "...the City's Aboriginal Advisory Group":

"We commit to meaningful two-way listening and partnerships with First Nations people, particularly through the City's Aboriginal Advisory Group, to inform the Implementation Plan and detailed project planning and collaborative delivery where possible."

Additionally, minor edits have been made by officers to update reference to the previous Strategic Community Plan 2020 – 2040 to the new Strategic Community Plan 2024 – 2034.

These edits do not introduce substantive changes to the Strategy, so re-advertising is not necessary.

Subject to Council endorsement, the document will be formatted to include pictures, graphics and an introductory 'Mayor's Message' in accordance with the City's branding and style guide, prior to publishing and a launch function.

Financial implications

There are no financial implications evident at this time.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are several positive social implications associated with the FNS which include:

- Ensure that the community has access to the services and facilities it needs;

- Assist in developing community capacity;
- Support community groups;
- Enhance a sense of community and the image of Belmont.

Attachment details

Attachment No and title	
1.	Draft Koort Karnajil Mya (Heart Truth Voice) First Nations Strategy [12.1.1 - 12 pages]
2.	FNS Public Comment Response Table [12.1.2 - 7 pages]



Koort Karnadjil Mya – Heart Truth Voice – First Nations Strategy



Publication date: [00/00/00]

Acknowledgement of Whadjuk Noongar Peoples

The City of Belmont acknowledges the Whadjuk Noongar peoples as the Traditional Owners of this land and we pay our respects to Elders past, present and emerging. We further acknowledge their cultural heritages, beliefs, connection and relationship with the land which continues today. We acknowledge all Aboriginal and Torres Strait Islander peoples living within the City of Belmont.

Mayor's message

[Insert content]

Mayor Robert Rossi

Codesign group's message

The codesign group members have been engaged to codesign the City of Belmont Koort Karnadgil Mya (Heart Truth Voice) First Nations Strategy. The forum provided an opportunity for Aboriginal and/or Torres Strait Islander community members, organisations or businesses to inform, support and codesign a strategy with the City. It is important to note that this group has been engaged for this specific project but does not replace the City's Aboriginal Advisory Group (AAG).

We are developing an authentically codesigned First Nations Strategy, to capture the community's current needs, priorities and future aspirations. For six weeks we have worked to brainstorm and share information on community needs and aspirations for First Nations people in the City of Belmont, resulting in 4 key priority areas for actioning.

As representatives of and direct community members with a diversity of voices, we have undertaken this work following the principles of sharing culture, collaboration, accountability, and partnership. We seek to use our voice to advocate and lobby for change, build relationships together, and develop inclusive and transparent initiatives.

We thank the Council for affording this empowering opportunity and demonstrating national leadership in their codesign approach.

First Nations Strategy Codesign Group

About the Strategy

The City of Belmont Koort Karnadjil Mya First Nations Strategy (the Strategy) reflects the City of Belmont's journey to this point and our learnings with the City's First Nations community.

It outlines the City's commitment to create an inclusive environment in which First Nations cultures are key focus areas. It aims to ensure First Nations people remain at the heart of conversations in all relevant initiatives and programs and that their aspirations, needs, and stories are heard, acknowledged, and prioritised.

This Strategy captures what First Nations people have told the City during engagement activities, whilst also incorporating the extensive community feedback and information captured in the 'National Agreement on Closing The Gap 2020', the WA State Government's 'A Path Forward', the 'Uluru Statement from the Heart', Reconciliation Australia's 'Reconciliation Action Plan' (RAP) core pillars and the City's overarching 2024-2034 Strategic Community Plan. The information from these rich bodies of work and the feedback that informed them has been collected and formulated into four Priority Areas.

The Priority Areas and associated Strategies are elevated at a strategic level to provide a broad focus to developing actions to achieve them, through further consultation with community and stakeholders, particularly First Nations people. This allows us to be flexible in determining specific actions and their timing to best respond to dynamic community opportunities, resourcing, and collaboration potential. City strategies have associated Implementation Plans that capture these dynamic priority actions and are regularly reviewed, informing our annual Corporate Business Plan and Budget.

Strategy Title – Koort Karnadjil Mya (Heart Truth Voice)

In the initial workshops the codesign group identified that it was important for them that the First Nations Strategy had a title that was dual-named with the Noongar language and reflected a vision for a way forward with the City and First Nations peoples.

Koort is the Noongar word for Heart and it represents healing and recovery for First Nations peoples. It is used here to acknowledge the collective trauma experienced by the First Nations community alongside the will to build authentic and inclusive relationships that empower this community through self-determination.

Karnadjil is the Noongar word for Truth and it represents the community working with the City to move forward in a genuine manner to create tangible change based on the concerns and cultural knowledge of First Nations peoples.

Mya is the Noongar word for Voice representing the desire for local First Nations people to work with the City to strengthen and empower the First Nations people of Belmont to be further included and represented.

We commit to meaningful two-way listening and partnerships with First Nations people, particularly through the City's Aboriginal Advisory Group, to inform the Implementation Plan and detailed project planning and collaborative delivery where possible.

Strategic alignment

Koort Karnadjiil Mya – Heart Truth Voice – First Nations Strategy aligns to the City’s Strategic Community Plan 2024–2034.

Key Performance Area: People

Outcome: 1. A safe, healthy community.

Objective: 1.2 Facilitate community health and wellbeing.

Outcome: 2. A strong sense of pride, belonging and creativity.

Objective: 2.1 Respect, protect and celebrate our shared living histories, heritage and cultural diversity.

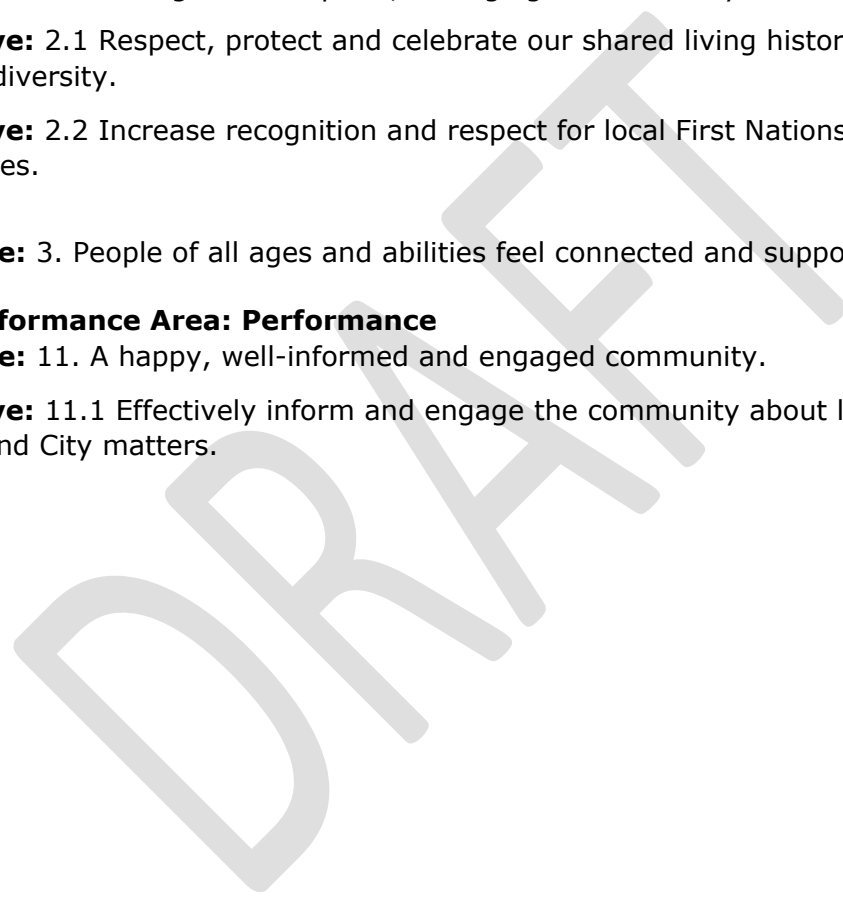
Objective: 2.2 Increase recognition and respect for local First Nations peoples, place and stories.

Outcome: 3. People of all ages and abilities feel connected and supported.

Key Performance Area: Performance

Outcome: 11. A happy, well-informed and engaged community.

Objective: 11.1 Effectively inform and engage the community about local services, events and City matters.



City of Belmont profile

The City of Belmont is a metropolitan Local Government Area situated six kilometers from the Perth CBD. It comprises six suburbs including Ascot, Belmont, Cloverdale, Kewdale, Rivervale, Redcliffe plus the Perth Airport precinct.

Through our role as a Local Government Authority, the City identifies the needs of our diverse community by working in partnership with First Nations people to achieve their full potential through advocacy, building and strengthening partnerships, facilitating culturally appropriate initiatives and ongoing engagement.

The City of Belmont's First Nations local history has been summarised by respected Noongar Elder, Dr Noel Nannup:

Nganya Kallep – My land Goorgyp

Goorgyp is the Whadjuk Noongar word for the Belmont area where the river runs through the land. The name may be derived from goorgeeba, the reeds on the riverbed, or koordjikotji, the reed warbler birds that live in them.

This area was part of a territory held by a family group of Noongar people known as the Beeloo. In 1829, at the time of colonisation, the family was headed by Munday. He is remembered locally through the naming of Munday Swamp, an ancient turtle fishing ground at the edge of Perth Airport.

The Swan River and local waterways such as Tomato Lake were ideal for hunting and fishing. The Wargyl, the creation serpent, was said to have formed the Swan River as he moved towards the sea. The deep part of the river where the banks dropped off sharply was said to be patrolled by the Wargyl, and swimming in that area was forbidden. The original route of Great Eastern Highway was based on traditional Aboriginal Dreaming trails, leading Noongar communities to the coast and the hills.

First Nations people continue to live and work in the City making a valuable contribution to its economy and culture.

At the 2021 Census, there were 42,257 residents living in the City, with 2.7% of the community (1,129 people) living in 549 households identifying as Aboriginal or Torres Strait Islander, higher than the Greater Perth Metropolitan average of 2.0%.

The median age of First Nations community members is 27 years of age with the highest proportion of the community aged 0-24 years (45.7%) and 6.6% of the population being over the age of 65.

Celebrating and respecting the significant First Nations cultures, histories and ongoing contributions to the community of Belmont will remain an ongoing focus for the City.

Analysis of 2021 Census data shows that in the City of Belmont, 46% of First Nations households earned \$999 or less per week in comparison to 36% of First Nations people earning this amount in the rest of WA.

The Socio-Economic Indexes for Areas (SEIFA) is an index that scores relative disadvantage for local government areas. Belmont's 2021 SEIFA score of 987 (greater Perth metro average

is 1,040) is the third lowest score amongst all other Perth metropolitan local government areas, with pockets of greater disadvantage in some suburbs.

In line with research including that captured in the National Agreement on Closing the Gap, First Nations people remain overrepresented in indicators of wellbeing disadvantage including life expectancy, health, education and housing security, and ongoing activity to support efforts to Close the Gap will remain a priority for the City.

Particularly with regard to employment and enterprise, economic empowerment will be a key focus for the City. With a strong business sector with 4,240 local businesses providing 52,692 local jobs, the highest proportion of First Nations people are employed as Professionals at 17.3%, which is greater than the WA average of 13.9%. Clerical and Administrative Workers (16.1% Belmont vs 11.4% WA), Machinery Operators and Drivers (15.1% Belmont vs 13.6% WA), Technicians and Trades Workers (13.6% Belmont vs 14.7% WA) and Community and Personal Service Workers (11.9% Belmont vs 15.3% WA) are the next highest proportion of First Nations employment types. The industry in which the highest proportion of First Nations community members work is Iron Ore Mining at 9.9% (WA 9.2%).

There are a small number of Aboriginal Community Controlled Organisations (ACCOs) and other First Nations focused service providers within Belmont, though those that are based here are very active and valued.

Understanding of employment, training, and other economic data, along with ongoing engagement and research, will inform future priority economic actions focused on First Nations people. With a strong business sector in Belmont and potential for further growth, there is opportunity to attract more ACCOs and First Nations businesses and to broadly advance local First Nations peoples' economic opportunities and empowerment.

The journey to a strategy

The City of Belmont has worked for many years with First Nations peoples with early discussions documented in the 2010 'Listening – Current Status and Project Scope of Aboriginal Engagement Plan' report. The City continued to consult with internal and external stakeholders and the community which led to the development of our first Reconciliation Action Plan (RAP) 2015 – 2017, which was endorsed by Reconciliation Australia. We continued to progress our RAP actions beyond 2017, whilst also undergoing a reflection period on our role in supporting and empowering First Nations peoples whilst listening to community feedback to determine our way forward in this area.

The City has achieved a number of key actions over the past six years including the:

- Establishment of an Aboriginal Advisory Group operating since 2014.
- Launch of a First Nations Service Persons memorial plaque permanently displayed on the City's War Memorial, the first of its kind in WA.
- Recognition of Close the Gap Day, National Reconciliation and NAIDOC Weeks annually with events growing each year.
- Provision of regular Cultural Awareness Training for both staff and community members.
- Engagement of Noongar Outreach Services to provide advice, support and outreach services to the vulnerable and street present First Nations people.
- Welcome To Country and other cultural ceremonies performed at City events including at each Citizenship ceremony.
- Interactive First Nations history displayed at the City's Museum.
- On-going collaboration with a range of partners to deliver programs and activities with First Nations people.

Following these achievements, the City undertook a period of reflection that included feedback from the Aboriginal Advisory Group and wider community. Officers also completed a literature review from which the Community and Cultural Respect Plan was developed to inform our next steps and provide the guiding principles, stakeholder mapping, draft focus areas, and research influences for our engagement with Aboriginal Peoples at the heart of the process. The Plan featured the below diagram to help visualise these relationships and influence centred around First Nations peoples.

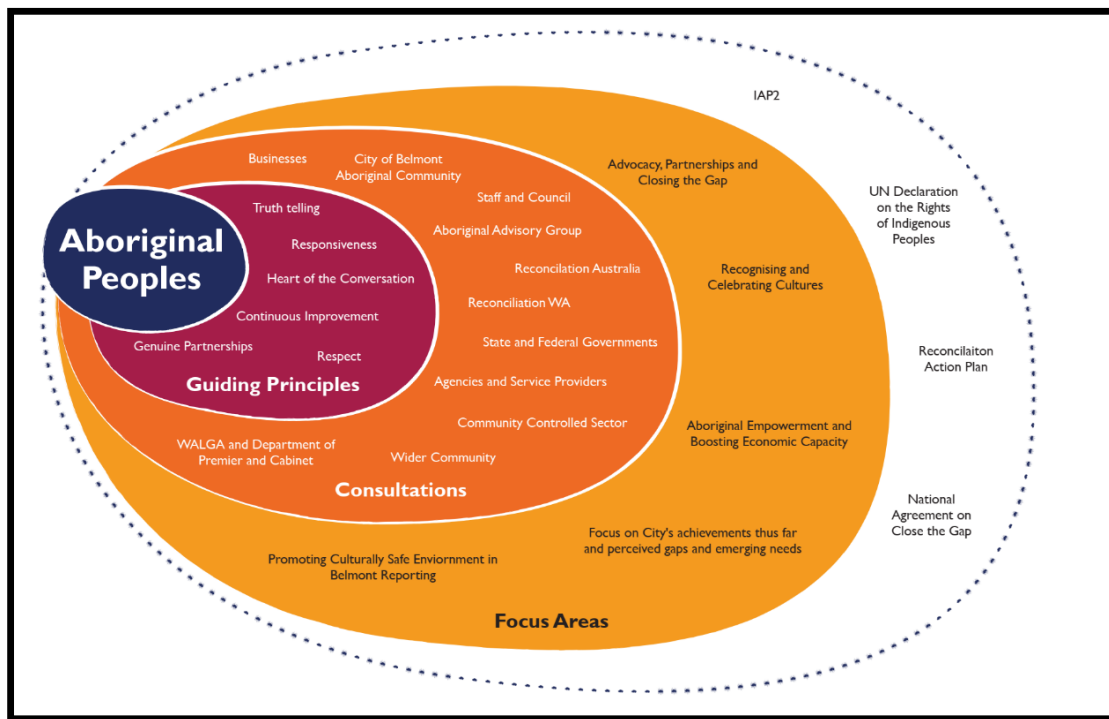


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Consultation and development

By 2020, based on these learnings and the changes in the social and political context since the beginning of our reconciliation journey, it was agreed that development of a Strategy should be explored as opposed to a new RAP.

This was consistent with our other community-based strategies, and also allows us to extend our First Nations roles and objectives outside of the organization, whereas a RAP framework principally looks inward on an organisation's internal Reconciliation efforts. Local government has a strong outward facing community leadership role that is considered to be better captured in a Strategy. We will continue to explore how the RAP framework might be aligned as part of implementation planning.

It was important to the City that best practice methods of engagement were used when developing the strategy, and that the document is codesigned with Traditional Owners and local First Nations community members.

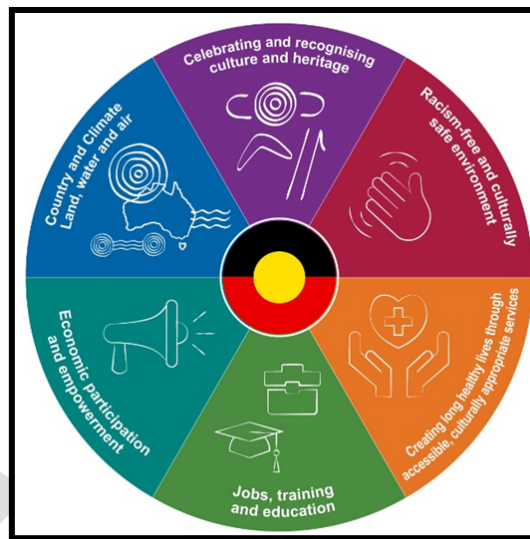
The Aboriginal Advisory Group was informed of the City's intentions and formed a working group to establish ideas and identify categories, develop the Strategy survey, and agree on a codesign process.

A codesign process means that instead of consulting with First Nations people and then City officers interpreting feedback and identifying themes and strategies, First Nations People participate in meetings to work alongside officers to consider the consultation feedback together, agree common themes together, identify priority strategies together, and even contribute to some of the format and text of the Strategy. The City still refines the document to align to our templates for Strategies, include relevant references to research and process, and incorporate input from senior management before a final draft goes back to the codesign group for support and ultimately to the Council for formal endorsement.

From these early discussions with the working group, a conceptual 'Priority Wheel' reflecting the Noongar Six Seasons was developed and used within the survey to prompt thematic discussion. This survey was the first of its kind for the City and relied more on pictorial cues rather than the written word reflective of feedback received from the Aboriginal Advisory Group and broader community.

The City then engaged and consulted with First Nations community members, wider community, stakeholders, businesses and staff through online and written surveys. The consultation took place during Advisory Group meetings, pop-up consultation booths, City events, one-on-one interviews, and consultation workshops.

An Expression of Interest process was undertaken to seek members of a Codesign Group as well as a culturally appropriate consultant appointed through a tender process to facilitate the workshops. The codesign workshops took place over six weeks and consisted of eleven members including Whadjuk Noongar Traditional Owners, First Nations community members, and service providers.



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Priority areas and strategies

The below Priority Areas and associated Strategies were determined from the codesign process:



Priority Area 1: Respecting and celebrating

The City acknowledges the ongoing significance of Whadjuk Noongar and other First Nations peoples' cultures and the importance of increasing the awareness, sustainability and celebration of heritage, language and cultural expression. We recognize and respect that First Nations people are best placed to provide expertise in decision making that affects them.

Strategies:

- 1.1. Acknowledge the expertise of First Nations people in their own lives, needs, families, communities and cultures, and that their unique worldviews and voices should be at the heart of decision making that directly affects them.
- 1.2. Establish engagement practices that appropriately facilitate and elevate First Nations voices in City decision making and provide timely and relevant information.
- 1.3. Promote & celebrate local First Nations people's achievements, contributions, cultures and heritage.
- 1.4. Investigate opportunities for the development of cultural spaces.
- 1.5. Research and document local First Nations peoples' cultures, heritage, connection to land and histories.

Priority Area 2: Empowerment, advocacy, and partnerships

The City will support advocacy efforts and the empowerment of First Nations peoples to lead and self-manage actions in their own interests with an emphasis on collaboration.

Strategies:

- 2.1 Facilitate partnerships with and between relevant ACCOs that seek to increase opportunities for self-determination and empowerment within the First Nations community, providing leadership and governance support where appropriate.
- 2.2 Foster and participate in partnerships with ACCOs, community groups, agencies and other stakeholders to advance collaboration in actioning the Strategy.
- 2.3 Support First Nations peoples' capacity and efforts to advocate in their own interests, and where appropriate consider requests to the City to act as strong advocates alongside them.

Priority Area 3: Capacity building

The City will pursue opportunities to support building the capacity of individuals and groups to help address persistent and emerging needs, particularly those within the *Closing the Gap - Priority Areas and Targets*.

Strategies:

- 3.1 Work with relevant ACCOs, agencies and other stakeholders to develop initiatives to meet *Closing the Gap - Priority Areas and Targets*.
- 3.2 Develop capacity building pathways that specifically target the areas of education, employment and training, leveraging the City's business connections to increase the participation of First Nations peoples in economic development.
- 3.3 Seek to improve access to essential services within the City.

Priority Area 4: Cultural safety

The City will strengthen cultural safety within our organisation and promote its benefits throughout the community through effective protocols, training and leadership.

Strategies:

- 4.1 Enhance cultural awareness training programs for Council, staff and the community.
- 4.2 Adopt First Nations Cultural Protocols and relevant policies to improve culturally safe practices.
- 4.3 Ensure an inclusive and culturally safe working environment.
- 4.4 Actively promote cultural safety and racial justice in the community.

Delivering on the Strategy and measuring success

The City of Belmont Koort Karnadjiil Mya First Nations Strategy will guide the City into the future, however we understand that there may be changes in community needs and priorities. To ensure we can respond to these changes, a dynamic rolling three-year Implementation Plan is used to detail actions on the strategies whilst allowing flexibility to adapt as required.

This Implementation Plan will also record the alignment of all actions to Reconciliation Australia's RAP pillars, and we will explore future opportunities to liaise with Reconciliation Australia on how the Implementation Plan might formalise as a RAP.

This dynamic plan then translates to endorsed annual actions through the City's Corporate Business Planning process, where management and Council endorse annual actions and budget.

Reporting back to community on progress against the Strategy and the Implementation Plan will be critical, and we commit to establishing a reporting framework and being open and transparent in recording and communicating outcomes and progress to the community.

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Attachment 12.1.2 FNS Public Comment Response Table

Draft First Nations Strategy 2024 – Submission Summary and Officer Comments

Submission No.	Respondent Suburb	Summary of Submission	Officer Comment
1. Support	Belmont	1.1 Supports the Strategy and the opportunity it provides for First Nations people to be more involved with the City, the showcasing of culture and achievements that the respondent is hopeful will provide a more secure foundation for younger generations.	1.1.1 Noted.
		1.2 Suggests that the City of Belmont Acknowledgement of Country in the document includes waters as well as lands.	1.2.1 Noted. The FNS document includes the currently approved corporate Acknowledgement text, from the City's 'Welcome to Country and Acknowledgment of Country Internal Protocols' document. This document will be reviewed as part of the FNS Implementation Plan and the feedback about referencing waters will be considered at this time.
		1.3 Suggests that the City refer to "the" Aboriginal Advisory Group rather than "our" Aboriginal Advisory Group.	1.3.1 Minor change proposed. The FNS document has been updated in support of this suggested change (refer to report).
		1.4 Suggests that ACCOs and Aboriginal owned businesses be listed at the back of the document.	1.4.1 Noted. No change proposed. The suggestion to include a list of ACCOs within the FNS was considered, however, due to the changing nature of contact details, these will be placed on the FNS web page on the City's website and updated regularly based on changes rather than appear in the final document.

Attachment 12.1.2 FNS Public Comment Response Table

Draft First Nations Strategy 2024 – Submission Summary and Officer Comments

<p>2. Does not support</p>	<p>Redcliffe</p>	<p>2.1 Submission questions whether the FNS is in the best interest of ratepayers.</p>	<p>2.1.1 Noted. The FNS is consistent with objectives around First Nations peoples outlined in the Strategic Community Plan 2024-2034.</p>
		<p>2.2 Submission opposes the need to provide resources to First Nations community.</p>	<p>2.2.1 Noted. The FNS is consistent with the City’s approach to developing social strategies with vulnerable community members including seniors, people with disability, youth and people from diverse cultural backgrounds. These strategies each have annual operational budgets managed through the annual budgeting process approved by Council.</p>
		<p>2.3 Submission expresses negative perceptions and concerns around poor behaviour and inaction of leaders.</p>	<p>2.3.1 Noted. The FNS makes provisions in its for improving relationships and increasing collaboration with Aboriginal Community Controlled Organisations who may be best placed to contribute to solutions in these areas. The FNS also makes provisions to address bias by increasing cultural awareness within the community.</p>
<p>3. Does not support</p>	<p>Redcliffe</p>	<p>3.1 Submission questions whether the FNS is in the best interest of ratepayers.</p> <p>3.2 Submission expresses negative perception and concerns around public housing, excess neighbourhood rubbish and crime attributed to First Nations people.</p>	<p>3.1.1 Noted. See response 2.1.</p> <p>3.2.1 Noted. See response 2.3.</p> <p>3.3.1 Noted. The FNS Implementation Plan highlights a need to review the AAG and its membership to increase positive outcomes</p>

Attachment 12.1.2 FNS Public Comment Response Table

Draft First Nations Strategy 2024 – Submission Summary and Officer Comments

		3.3 Submission expresses concern around the Aboriginal Advisory Group’s acknowledgement and action around these issues.	with First Nations leaders within the community.
4. Does not support	Cloverdale	4.1 Submission questions whether the FNS is needed following the 2023 Referendum.	4.1.1 Noted. This comment incorrectly conflates the 2023 Referendum with the FNS. The FNS is consistent with the Strategic Community Plan 2024-2034 and the City’s strategic objectives in line with its other social strategies.
5. Does not support	Cloverdale	5.1 Submission questions whether the FNS is in the best interest of ratepayers.	5.1.1 Noted. See response 2.2.1.
		5.2 Submission expresses concern about what the FNS means on the ground in suburbs and the respondent’s perceived sense of social dysfunction within them as the cost-of-living increases.	5.2.1 Noted. See response 2.3.1.
		5.3 Submission suggests that the FNS is virtue-signalling and further draws attention to our community’s differences.	5.3.1 Noted. See responses 2.1.1 and 2.2.1.
6. Does not support	Rivervale	6.1 Submission suggests that the FNS is not a good use of money.	6. Noted. See response 2.3.1.

Attachment 12.1.2 FNS Public Comment Response Table

Draft First Nations Strategy 2024 – Submission Summary and Officer Comments

7. Does not support	Rivervale	7.1 Submission opposes the strategy and suggests that all members of the community should be treated the same.	7.1.1 Noted. See response 2.2.1.
		7.2 Submission questions whether the FNS is needed following the 2023 Referendum and suggests that any strategies that engage Aboriginal people are unwanted.	7.2.1 Noted. See response 4.1.1.
8. Does not support	Belmont	8.1 Submission suggests that resources would be better diverted to community safety.	8.1.1 Noted. See response 2.3.1.
9. Does not support	Kewdale	9.1 Submission suggests that the FNS is in fact racist as people should not be separated based on race.	9.1.1 Noted. See response 2.2.1.
		9.2 Submissions questions Priority Area 4.4 and the concept of cultural safety including racial justice.	9.2.1 Noted. The FNS presents the concepts of cultural safety and racial justice through the development of effective protocols, training and leadership to promote social cohesion and the benefits of cultural diversity in alignment with the City's Multicultural Strategy and reflects the City being a signatory to the 'Racism. It Stops With Me' campaign. This Priority extends these strategic objectives to the First Nations community whilst recognising their unique

Attachment 12.1.2 FNS Public Comment Response Table

Draft First Nations Strategy 2024 – Submission Summary and Officer Comments

			history and needs as expressed by them during the codesign process of the Strategy.
10. Does not support	Rivervale	10.1 Submission opposes the FNS as an over-reach of alertness to discrimination and injustice and suggests that it is not a good use of ratepayer funds.	10.1.1 Noted. See response 2.1.1.
		10.2 Submission questions whether the FNS is needed following the 2023 Referendum.	10.2.2 Noted. See response 4.1.1.
11. Does not support	Rivervale	11.1 Submission suggests that First Nations youth need support and programs to keep them beneficially engaged.	11.1.1 Noted. See response 2.3.1.
12. Does not support	Belmont	12.1 Submission questions whether the FNS is needed following the 2023 Referendum.	12.1.1 Noted. See response 4.1.1.
		12.2 Submission expresses concern with community safety and anti-social behaviour.	12.2.1 Noted. See response 2.3.1 and also the City's draft Community Safety Strategy.
		12.3 Submission questions whether the FNS is a good use of ratepayer funds.	12.3.1 Noted. See responses 2.1.1 and 2.2.1.

Attachment 12.1.2 FNS Public Comment Response Table

Draft First Nations Strategy 2024 – Submission Summary and Officer Comments

13. Does not support	Not stated	13.1 Submission opposes the FNS and the role of Council in First Nations matters and expresses concern that it duplicates programs that are the remit of State and Federal Governments.	13.1 Noted. The FNS has been intentionally designed to complement rather than duplicate programs that are the remit of the other tiers of government at a localised level.
		13.2 Submission expresses concerns that the FNS has no practical benefit for all residents and will lead to increased rates and create additional bureaucratic burden on the Council and its operations.	13.2.1 Noted. See responses 2.1.1 and 2.2.1.
14. Does not support	Belmont	14.1 Submission supports the FNS if it is not funded by the City and leads to a reduction in Council fees.	14.1.1 Noted. See responses 2.1.1 and 2.2.1.
		14.2 Submission questions whether the FNS is needed following the 2023 Referendum.	14.2.1 Noted. See response 4.1.1.
15. Supports	Aboriginal Organisation based in Rivervale	15.1 Submission is from a local Aboriginal Controlled Community Organisation providing services for First Nations people experiencing or at risk of family and domestic violence and sexual assault who is supportive of the FNS.	15.1.1 Noted.
		15.2 Submission suggests including statistics on family and domestic violence within the City.	15.2.1 Noted. No change proposed. Due to the changing nature of statistics, this information is seen as better communicated through the City's website which is more suited to regular updates. See 1.4.1.

Attachment 12.1.2 FNS Public Comment Response Table

Draft First Nations Strategy 2024 – Submission Summary and Officer Comments

		15.3 Submission suggests that in Priority Area 2, the City could extend the statement “facilitating and participating in partnerships” to include “explore opportunities to fund Aboriginal Community Controlled Organisations’ initiatives within this priority area”.	15.3.1 Noted. No change proposed. This suggestion proposes a role that is more in line with State government funding responsibilities. See response 13.1.2.3.1
16. Supports	Belmont	16.1 Submission is supportive of the FNS to help address intergenerational disadvantage.	16.1.1 Noted.
		16.2 Submission is interested in the statistics presented in the FNS around the percentage of young people and how the FNS might support life skills capacity building programming as part	16.2 Noted. See response 2.3.1.

12.2 Adachi 2025 Citizens Delegation

Voting Requirement	:	Simple Majority
Subject Index	:	106/005
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Development and Communities

Council role

Executive The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

To endorse the nomination of Elected Members to travel to Adachi-Ku, Japan from 11 to 18 January 2025, as representatives of Council for the purpose of reaffirming the Sister City Affirmation Agreement.

Summary and key issues

The City of Belmont entered into a Sister City relationship with the Special Ward of Adachi-Ku in October of 1984. October 2024 marks the 40th anniversary of the Sister City relationship between the two cities. The purpose of the Sister City relationship is to provide Belmont's high achieving young people with annual educational and cultural experiences abroad.

Every five years, a Citizens Delegation replaces the Student Delegation to reaffirm the Sister City Affirmation Agreement between the two cities. The upcoming Citizens Delegation is scheduled for 11th to 18th January 2025.

The participation of Elected Members in Citizens Delegation is an appropriate and respectful means of expressing the City of Belmont's commitment to the

relationship, and reciprocates the value Adachi-Ku places on the affirmation agreement formalities.

Officer Recommendation

That Council:

1. Endorse the payment of flight, accommodation and other eligible travel expenses for Mayor Rossi and the Chief Executive Officer to attend Adachi-Ku, Japan for the purposes of participating in the 40th Anniversary Sister City Citizens Delegation and signing the Affirmation Agreement in January 2025.
2. Endorse the payment of flight, accommodation and other eligible travel expenses for Councillor Sessions, Councillor Sekulla, Councillor Davis and Councillor Ryan to attend Adachi-Ku, Japan as Council representatives for the 40th Anniversary Sister City Citizens Delegation in January 2025.

Location

Not applicable.

Consultation

Consultation is not applicable in this matter as it is an executive decision of Council to determine attendance of elected member representatives.

Strategic Community Plan implications

In accordance with the 2020–2040 Strategic Community Plan:

Key Performance Area: People

Outcome: 2. A strong sense of pride, belonging and creativity.

Objective: 2.1. Respect, protect and celebrate our shared living histories, heritage and cultural diversity.

Outcome: 3. People of all ages and abilities feel connected and supported.

Objective: 3.2. Support young people to flourish.

Key Performance Area: Prosperity

Outcome: 9. A progressive, vibrant and thriving economy with active participation in long-life learning.

Objective: 9.1. Attract public and private investment and support the attraction, retention, growth and prosperity of local businesses.

Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.

Objective: 10.4. Support collaboration and partnerships to deliver key outcomes for our City.

Policy implications

There are no policy implications associated with this report.

Statutory environment

There are no specific statutory requirements in respect to this matter.

Background

The City of Belmont entered into a Sister City relationship with the Special Ward of Adachi-Ku, in October 1984.

The mainstay of this relationship since its inception has been the annual Student Exchange Program, which presents cultural and educational opportunities for Belmont's high achieving young people. It is the most significant activity delivered under a Sister City Affirmation Agreement. Further, the annual student exchange is one of the core youth leadership offerings by the City, which recognises and encourages civic and academic endeavor. Most of the City's other youth programs focus on supporting disadvantaged cohorts. The recent student delegation in January 2024 has already enhanced youth leadership outcomes, with several delegates continuing onto community group committees and volunteering in various roles and responsibilities since returning.

Every five years, a Citizens Delegation replaces the Student Delegation. The Citizens Delegation consist of residents, business owners, Council representatives and operational staff. The purpose of the Citizens Delegation is to re-affirm the Sister City Affirmation Agreement by which the two cities agree to continue the international partnership under which

student exchanges and supporting programs take place. The upcoming Citizens Delegation is scheduled for 11th to 18th January 2025.

Once the Affirmation Agreement is signed, four consecutive years of international student delegations can take place.

Report

The City manages the effective administration and facilitation of the Sister City delegations. It is a reciprocal relationship with Adachi-Ku, reflected in commensurate gift-giving, attendance at events, on-line exchanges and information sharing.

Traditionally an Adachi Citizens Delegation visits the City of Belmont in August, and a Belmont Citizens Delegation visits Adachi the following January.

While student delegates to Adachi have their travel costs partially subsidised by the City, the citizen delegates meet the full cost of their own airfares, accommodation, insurance and incidental expenses. The City's program budget covers Elected Member and operational staff travel, accommodation and incidental costs to ensure the safe and successful operation of the Citizens Delegation, including the ceremonial signing formalities of the reaffirmation. This is reciprocated by Adachi meeting the costs of all itinerary activities and group transport.

Council representation in the Citizens Delegation is diplomatically important, particularly given the 40th Anniversary of the City of Belmont and Adachi-Ku Sister City relationship. Mayor Rossi, Councillor Sessions, Councillor Sekulla, Councillor Davis, and Councillor Ryan have indicated their interest and ability to participate in the January 2025 delegation.

Adachi have indicated that a Citizens Delegation of 25 people in January 2025 is desirable. This will consist of the Mayor and CEO who are required to sign the Affirmation Agreement, the four Elected Members as specified above, three operational staff, one translator, and 15 community and business delegates. It is recommended that Council endorse Mayor Rossi, Councillor Sessions, Councillor Sekulla, Councillor Davis, Councillor Ryan, and the Chief Executive Officer to attend Adachi-Ku, Japan as delegates for the purposes of reaffirming the 40th Anniversary Sister City Affirmation Agreement in January 2025.

Financial implications

There is a program budget for the Sister City exchange, which includes costs associated with Elected Members' attendance to the 2025 Citizens Delegation as Council representatives.

The approximate cost per delegate is detailed in the table below.

	Flight cost estimate	Accommodation cost estimate (for 6 nights)
Per delegate	\$2,603	\$1,990

The total cost for sending Elected Members, Staff and a translator is \$45,930. The 2024-25 municipal budget has funds in place to cover the cost of sending the above Elected Members and staff.

Environmental implications

There are no environmental implications associated with this report.

Social implications

An appropriate representation of Council supports a range of social outcomes including:

- affirming the valued relationship with Adachi, particularly after stalled levels of activity during the COVID-19 pandemic;
- enhanced cultural and educational awareness outcomes that underpin the program;
- solidifying commitment to future opportunities to develop the skills, capacity and enthusiasm for civic participation amongst the City’s young people;
- enhanced community participation and engagement to attract essential volunteers to support the program and reduce costs;
- a greater awareness of potential partnership opportunities with local schools; and
- a greater awareness of potential business and trade opportunities for the City’s growing economy.

Attachment details

Attachment No and title
Nil

12.3 Great Eastern Highway Urban Corridor Strategy

Voting Requirement	:	Simple Majority
Subject Index	:	128/018 Great Eastern Highway - Urban Corridor Strategy
Location/Property Index	:	Various
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	22 May 2018 Ordinary Council Meeting Item 12.2 26 September 2023 Ordinary Council Meeting Item 12.2
Applicant	:	N/A
Owner	:	Various
Responsible Division	:	Development and Communities

Council role

Executive The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

For Council to consider the draft Great Eastern Highway Urban Corridor Strategy for final adoption following public advertising (refer Attachment 12.3.1).

Summary and key issues

- The draft Great Eastern Highway Urban Corridor Strategy has been prepared to establish a vision for, and coordinate future development adjacent to, Great Eastern Highway.
- At the 26 September 2023 Ordinary Council Meeting, Council resolved to investigate and make modifications to the draft Strategy and then re-advertise the document.
- Following investigations and modifications, the draft Strategy was advertised from 27 June 2024 to 26 July 2024 (30 days). A total of 35 submissions were received.

- The key matters raised by the submissions relate to:
 - The extent of land subject to the draft Strategy
 - Building height and how development along the corridor will transition to existing housing
 - The pedestrian and bike rider crossings and the responsibility for providing this infrastructure
 - Bike lanes and pedestrian paths within the landscape zones along Great Eastern Highway
 - Additional public transport infrastructure
- Traffic, congestion and parking along and surrounding the corridor
 - Vehicle access arrangements
- Following a review of the document and consideration of submissions, the following modifications are proposed:
 - Clarification on how development along the corridor will transition to existing developments;
 - The inclusion of an additional pedestrian and bike rider connection (overpass) across the corridor; and
 - General and administrative modifications.
- It is recommended that Council adopt the modified Strategy.

Officer Recommendation

That Council:

1. Adopt the Great Eastern Highway Urban Corridor Strategy contained as Attachment 12.3.1.
2. Direct the Chief Executive Officer to:
 - a) Notify owners and occupiers subject to the draft Great Eastern Highway Urban Corridor Strategy of Council's resolution.
 - b) Notify those who made a submission on the draft Great Eastern Highway Urban Corridor Strategy of Council's resolution.
 - c) Display the adopted Great Eastern Highway Urban Corridor Strategy on the City's website.
 - d) Make any necessary administrative and/or formatting amendments as required prior to publication.

Location

The Great Eastern Highway Urban Corridor Strategy (the Corridor Strategy) relates to lots adjacent to Great Eastern Highway, between Graham Farmer Freeway in Rivervale to land east of Ivy Street in Redcliffe (refer to Figure 1 below).



Figure 1: Extent of Great Eastern Highway Urban Corridor (marked in red)

Consultation

The Strategy was advertised from 27 June 2024 to 26 July 2024 (30 days), by way of:

- a) Sending letters to landowners and occupiers of land within 100m of Great Eastern Highway.
- b) Sending letters to Government agencies and external agencies/stakeholders.
- c) Publishing a notice in the 27 June 2024 edition of the Perth Now newspaper.
- d) Displaying a notice and information on the City's website and Belmont Connect.
- e) Posting information on the City's LinkedIn page.

The City received 35 submissions during the advertising period. The key points in the submissions relate to:

- The extent of land subject to the draft Strategy and amalgamation of adjacent land;
- Building height and transition of development along the corridor to existing lower-density housing;
- The need for additional pedestrian and bike rider crossings along Great Eastern Highway, and the responsibility for providing this infrastructure;
- The need for modified bike lanes and pedestrian paths along Great Eastern Highway;
- Requests for additional public transport along the Corridor;
- Traffic, congestion and parking along and surrounding the Corridor, with a focus on the Kooyong Road, Brighton Road and Great Eastern Highway intersection;
- Requests for changes to the proposed vehicle access arrangements;

These are further discussed in the 'Report' section.

A summary of the submissions and officer responses are included in the Schedule of Submissions contained as Confidential Attachment 12.3.2. This attachment is confidential as it discloses information relating to the submitters which is of a personal nature. A copy of the Schedule of Submissions with submitter names and addresses redacted is contained as Attachment 12.3.3.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: Place

Outcome: 6. Sustainable population growth with responsible urban planning.

Outcome: 7. Attractive and welcoming places.

Outcome: 8. A city that is easy to get around safely and sustainably.

Outcome: 9. A progressive, vibrant and thriving economy with active participation in long-life learning.

Key Performance Area: Performance

Outcome: 11. A happy, well informed and engaged community.

Policy implications

As a strategic document, the Corridor Strategy will inform future planning instruments such as Structure Plans, the Local Planning Strategy and new Local Planning Scheme.

As an interim measure, key aspects of the Corridor Strategy will also be incorporated into a future Local Planning Policy, which will be presented to Council once drafted.

Statutory environment

Strategic Planning Framework

Perth and Peel @ 3.5 Million

The State strategic framework documented under the Western Australian Planning Commission (WAPC) 'Perth and Peel @ 3.5 million' impacts upon the statutory direction for the City.

The Perth and Peel region will need to accommodate significant population growth by 2050 with an additional 1.5 million people requiring approximately 800,000 new homes. The 'Perth and Peel @ 3.5 million' strategic planning framework requires that a substantial amount of this growth (i.e. 47%) be delivered through infill developments. It forecasts that the City of Belmont population will increase to 60,260 people by 2050 and to accommodate that increase, an additional 10,410 dwellings will be required.

Perth and Peel @ 3.5 Million promotes the concept of 'Urban Corridors' as a way of achieving integrated land use and transport outcomes. Great Eastern Highway is identified as an 'Urban Corridor' because it provides a connection between the Burswood and Perth Airport Activity Centres.

The framework suggests that focus should be given to investigating increased residential densities and mixed land uses along 'Urban Corridors'. In doing so, an understanding of the existing and future function of the urban corridor from both a transport and land use perspective is needed to determine future growth opportunities. When considering areas for intensification, emphasis should be given to maintaining the operational efficiency of the transport network, enhancing urban amenity and ensuring minimal impact on the surrounding urban fabric.

Activity Centre Planning Strategy

The Activity Centre Planning Strategy (ACPS) is a strategic planning document that guides future planning and coordination of the City's activity centres. The

ACPS replaces the City's previous Local Commercial Strategy and will inform the preparation of a new local planning strategy and local planning scheme. The Strategy identifies activity centres at The Springs, Eastgate, Golden Gateway and Ascot adjacent to Great Eastern Highway.

Statutory Planning Framework

State Planning Policy 4.2

State Planning Policy 4.2 (SPP 4.2) guides the planning and development requirements of activity centres in the Perth and Peel region. Its main goal is to encourage a mix of suitable land uses, with a focus on retail activities. SPP 4.2 has a general presumption against the approval of activity centre uses outside of activity centres as they are likely to impact nearby centres and the overall activity centre hierarchy. SPP 4.2 also identifies activity centres as being appropriate locations for higher density residential development.

Background

Great Eastern Highway currently carries substantial traffic volumes as a strategically important transport route and activity corridor for Perth. However, it suffers from congestion and offers little amenity for pedestrians, bike riders and businesses.

Land uses along the Corridor are uncoordinated and there is little access to high amenity areas, and the existing planning frameworks that apply to the Corridor have not facilitated desired outcomes.

To respond to this, the draft Great Eastern Highway Urban Corridor Strategy was prepared. To inform the Strategy, the following visioning and engagement was undertaken:

2017

- a) Two Community Visioning and Design Workshops, facilitated by Taylor Burrell Barnett planning consultants and attended by 48 community stakeholders, including landowners, residents and business owners.

2018

- a) Letters sent to relevant State agencies, landowners and occupiers of properties within 100m of Great Eastern Highway, advising them the draft Strategy was open for comment.
- b) Public notice displayed in the Southern Gazette newspaper.

- c) Public notice and information on the City's website, Belmont Connect and Civic Centre.

2023

- a) Letters advising previous submitters that the modified Strategy was being referred to the Agenda Briefing Forum and Ordinary Council Meeting (OCM) for further consideration.
- b) Letters sent to previous submitters of the outcome of the OCM.

The draft Strategy is structured into the following five parts:

- 1. Introduction and Background:** This section provides an overview of the purpose of the Strategy and considers the key characteristics of the area and the strategic context.
- 2. Vision and Themes:** This section establishes the vision of transforming the Great Eastern Highway Corridor into a great urban boulevard and destination; a high-amenity area with captivating spaces and places. The four themes underpinning this vision are:
 - Theme 1: Connecting people and places
 - Theme 2: Making captivating streets and spaces
 - Theme 3: Fostering employment and liveability
 - Theme 4: Creating a memorable city fabric.
- 3. Urban Design Framework:** This section defines desirable urban design outcomes for the Corridor that respond to community aspirations. It focusses on the key elements of public realm: movement, land use and built form, and is intended to guide development along the Corridor.
- 4. Urban Corridor Precincts:** This section identifies four Corridor Precincts to provide area-specific guidance on their future growth and development in accordance with the urban design framework. The four precincts are:
 - Precinct 1: Graham Farmer Freeway to Belmont Avenue
 - Precinct 2: Belmont Avenue to Hardey Road
 - Precinct 3: Hardey Road to Tonkin Highway
 - Precinct 4: Tonkin Highway to the east of Ivy Street
- 5. Strategies and Implementation:** This section recommends a series of actions for implementing the Corridor Strategy.

A copy of the draft Strategy is provided as Attachment 12.3.1.

The Great Eastern Highway Urban Corridor Strategy was informed by a Background Report (Attachment 12.3.4) and is supported by a Transport Strategy (Attachment 12.3.5). Council endorsed the draft Strategy and associated documents for public advertising at the 26 September 2023 Ordinary Council Meeting (Item 12.2).

Report

At the conclusion of the advertising period, 35 submissions were received on the draft Strategy. The key points raised will be discussed in further detail below, in addition to several minor modifications which are proposed to the document following advertising.

Corridor Strategy Boundaries

The Strategy is proposed to apply to land adjacent to Great Eastern Highway, from Graham Farmer Freeway to the east of Ivy Street. Three submissions requested modifications to the area of the Strategy to include additional properties that do not directly front Great Eastern Highway.

In considering these submissions, the following is relevant:

- The Strategy only applies to lots adjacent to Great Eastern Highway. This scope has remained consistent since the Strategy was first drafted.
- The Strategy is a guiding document which will be used to inform the preparation of future planning instruments, at this more detailed level, opportunities that go beyond the current scope may be identified.
- The Strategy highlights the need for further analysis of sites located further back from Great Eastern Highway. This analysis will investigate appropriate controls to ensure site responsive development is achieved. This analysis will occur as part of the preparation of the Local Housing Strategy, Local Planning Strategy and new Local Planning Scheme.

It is recommended that the boundaries of the Corridor Strategy remain unchanged. The future of lots outside of this scope will be investigated and reviewed in preparation for the new Local Planning Scheme.

Amalgamation of adjacent land

The Strategy includes a provision (Land Use No. 22) that restricts land outside the corridor from being amalgamated to benefit from higher-scale development under the Strategy.

One submission considered this provision could hinder good redevelopment outcomes and noted that local governments often encourage land amalgamation to achieve better planning outcomes.

In considering this submission, the following is relevant:

- The Strategy is a guiding document and doesn't hinder the ability to achieve good development outcomes.
- Amalgamation and development are separate processes. If a good development outcome aligned with the Strategy is proposed on land both within and adjacent to the Strategy area, it can be considered on its merits. If supported, amalgamation may follow.
- Land Use Strategy No. 22 was included before the 2024 advertising to prevent land outside the Strategy area from benefiting from higher-scale development.
- This was intended to mitigate potential impacts on adjacent residential development and prevent high-density development from occurring in inappropriate locations.
- It is acknowledged that where not adjacent to residential areas, it may be appropriate for some lots to be amalgamated to benefit from development opportunities presented in the Strategy. This approach could lead to better development outcomes without negatively impacting nearby homes.

Given the above, it is recommended that Land Use Strategy No. 22 be maintained, subject to a minor amendment. The amendment will clarify that amalgamating land with residential zoned land or with lots adjacent to, abutting or across the road from residential zoned land, will not result in these benefitting from development at a higher scale than in accordance with the Strategy.

Building Height

The draft Strategy proposes building heights ranging from 8 stories to 20 stories. In regard to building height, the following is relevant:

- a) There are currently no specified building height limits under Local Planning Scheme No. 15 for land adjacent to the corridor. Strategic guidance for building heights along the Corridor provides the community and developers with further certainty regarding future development.
- b) Perth and Peel @ 3.5 Million identifies Great Eastern Highway as an urban corridor which is appropriate for increased residential development.

- c) At the September 2023 Ordinary Council Meeting, Council reviewed the draft Corridor Strategy prior to advertising. At this meeting, Council directed officers to investigate building scales to ensure these align with current market conditions and future trends. The key findings are as follows:
- Feasibility is currently severely impacted by inflated construction costs and builder capacity constraints.
 - As a result, the viability of apartment projects depends heavily on an increase in property values.
 - Although construction costs continue to rise, market values are not increasing at the same rate.
 - Sites with higher density and building height provisions are likely to be feasible sooner.
 - In the absence of viable development controls, there is a risk that proposals will be submitted without a residential component, or developers will pursue land uses that do not align with the objectives of the precinct. Examples of this include 'Service Station', 'Warehouse (self-storage facilities)' and 'Fast Food/Takeaway Outlet'.

Two submissions supported the proposed building heights with one of these requesting that Council consider further increasing the heights, and two submissions raised concerns. In considering these submissions, the following is relevant:

- a) The building heights have been balanced with the original heights proposed by the draft Strategy and appropriate built form outcomes which aim to facilitate feasible redevelopment in a timely manner.
- b) In several locations, more specifically those abutting lower density residential lots, officers considered it more appropriate to reduce building heights from 12 storeys in the 2018 resolution, down to 10 storeys.
- c) The Residential Design Codes set requirements for overshadowing and overlooking which will apply to future residential developments. It is acknowledged that hotel and serviced apartment developments are not subject to these requirements. To protect the amenity of adjacent residential areas, the draft Strategy has been updated to include a provision requiring hotels and serviced apartments to comply with the orientation and overlooking requirements of the Residential Design Codes – Volume 2, when located adjacent to 'Residential' zoned land.
- d) All applications for development along the corridor are referred to the City's Design Review Panel, in accordance with the Terms of Reference.

The panel reviews proposals against the ten design principles outlined in the State Planning Policy 7.0– Design of the Built Environment.

- e) The draft Strategy contains provisions which future developments will need to incorporate to ensure an appropriate transition is achieved between development along the corridor and existing development at the rear. These provisions will be further discussed in the following section of this report.

Given the above, the proposed building heights are considered appropriate and balance feasible redevelopment of preferable land uses along Great Eastern Highway.

Transitions

In conjunction with the information provided on building heights within the Strategy, it is considered necessary to have appropriate transitional provisions to address current and future residential development along the Corridor.

The draft Strategy proposes two transition typologies, being low and medium which are applied depending on site context. The low transition is applied where development along the corridor is adjacent to existing low-density residential areas, while the medium transition applies where development adjoins public open spaces or commercial land uses.

Following advertising, the transition provisions were reviewed and diagrams were created to demonstrate how these transitions can be integrated into developments over both a short and long-term timeframe.

Following this review, the low transition provisions have been amended to the following:

- a) Increased setbacks and building separation to lower density residential development, to preserve visual privacy and solar access.
- b) Architectural articulations to reduce visual intrusion and help mitigate the effects of taller structures on neighbouring properties.
- c) Landscaping along the rear boundary.
- d) Side and rear accessways and parking to further lessen the built form impacts on adjacent residential areas.
- e) Stepping in of buildings from the boundary to achieve greater setback. Potential options of this include:
 - a. Podium height being one third of the total building height.

- b. Development above 2 storeys within 18m of the rear boundary contained within a 45-degree envelope.

These provisions are reflected in Figure 2 below and demonstrate how development along the corridor will interface with adjacent development in the short term.



Figure 2: Generic short-term aerial view showing transitions

As part of the Local Housing Strategy, Local Planning Strategy and new Local Planning Scheme, the longer term transition of density back from the corridor will be reviewed. Figure 3 reflects how development could look in the medium to long term.



Figure 3: Generic long-term aerial view showing transitions

The updated transition provisions and the diagrams have been added into the Strategy and will guide future development.

In conclusion, the updated transition provisions and diagrams will guide developments along the corridor and their interaction with adjacent residential areas. These measures will protect the amenity of neighboring properties while supporting growth. The Local Housing Strategy, Local Planning Strategy, and new Local Planning Scheme will further detail the longer term transition of density back from the corridor.

Crossings

The draft Strategy identifies several potential locations for overpass and underpass infrastructure. Several submissions provided the following feedback on the identified crossing facilities:

1. Two submissions requested additional crossing facilities at Belmont Avenue, Acton Avenue and Lillian Grove.
2. One submission requested an underpass instead of an overpass between Grandstand Road and Daly Street, with concerns that an overpass could

obstruct existing directional and business signage at 225 Great Eastern Highway.

3. One submission opposed the overpass at the intersection of Keymer Street, stating that private developers should not be required to contribute towards crossing infrastructure.
4. Three submissions raised concerns with the current crossing infrastructure at the intersection of Kooyong Road and Great Eastern Highway, with one submission requesting an overpass in this location.

In considering these submissions, the following is relevant:

1. In terms of the requests for crossings at Lillian Grove, Belmont Avenue and Acton Avenue, it should be noted that existing at-grade crossings or proposed new connections close by are considered adequate and the need for additional infrastructure is not considered necessary.
2. In response to the request for an underpass instead of an overpass between Grandstand Road and Daly Street, the specific location and type of crossings identified in the Strategy are only indicative. These would be subject to demand and Main Roads WA's approval and delivery. As part of this process, potential impacts on signage, buildings, and wayfinding will be carefully assessed.
3. An overpass is considered appropriate at Keymer Street due to its proximity to bus stops and the potential to connect key destinations such as the foreshore and Ascot Racecourse. If a development provides a need or nexus for such infrastructure, the City may require private developers to contribute. The Strategy also outlines that development bonuses may be considered for developers who choose to contribute to such infrastructure. The Strategy has been updated to include private developers as potentially responsible for providing crossing infrastructure, alongside Main Roads WA, the Department of Transport, and the City.
4. After reviewing concerns about the current crossing infrastructure at the Kooyong Road and Great Eastern Highway intersection, it is deemed appropriate to include an overpass at this location in the draft Strategy. This would improve the safety of pedestrians and bike riders crossing the Corridor in this location, improve the flow of traffic, and provide a connection between Eastgate, the Springs, the foreshore and amenities such as public transport.

The infrastructure identified in the Strategy is intended to support future advocacy and as a potential nexus for future development to deliver or contribute. Inclusion in the Strategy does not mean the City is responsible for delivering or budgeting for these projects.

Pedestrian and Cycle Paths

The Strategy outlines two landscape zone typologies along the Corridor. On the northern edge, it proposes removing the on-street cycle path in favor of a primary shared path for both bike riders and pedestrians, complemented by a landscaping strip, as shown in figure 4. On the southern edge, the existing on-street cycle path will be retained, with the addition of a dedicated pedestrian path and two landscaping strips, as shown in figure 5.

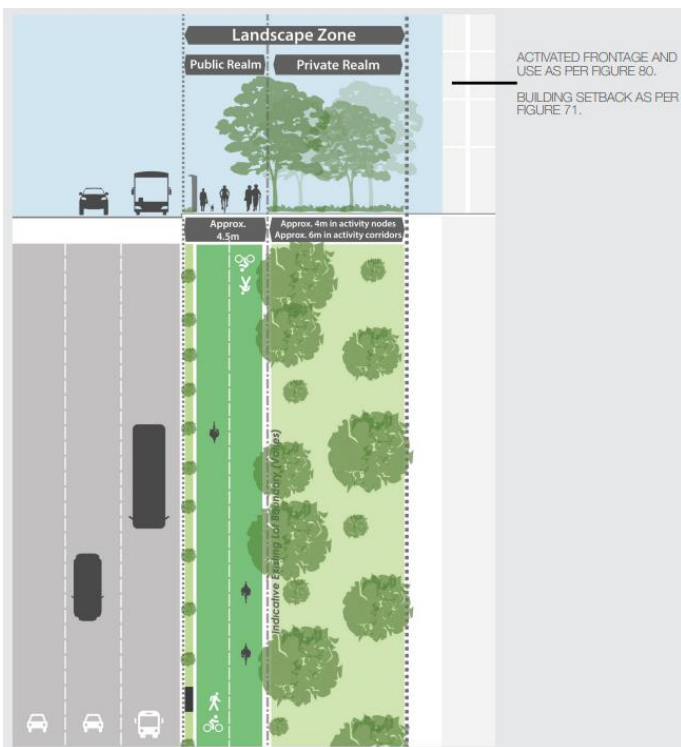


Figure 4: Northern edge landscape zone

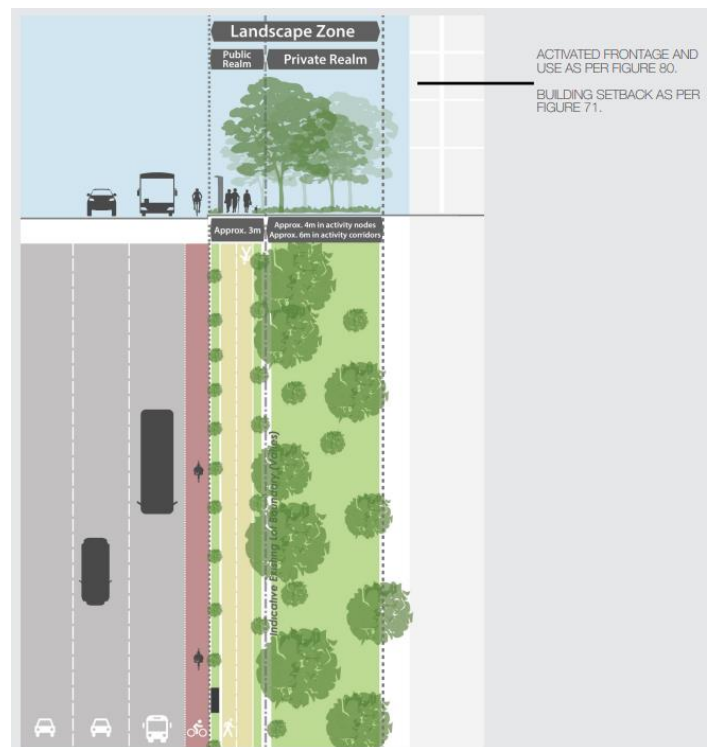


Figure 5: Southern edge landscape zone

During the advertising period, several submissions were received regarding cycle paths. Two submissions supported off-road cycle paths, and two submissions stated the City should not focus on bike lanes or pedestrian paths on Great Eastern Highway. These submissions considered that existing riverside paths offer alternative transport options and that additional bike lanes could contribute to traffic congestion.

In considering the last two submissions, it should be noted that no changes are proposed to the existing vehicle lane configuration along Great Eastern Highway. Therefore, it is not considered that changes to the pedestrian/bike paths will impact traffic.

Whilst it is acknowledged that foreshore paths are available for pedestrians and bike riders, they have connectivity gaps and do not offer the most direct route

that a commuter typically seeks. The Strategy aims to enhance safety and connectivity along the Corridor by introducing dedicated paths that provide safer, designated areas for pedestrians and bike riders, separated from vehicular traffic.

The matters outlined above are intended to support future advocacy and as a potential nexus for future development to deliver or contribute. Inclusion in the Strategy does not mean the City is responsible for delivering or budgeting for these projects.

Therefore, it is considered appropriate to maintain the pedestrian and bike rider paths as proposed by the draft Strategy.

Public Transport

The Strategy does not propose any changes to the public transport network. One submission requested more connections/bridges across the river for pedestrians/buses, and more frequent bus services. Three submissions requested that Council advocate for enhanced public transport, such as a train line or light rail to support higher density development and reduce traffic congestion.

In considering these submissions, it should be noted that the Strategy focuses on enhancing accessibility to existing public transport stops. It does not propose changes to the modes of public transport, locations of stops, or service frequencies. These are managed exclusively by the Public Transport Authority and Department of Transport.

There is one pedestrian bridge proposed across the river, which aligns with the secondary route cycle path shown in the Long-Term Cycle Network from the Department of Transport. This connection is subject to further planning and investigation, community consultation and input from other stakeholders, a comprehensive project management process, planning approvals, environmental clearances, and budget considerations.

Traffic/Parking

Various submissions were received during the advertising period regarding traffic and parking. More specifically:

- a) Eight submissions stated that the intersection of Great Eastern Highway and Kooyong/Brighton Road experiences severe congestion during peak hours, with vehicles often having to wait through multiple light cycles to enter or exit The Springs.

- b) One submission stated that the Corridor needs 6 lanes from Guildford to the 6-lane section of Great Eastern Highway to alleviate traffic congestion.
- c) One submission noted the traffic congestion and time it takes exiting Fautleroy and Coolgardie Avenue onto Great Eastern Highway.
- d) One submission noted the lack of parking within The Springs for the number of residential dwellings.

A Transport Strategy was prepared to support the Great Eastern Highway Corridor Strategy. This analyses the current and future movement networks, including transport, access and parking, and outlines strategies for improvement. In accordance with the Department of Planning, Lands and Heritage Transport Impact Assessment Guidelines, a Traffic Impact Assessment (TIA) or Traffic Impact Statement (TIS) may be required to support future development applications adjacent to the Corridor.

Great Eastern Highway and its intersections are under the control of Main Roads. City officers raised these traffic congestion concerns with Main Roads and they have advised that residents should contact them directly with specific concerns.

In regard to parking, all development proposals in The Springs have been assessed against the Residential Design Codes and the City of Belmont's Local Planning Scheme. In addition to parking provided within private development sites, there is public on-street parking available within the precinct, which is considered supplementary to the parking bays provided on private properties.

Therefore, it is not considered necessary to make any changes to the Strategy regarding traffic or parking.

Vehicle Access

The majority of lots along the Corridor have a 'rear access, rear parking' typology. This requires access to development sites from the side street, and parking located along the rear boundary. Three submissions raised concerns relating to the vehicle access arrangements. More specifically:

- One submission raised concerns noting that Main Roads had already acquired a portion of their land and that they expect compensation for implementing this typology.
- One submission requested that one of their lots be subject to a front access and front parking typology and another subject to a rear access and front parking typology. Additionally, this submission requested that alternative access arrangements be supported where there are existing easements in place.

In considering these submissions, the following is relevant:

- The Strategy is not proposing to resume any land, therefore there will not be any compensation resulting from the document.
- The City's Scheme currently requires crossover access to Great Eastern Highway to be limited and for alternative access to be provided to lots. The rear access, rear parking typology is generally consistent with this.
- The rear access, rear parking' typology applies to the entire corridor unless sites have topographical and/or physical constraints that prevent a continuous vehicle access connection from one side street to the other.
- The sites raised in the submission are not considered to have any constraints which prevent them from meeting the requirements of the rear access, rear parking typology.
- The rear access and rear parking typology ensures efficient vehicle movement along the Corridor and safer pedestrian and bike rider movement. This approach also enhances landscape amenity at the front of the lots, aligning with the land use, built form, and public realm elements in the Strategy. Access and parking at the rear of lots facilitates a greater setback between developments along Great Eastern Highway and existing lower density developments.
- If a property redevelops, it is possible to investigate removing the access easements to meet the provisions of the Strategy (if necessary).

Given the above, it is considered appropriate to maintain the rear access and rear parking typologies.

General and Administrative Modifications

Following advertising and a review of the draft Strategy, Transport Strategy, Background Report and submissions, several general and administrative changes are recommended including, but not limited to, the following:

- Amending the term 'cyclist' to 'bike rider' where referenced throughout the Strategy, as per the Department of Transport's submission.
- Including reference to the Long-Term Cycle Network in sections related to bike strategies, as per the Department of Transport's submission.
- Amending references to public transport and high frequency bus networks to be consistent throughout the document, as per the Public Transport Authority's submission.

- Correcting the frequency of buses written in the Strategy, from every 5 minutes to 5-8 minutes, and every 10 minutes to 10-12 minutes, as per the Public Transport Authority's submission.
- Including 'investment in public transport services' if a future Development Contribution Plan is prepared, as per the Public Transport Authority's submission.
- Amending 2.1 Movement Principles of the Transport Strategy from "Support dedicated public transport lanes along the corridor" to "Support dedicated public transport lanes, priority measures and infrastructure along the corridor", as per the Public Transport Authority's submission.
- Amending maps to correct the boundary of 225 Great Eastern Highway, Belmont.
- Amend and update maps to correct errors, including missing streets and cul-de-sacs.
- Remove specific accessway widths proposed in the Strategy, as per Main Roads WA's submission. As this is a Strategy document, it is considered appropriate to review access and parking widths as part of the next planning stage.

Conclusion

The Great Eastern Highway Urban Corridor Strategy provides a vision for coordinating development and transitioning Great Eastern Highway into a functional and high amenity urban corridor.

In response to submissions, several modifications have been incorporated into the Strategy. It is recommended that Council endorses the amended Strategy as presented in Attachment 12.3.1 for the reasons detailed in this report.

Financial implications

There are no financial implications evident at this time.

Environmental implications

There are no environmental implications associated with this report.

Social implications

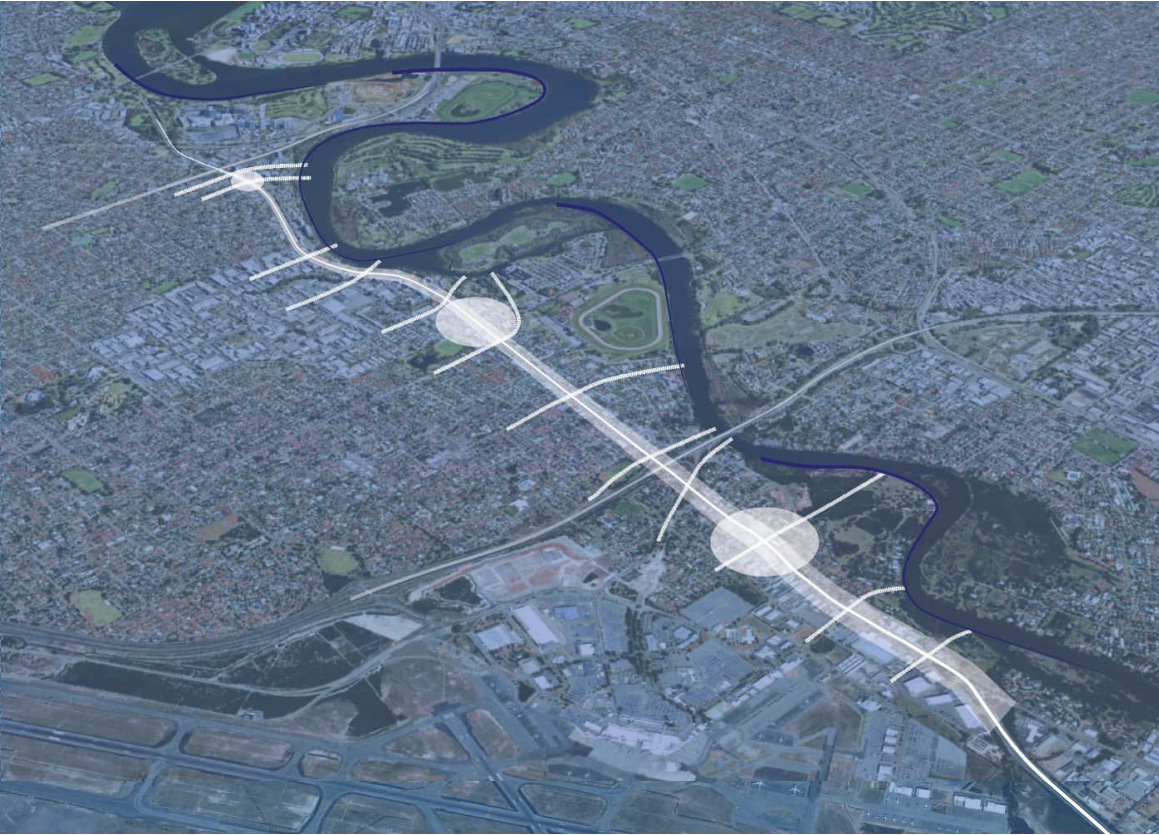
The Strategy seeks to improve liveability along the Corridor through improvements to amenity, an enhanced public realm, connectivity and activation.

Attachment details

Attachment No and title	
1.	Draft Great Eastern Highway Urban Corridor Strategy [12.3.1 - 149 pages]
2.	CONFIDENTIAL REDACTED - Schedule of Submissions (Confidential matter in accordance with the Local Government Act 1995 (WA) section 5.23(2)(e)) [12.3.2 - 97 pages]
3.	Schedule of Submissions [12.3.3 - 85 pages]
4.	Background Report [12.3.4 - 78 pages]
5.	Transport Strategy [12.3.5 - 61 pages]

GREAT EASTERN HIGHWAY

URBAN CORRIDOR STRATEGY



May-September 2024

DOCUMENT HISTORY AND STATUS

	Revision	Reviewer	Date Issued
<p>GREAT EASTERN HIGHWAY CORRIDOR STRATEGY BACKGROUND REPORT</p> <p>THIS REPORT WAS ORIGINALLY PRODUCED BY TAYLOR BURRELL BARNETT (TBB) ON BEHALF OF THE CITY OF BELMONT (COB). THIS HAS SINCE BEEN AMENDED BY THE CITY OF BELMONT. MASSING MODEL IMAGERY INSERTED IN THE DOCUMENT WAS PREPARED BY HATCH.</p>	TBB 16/100-0	KH	March 2018
	COB Modifications	IW / CG	May 2024
	COB Modifications	IW / CG	September 2024

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EXECUTIVE SUMMARY

Building upon the WA Planning Commission’s Network City and Directions 2031 and Beyond (2010), together with Perth and Peel@3.5 million and State Planning Policy 4.2 (SPP 4.2), the Great Eastern Highway (Corridor) is recognised as a Strategically Important Activity Corridor where the synergies of the movement economy, high frequency public transport, employment land, Swan River amenity and proximity to the Perth Central Business District (CBD) align to form a strong and successful Urban Corridor framework.

The Corridor is uniquely positioned to take advantage of these existing synergies and facilitate a transformation into a successful Urban Corridor. The Corridor comprises a diverse collection of neighbourhoods along its length, in which people are increasingly drawn to live, work and be close to all of the opportunities that come from living in such close proximity to the Perth CBD.

This Strategy sets the framework for gradual transformation – a blending of what is great about the area now with new jobs, homes and people. This location could offer a diversity of homes and new economic opportunities within a growing, changing City.

The Corridor is positioned between two rail precincts at Burswood and Redcliffe that are connected by a **priority rapid transit route-high frequency public transport route**. This offers outstanding possibility as a foundation for change. We need to leverage the unprecedented investment in rail infrastructure while creating environments and living spaces that encourage people to walk or cycle, so that fewer people need to use their cars. This requires the true integration of planning for transport and land uses that will see greater concentrations of housing around transport hubs and within the Urban Corridor.

The transformation of the Corridor will also spur on investment, enhancing its emerging economic assets and providing greater access to a variety of jobs.

The diagram to the right depicts the Urban Corridor Strategy framework.

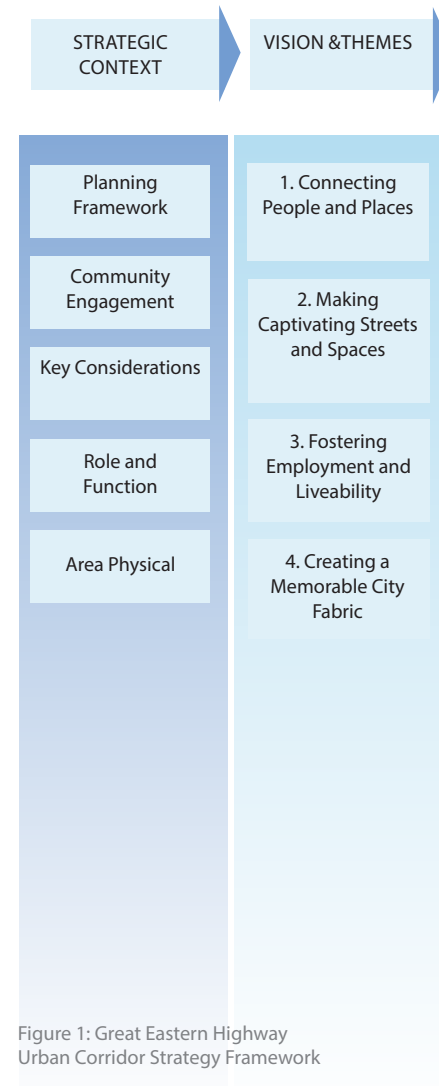
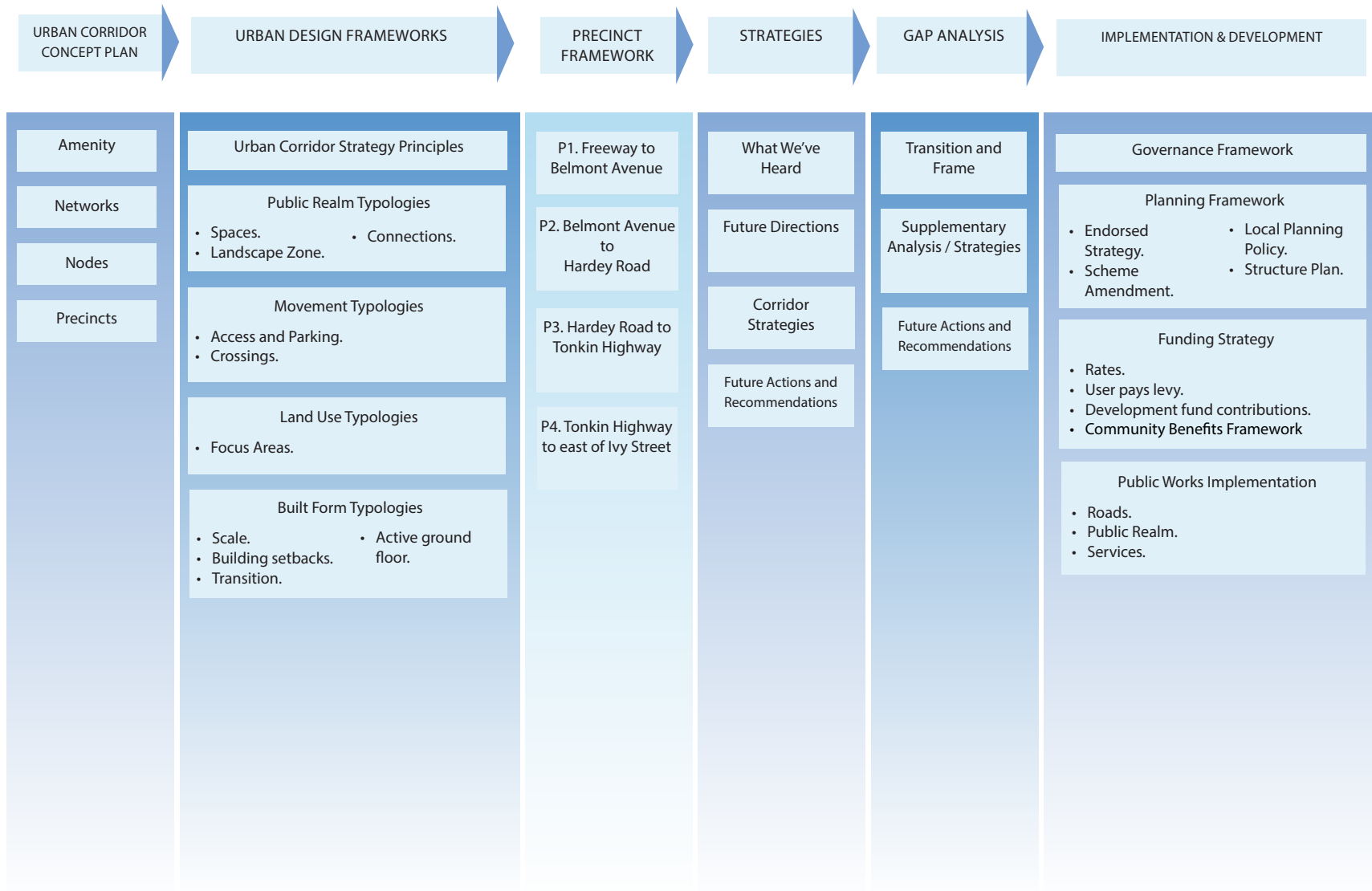


Figure 1: Great Eastern Highway Urban Corridor Strategy Framework

Attachment 12.3.1 Draft Great Eastern Highway Urban Corridor Strategy



VISION

The philosophy behind the Corridor's future urban structure, public domain, land use configuration and built form qualities is based on four urban design themes which reflect the communities vision for the area.



Figure 2: Vision Elements

URBAN CORRIDOR CONCEPT PLAN

The Urban Corridor Concept Plan identifies the key aspects that enable the Vision for the Corridor to be achieved and transform the Corridor into one of Perth's great urban boulevards, creating a linear urban experience of beautiful and captivating spaces and places.

The Urban Corridor Concept Plan seeks to improve the landscape amenity and provide improved connections to re-establish its relationship with the Swan River. The pedestrian and cycling environment will be enhanced through the provision of safe, accessible and convenient paths, supplemented by a diverse range of landscaped areas throughout the Corridor.

The Urban Corridor Concept Plan introduces two main land use focus areas, being Activity Nodes, Activity Corridors with an additional Mixed Employment area to the east, to provide guidance on the appropriate land use mixes along to establish a rhythm of development along the Corridor.

The large volume of traffic the Corridor currently carries will not be impacted however, will become better integrated with improved key connections and crossings. Direct vehicular access to Great Eastern Highway will be reduced over time as sites along the Corridor are redeveloped to ultimately create a place with improved landscaped amenity resulting in a pedestrian and cyclist-bike rider friendly environment.

The Urban Corridor Concept Plan should be read in conjunction with the implementation framework in particular noting the transition areas identified, which requires further analysis to ensure there is provision for adequate transition between the Highway development and surrounding suburbs.

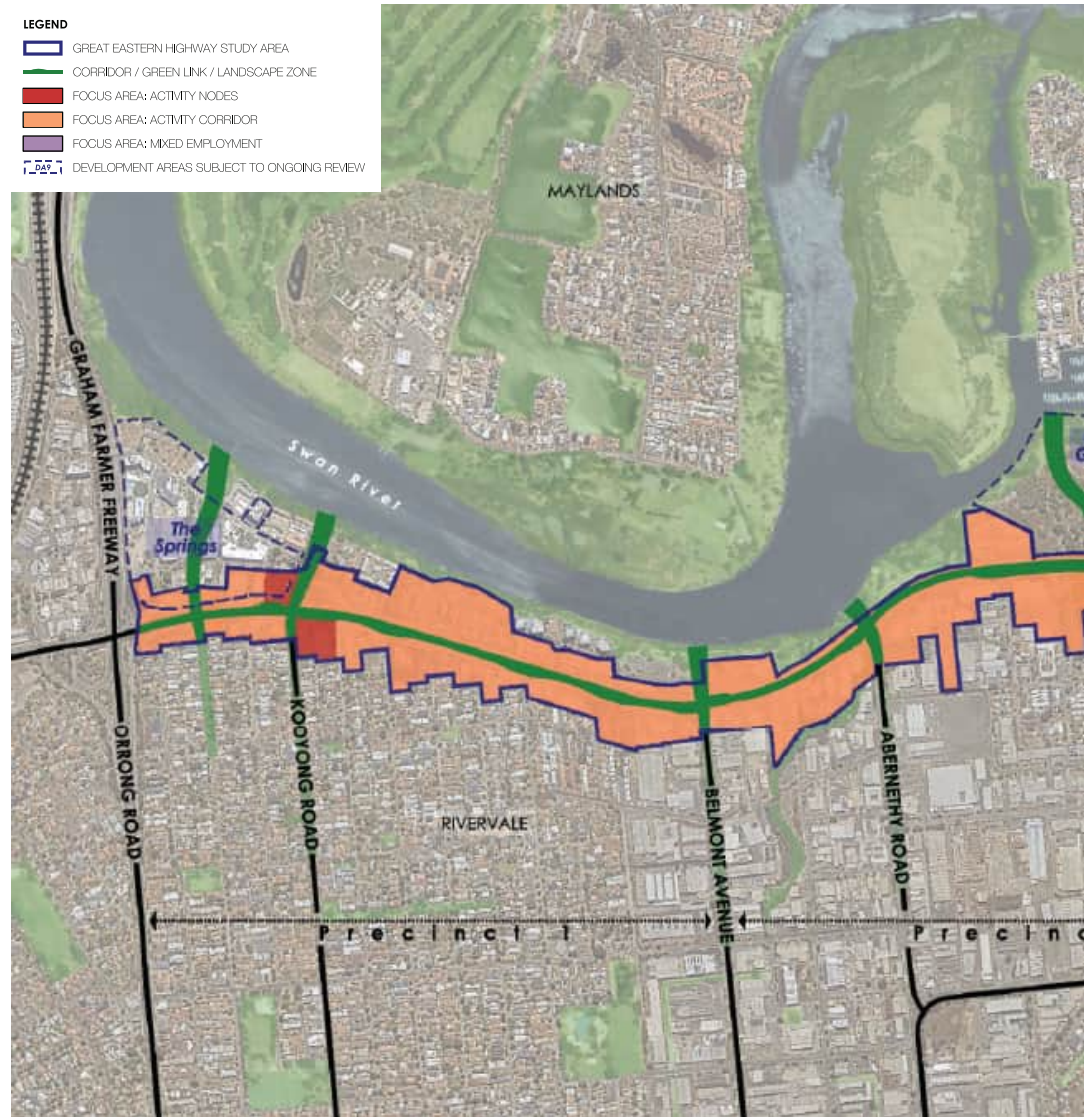
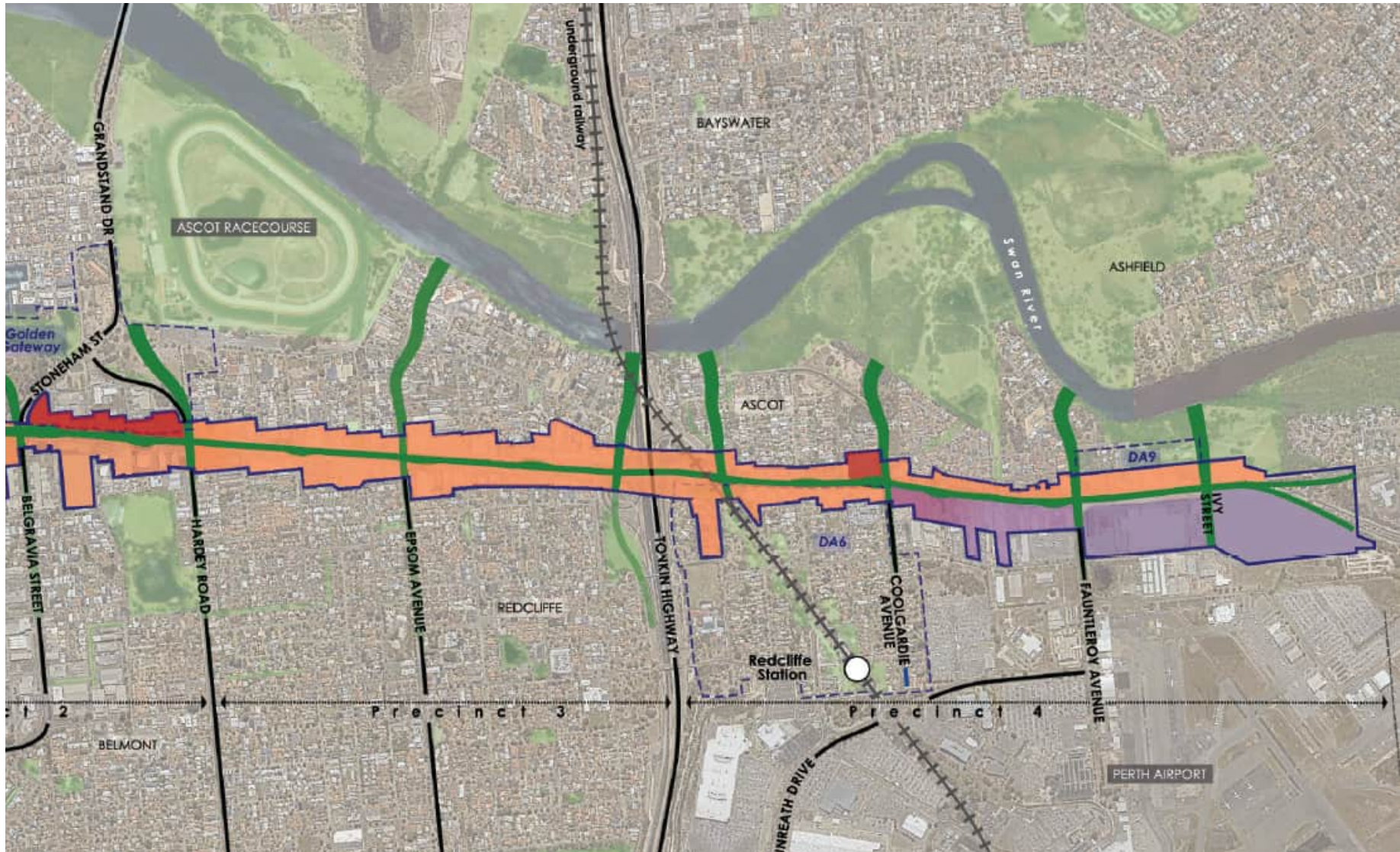


Figure 3: Urban Corridor Concept Map



INTRODUCTION

WHAT IS THE CORRIDOR?

Great Eastern Highway is a 590 kilometres long road that links Perth with the City of Kalgoorlie. As a key route for road vehicles accessing the eastern Wheatbelt and the Goldfields, it is the western portion of the main road link between Perth and the eastern states of Australia.

The Corridor commences at The Causeway, and is a six-lane dual carriageway from The Causeway to Tonkin Highway near Perth Airport. It continues as a four-lane single carriageway to Midland. With traffic volumes within the study area averaging approximately 58,000 vehicles per weekday, the Corridor is not only required to meet the resident's needs with places to live, work, shop, play and feel part of the community, but also performs a major traffic function.

The geographic scope of the Corridor study is centred along the Corridor and comprises the lots fronting the Corridor between the Graham Farmer Freeway in Rivervale to east of Ivy Street in Ascot and Redcliffe (refer Study Area Figure below).

Belmont needs to plan for the future and the Corridor has the potential to play a positive role in supporting the City's growth.

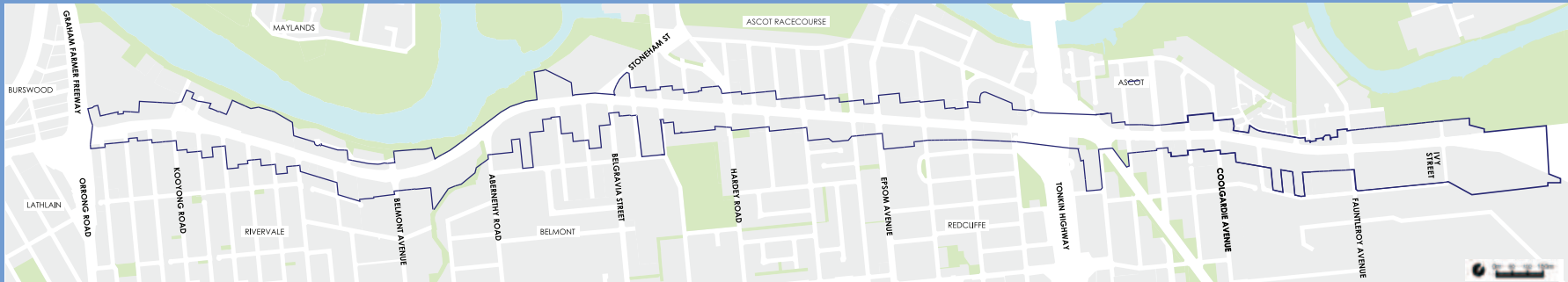


Figure 4: Study Area

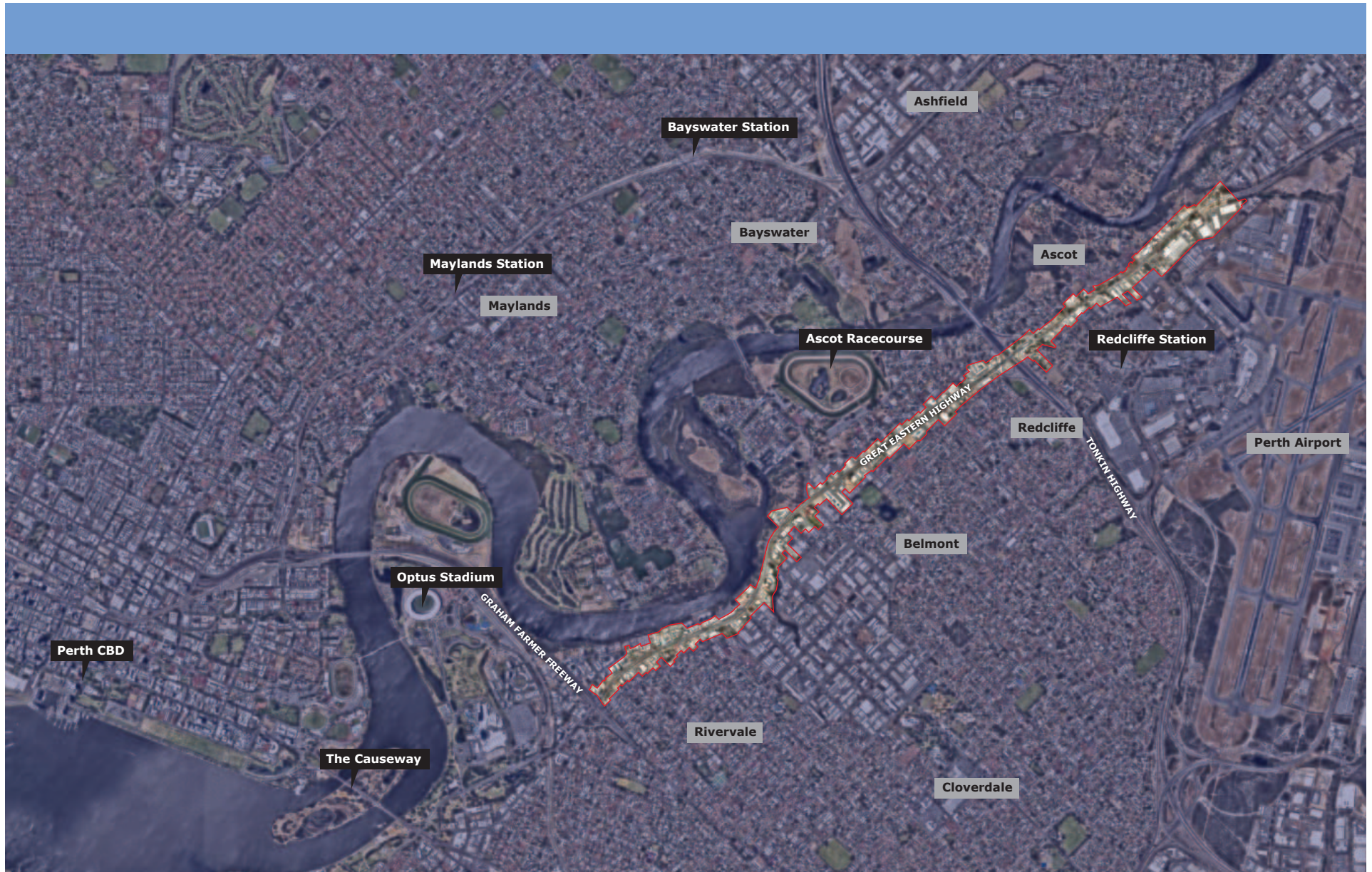


Figure 5: Study Area Context

WHY DO WE NEED A STRATEGY FOR THE CORRIDOR?

The City needs to plan for the future and the Corridor has the potential to play a positive role in supporting the City's growth.

It is a strategically important transport route for industrial, business and tourism purposes and supports residential along its length.

However, the Corridor suffers from congestion in some areas, with up to 73,000 vehicle trips per day. The Corridor offers little amenity for pedestrians, cyclist-bike riders and businesses and access to properties is compromised. These issues have significantly eroded the road's role as an Urban Corridor: a place to live and work. Change is needed if the full potential of the Corridor is to be realised.

Fundamental to the ambition of the Strategy is growth that encourages a diversity of small to medium sized businesses and housing diversity. There is also an opportunity to better connect existing public open spaces as well as create more and higher quality public spaces. A better network of public places will support healthier lifestyles as development within the Corridor occurs.

The plan has been developed to establish a Vision to support the City's growth and to make the Corridor a better place to live, work and visit. To realise this potential the plan provides policy guidance and establishes a framework to deliver:

- A productive business environment that supports a range and variety of employment opportunities.
- A managed access Strategy.
- Well serviced and well connected neighbourhoods in which people will want to live.
- High amenity public realm that offers a diverse range of spaces, places and connections for people to use and interact with.
- An implementation Strategy to coordinate and deliver land use change in an orderly and efficient manner.

THE OPPORTUNITY FOR THE CORRIDOR

The Strategy seeks to transform the Corridor by bringing new life into the Corridor and adjacent communities through investment in homes, jobs, transport, open space and public amenity. The Strategy takes advantage of the critical building blocks of sustainable urbanism outlined above, by integrating them with a density of land uses and amenity, to build and enhance the existing neighbourhoods along the Corridor. The report recognises that the Corridor also includes a number of large sites that can facilitate the redevelopment outcomes encouraged through the Strategy.

The Strategy seeks to optimise the strategic location of the City of Belmont and the neighbourhoods along the Corridor to facilitate these urban outcomes.

Every planning decision made along the Corridor will be influenced by the outcomes of this report. This includes day-to-day planning proposals and development applications, and local statutory planning documents such as Local Planning Policies (LPP). The project will be a catalyst to translate a Vision for the Corridor into the future.

HOW WILL THE STRATEGY GET US THERE?

This document provides a framework to help guide the future of the Corridor. Recognising that the Strategy articulates a long term Vision, this framework:

- Uses plans and images to describe the future vision of the Corridor, providing concepts on matters like public realm and access considerations.
- Establishes a series of implementation strategies to ensure that the Vision evolves.
- Identifies subsequent actions required to implement the Vision.

STRATEGIC COMMUNITY PLAN 2020-2040

The plan works directly toward achieving many of the City's Strategic Community Plan strategies including:

Liveable Belmont:

- Plan and deliver vibrant, attractive, safe and economically sustainable activity centres.
- Ensure activity centres have a thriving economy.
- Attract public and private investment and businesses to our City and support the retention, growth and prosperity of our local businesses.
- Encourage and educate the community to embrace sustainable and healthy lifestyles.

Connected Belmont:

- Make our City more enjoyable, connected and safe for walking and cycling.
- Facilitate a safe, efficient and reliable transport network.
- Promote alternative forms of transport.

Natural Belmont:

- Protect and enhance our natural environment.
- Provide green spaces for recreation, relaxation and enjoyment.
- Encourage sustainable development to guide built form.

Creative Belmont

- Support and collaborate with local schools and businesses.

Responsible Belmont:

- Invest in services and facilities for our growing community.
- Advocate and provide for affordable and diverse housing choices.
- Engage and consult the community in decision-making.
- Engage in strategic planning and implement innovative solutions to manage growth in our City.

REPORT STRUCTURE

The Report is divided into 5 parts:

Introduction and Background - an overview of the purpose of this study and its application in guiding future planning. Consideration of the key characteristics of the Corridor and how it fits with its context, including other strategic planning and transport initiatives.

Vision and Themes - an overarching vision for the transformation of the Corridor. The report illustrates the ultimate vision for the Corridor, including land use and development intensity, green space and connections, Activity Nodes and transport initiatives. Four themes and guiding strategies are identified that will achieve the vision; Connecting People and Place, Making Captivating Streets and Spaces, Fostering Employment and Liveability, Creating a Memorable City Fabric.

Urban Design Framework - reflecting community aspirations and principles of good urban design to guide the development of the Corridor. It facilitates the development of a more attractive, enriching and vibrant public realm to ultimately support enterprise and improve lifestyle and liveability.

Urban Corridor Precincts - identifying each of the four Precincts and providing further direction on their future growth and development in response to the urban design framework.

Strategies and Implementation - outlining a framework to guide, coordinate and facilitate the transformation of the Corridor in line with the established vision, themes, principles and strategies.

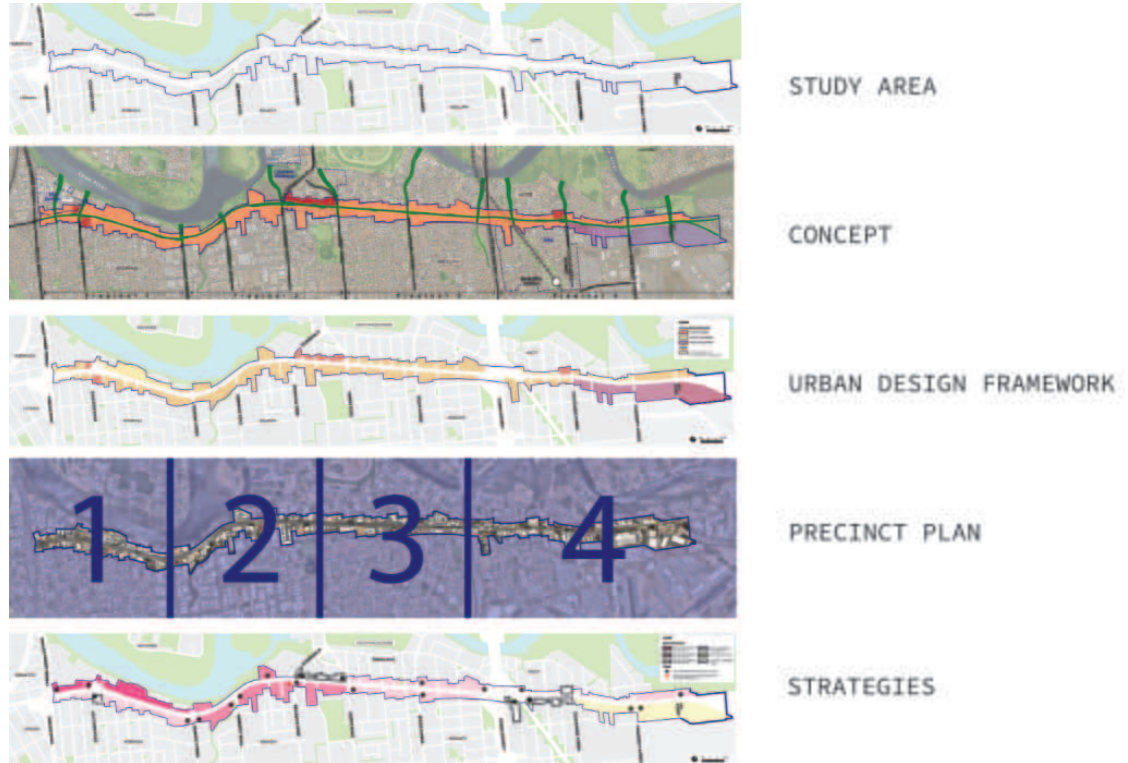


Figure 6: Report Structure

BACKGROUND

AREA PHYSICAL ANALYSIS

The 6.7km Corridor expands from the Graham Farmer Freeway in the Rivervale, running north-west to just east of Ivy Street in South Guildford. The Corridor is an important connector in the movement network. However, whilst providing good connectivity for vehicles, the Corridor is a hostile environment for pedestrians and **cyclist-bike riders**.

The majority of land uses along the Corridor includes a variety of commercial, retail and industrial uses. The Corridor also accommodates different forms of residential development in the form of single, grouped and multiple dwellings.

There is potential for significant redevelopment, particularly on large lots with unencumbered freehold titles. Redevelopment should respond to views, the proximity to the Swan River, Perth CBD and the Perth Airport.

AREA SOCIO-ECONOMIC ANALYSIS

The area is less affluent and holds fewer formal qualifications compared to the Greater Perth average, with a larger proportion of the young workforce compared to Greater Perth. The area has a growing population of couples without children and lone persons households.

Most of the workforce travel to their occupations by private car with a higher proportion of the workforce travelling by bus, though a smaller proportion travelling by train compared with the Greater Perth average. Employment self-containment is 21.4% in the City of Belmont.

PLANNING FRAMEWORK

The Strategy for the area has given due regard to the prevailing strategic and statutory planning framework, which includes WAPC's Perth and Peel @ 3.5 million, Directions 2031 and the Central Sub Regional Framework that highlights the potential for redevelopment and growth in accordance with the strategic goal of a consolidated and connected Metropolitan City.

The Strategy will be implemented through the statutory framework, which includes the City of Belmont Local Planning Scheme and the City's Local Planning Policies.

It is likely that the City's new Local Planning Scheme will put in place new zones and provisions to guide and manage future development. This plan seeks to provide guidance for future decision-making on land use, increased density, amenity, affordability, services and infrastructure. Connecting these planning goals both to the community's needs and expectations and to the City's visionary goals can be a challenging task.

WORKING WITH THE COMMUNITY

To inform our understanding of the issues, two Vision and Design Workshops were held with members of the community to inform and assist in crafting an overall shared Vision and design for the Corridor.

Engaging diverse viewpoints, the planning discussions helped to ensure a process that was inclusive, and that incorporated leading edge thinking on the most challenging issues the City is facing.

The workshops focused on identifying principles and themes to inform an overall vision based on the community members desires for specific development outcomes. The vision and design principles were then used to guide the design scenarios for the Corridor.

The community's vision for the area includes:

- A Corridor which is a gateway to the Perth CBD.
- An improvement to the public realm with better parks and gathering places, more trees and vegetation in the streets, wider, shady footpaths and less impact from car parking and traffic speed.
- Greater connectivity to the river.
- Redevelopment of an appropriate human scale which enables growth of the community.
- Diversity of housing stock to provide an opportunity for older people to retire locally and for young families to settle.
- The opportunity for improved access to community places within the area and growth and diversity in the local centres.

WHAT WE HAVE LEARNED ABOUT BETTER URBANISM

Activity Corridors “are connections between activity centres that provide excellent, high frequency public transport to support the land uses that will occur along the Activity Corridors and at the activity centres. Activity Corridors are not designed to be high-speed through traffic routes.” (network city, 2004, dpi).

Housing Choice and Affordability: Plan for a diversity of housing types to accommodate a wide range of community needs, including affordable housing, family housing, student housing and seniors housing.

Future development in the Corridor should contribute to diversity in the Corridor’s land uses in a way that creates opportunities for people to live and work locally. The Strategy proposes mixed-use Precincts along or adjacent to existing and proposed public transport Corridors, urban services and community facilities. Development decisions should encourage these kinds of uses along the Corridor, calling on the principles of transit-oriented development.

Decision-making should be open to new models to deliver housing diversity, choice and affordability, so that the housing mix in the Corridor meets current and future needs. This may require amendments to planning mechanisms or development controls.

Diverse and resilient economy: Plan for and position the Corridor to attract new businesses and to support existing business to create a diversity of jobs and promote closer jobs to home.

A variety of industry and service sectors are located along the Corridor. Each section of the Corridor has its own strengths in terms of economic growth and employment. The Strategy presents an opportunity to build on the strengths of Precincts along the Corridor to develop local economies and deliver a diversity of jobs.

The Strategy focuses on recognising the unique potential of each part of the Corridor to contribute to overall economic productivity through the renewal of declining commercial and retail areas, the creation of new centres and hubs of economic activity, and by positioning the Corridor to accommodate new and emerging industries and business models.

The Strategy also seeks to promote ways of developing the economy of the Corridor through strategic planning and policy mechanisms.

Accessible and connected: Reshape and better connect places and associated movement networks to serve residents, employees and visitors to and along the Corridor.

The Corridor is one of Perth’s busiest roads, carrying thousands of vehicles each day. It is part of a wider transport network that includes inter and intrastate connections, as well as a network of arterial and local roads.

Accessible and connected transport is vital for the liveability, economic prosperity, efficiency and success of the Corridor. The WA Government is committed to the provision of attractive public transport choices to help manage the increasing demand for travel along the Corridor, support areas of urban renewal, facilitate the redevelopment along the Corridor and connect people to their places of choice.

The Strategy promotes improvements to the road network to facilitate land use change and growth.

Planning, development and transport management decisions should also look beyond infrastructure solutions. The means supporting initiatives that manage travel demand by reducing the need for car trips, encouraging more diverse land uses—especially for employment, and co-locating land uses so that people have less need to or less distance to travel.

Vibrant communities and places: Promote quality places and built form outcomes to transform the Corridor over time.

Perth is recognised as one of the best places in Australia to live. A key focus of the Strategy is to improve the amenity of the Corridor by focussing on communities and places in a way that respects, renews and enhances the existing qualities of the Corridor.

The Strategy promotes further layers of planning in the form of Design Guidelines that establish clear principles around open space and community infrastructure to ensure that planning decisions consider how people interact with places along the Corridor. People will want to spend their time in well-designed, attractive and greener streets and public spaces. It is essential that decisions on change of use or new land uses ensure appropriate transitions in scale, and that heritage buildings and conservation areas are effectively reused and integrated.

Much needed community infrastructure, will need to be delivered to support the proposed growth in the Corridor. It is crucial that community places and buildings in particular are planned and designed so they are multi-purpose and also have room to expand as the population ages and different patterns of work and social life emerge.

Green spaces and links: Embellish existing open spaces and provide new spaces to support the amenity and recreational needs of the community and the Corridor.

One of the challenges for the Corridor is to ensure that it continues to be a great place to live and work, and that neighbourhoods along the Corridor are provided with the infrastructure needed to support population growth while maintaining health and wellbeing. Open space and the public realm are essential to the healthy functioning of the built environment.

The public realm strategies developed for the Corridor aim to provide guidance for a connected and continuous open space network.

Given the highly developed nature of the Corridor, the Strategy has considered a diverse range of connections, linkages and spaces through the realisation of the following initiatives:

- Improving linkages within and between the existing open space network.
- Reinforcing connections.
- Ensuring that open space and the public domain enhance the quality of the Corridor.
- Improving the landscape amenity of the Corridor.

URBAN CORRIDOR ATTRIBUTES

The ideal Urban Corridor would typically be characterised by the following traits:

High density residential facilities (i.e. apartments), sometimes as a component of mixed use development;

- A variety of non-residential uses, including retail, commercial, food and beverage, health, short-stay accommodation and education facilities, in a high quality street-based built form.
- With major destinations or attractions as anchors at each end.
- Maximum intensity of development along the primary Corridor, with a gradual reduction in intensity behind the Corridor.
- A rail-based form of high frequency public transport along the length of the Corridor.
- Buildings that address the street, with minimal front setbacks and parking excluded from the front setback area.
- Street trees and awnings to provide climatic relief.
- Generous footpaths and cycle paths on both sides of the main Corridor and connecting with the surrounding area to encourage walking.
- Regular, safe and formalised pedestrian crossings.
- Limited vehicle traffic speeds (up to 50km/hr).
- Parallel rear laneways and local streets (but not continuous along the length of the Corridor) that provide for efficient vehicle access. Direct vehicle access is ideally not provided within the Activity Corridor.
- Provide land uses that optimise the investment in transit. New development should significantly assist in optimising a shift in travel choice to walking, cycling and public transport. Land uses that do not support this shift should be avoided.

Supportive land uses are those that:

- Include high employment and residential densities, recognising that the highest densities will be focused towards the Springs, along the foreshore and at Activity Nodes and major transit modes (e.g. Redcliffe Train Station), with strategic opportunities for sustainability (i.e. large sites) and decrease in distance from these areas.
- Ensure adequate and appropriate employment space.
- Encourage travel time outside of peak periods.
- Attract reverse flow travel.
- Encourage travel by walking and cycling.

Non-supportive land uses are those that:

- Are oriented more towards travel by automobile rather than walking, cycling or taking transit.
- Generate high levels of vehicular traffic and require significant parking.
- Provide low-density building forms.
- Create an unpleasant environment for pedestrians.
- Have limited hours of operation.

The Strategy encourages the application of these traits and characteristics as redevelopment occurs.

Attachment 12.3.1 Draft Great Eastern Highway Urban Corridor Strategy

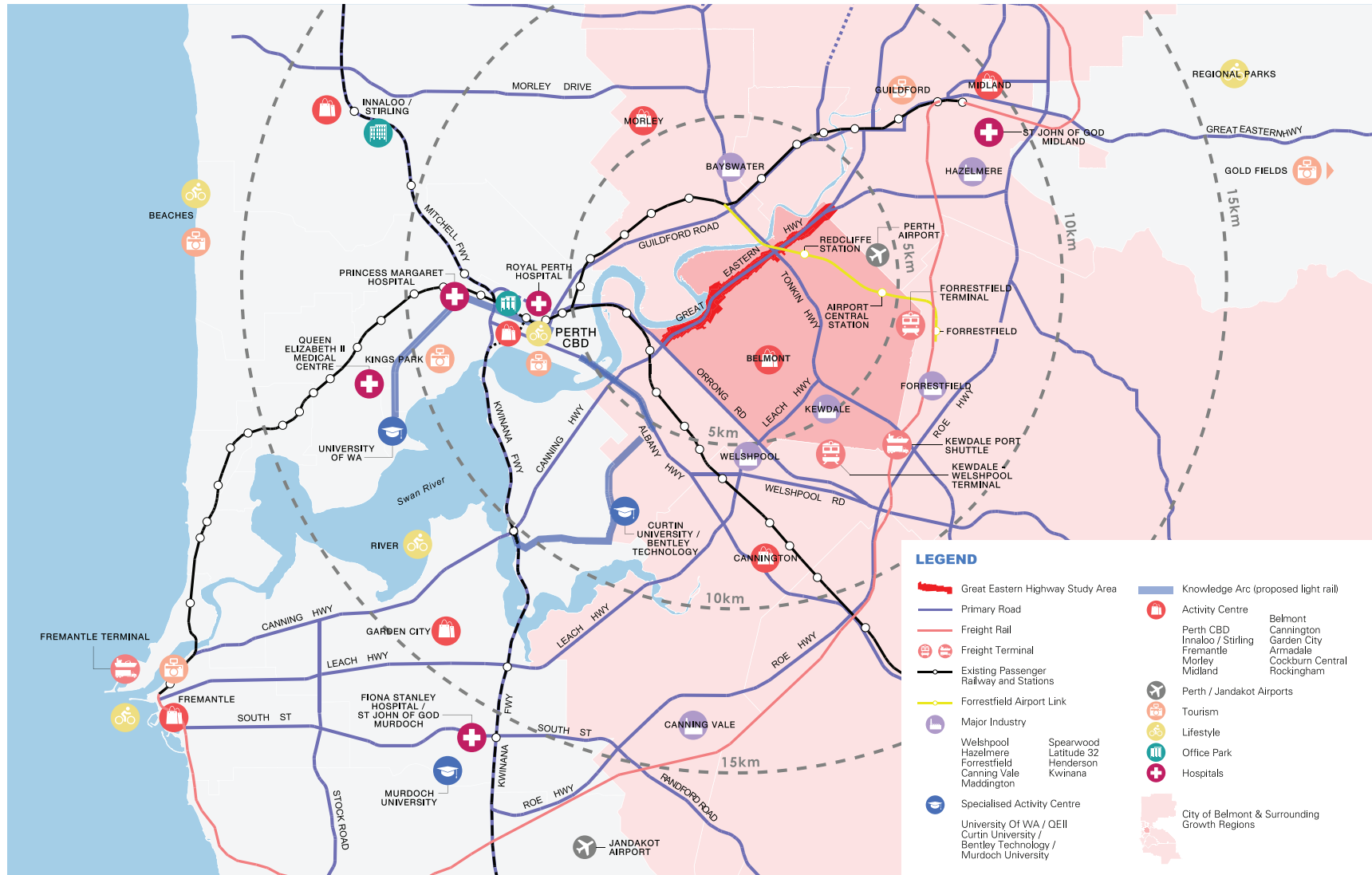


Figure 7: Metropolitan Key Drivers

ROLE AND FUNCTION

METROPOLITAN KEY DRIVERS

Western Australia's natural resources and exports and Perth's connections to the rest of the world are key drivers of the metropolitan economy.



ECONOMY

WA is Australia's export powerhouse, this economic advantage, coupled with the State's abundant mineral wealth, tourist attractions and high standard of living, positions Perth to further develop relationships with the rest of the world, particularly the increasingly important Indo-Pacific region. In particular;

- Its major export destinations for 2021-22 were China, Japan, Republic of Korea, Singapore and Taiwan.
- Real Gross State Product (GSP) increased by 3.1% in 2021-22.
- WA accounts for a 42.1% share of Australian trade (goods and services).
- Future growth priority sectors identified include energy, tourism, international education, mining, health and primary industries.



EDUCATION

WA's education sector is worth \$2.1 billion per annum. There are around 50,000 international student enrolments each year in WA, with each student adding their spending power to the local economy. International education numbers for new commencements in WA at YTD Nov 2017 were growing, however dropped by 7.4% in 2020 during the pandemic. In reasonable proximity to Belmont are;

- Murdoch University.
- Curtin University Bentley and Curtin University Midland medical school.
- In addition the State Government has future plans to develop a light rail link between the University of WA, Perth CBD and Curtin University, termed "the knowledge arc".



INFRASTRUCTURE

Significant infrastructure projects which drive metropolitan economic growth include;

- The State's largest infrastructure project, Gateway WA, in the heart of Belmont, which improves the road network and freight access on Leach Highway, Tonkin Highway and the surrounding feeder network, catering for increasing passenger and freight movements for the Perth Airport terminal and Kewdale and Forrestfield industrial estates.
- The Kewdale Freight Terminal comprising approximately 17,000 square meters of rail yard and depots with an annual container turnover rate of approximately 330,000 units.
- The State's first Metronet rail project is the \$1.86 billion Forrestfield-Airport Link (FAL), jointly funded by the Australian and Western Australian governments, which delivered rail service to the eastern suburbs of Perth including Belmont – with three stations at Redcliffe, Airport Central and Forrestfield.
- Belmont has been part of the NBN rollout to service the City from 2015-2018.



POPULATION AND EMPLOYMENT

The State Government's planning framework for the future of Perth includes the Perth and Peel@3.5million suite of strategic land use planning documents which aim to accommodate 3.5 million people by 2050 and provides for;

- A forecasted population increase to 58,319 in 2041, reflecting a 39.3% change.
- 215,000 additional dwellings in the Perth Metropolitan Central sub region including 10,410 new dwellings in Belmont and 22,900 additional people.
- 285,800 additional jobs in the Central sub region which may imply 14,700 additional jobs in Belmont, based upon the average of 1.4 jobs per household in 2016. This figure could rise if Belmont is able to capitalise upon its current economic base and locational advantages.



AIRPORT

Perth Airport is one of the main employers and key strategic assets within the Metropolitan area and is located in Belmont;

- The airport is located on a 2,105ha estate that has been developed into a road and rail freight logistics precinct.
- The airport is serviced by 18 major international airlines and 12 regional and domestic carriers. Over the past decade, the airport has experienced growth rates of nine per cent per annum.
- The number of passengers to pass through the airport is expected to surge from 14 million in 2014 to more than 28 million by 2034.
- Perth Airport's redevelopment into one of the best airports in the Asia-Pacific region included the opening of Terminal 2 and the expansion and upgrade of Terminals 1 and 3 in 2015. This has seen all commercial air services, with the exception of Qantas and those in the general aviation area, consolidated into one major precinct.



PERTH CBD

Perth is Australia's closest and most accessible capital city to the world's strongest economic growth regions and has evolved into a major hub for air travel, freight and logistics;

- Perth enjoys the shortest travel times of any Australian state capital city to key markets in Africa, the Middle East, Europe and most Asian markets.
- Perth shares a time zone (of plus or minus two hours) with 60 per cent of the world's population in the emerging economies of Asia. Perth is also the only Australian state capital that is contactable with the United Kingdom and Europe during overlapping business hours.



LOCAL ECONOMIC INFLUENCES

LOCATION

The City of Belmont encompasses a total land area of 40 square kilometres in the heart of metropolitan Perth. Belmont is a significant commercial and employment centre serving a catchment across the South Eastern Metropolitan Perth and is regarded as one of the most convenient, affordable and productive Local Government Areas.

Accessible

Belmont is within the Central sub region and direct neighbour to the South East and North East subregions. Belmont derives economic growth from proximity to and connections to Perth CBD, Perth Airport, the strategic industrial hubs of Kewdale and Welshpool and road and rail freight routes including Kewdale Freight Terminal, Tonkin Highway, Corridor and is a short distance to Graham Farmer Freeway, Great Northern Highway and access to the Perth-Darwin Highway and future Perth-Adelaide Highway. Belmont has two crossings over the Swan River at Garratt Bridge and Tonkin Highway.

Attractions

Major international attractions border the western end of Belmont, namely Crown Casino which attracts 10 million visitors each year and employs around 5,000 employees and Optus Stadium which is designed for 60,000 patrons with possible expansion to 70-80,000, attracting major sporting and performance events.

In the heart of Belmont and reflecting the City's long legacy of association with the horse racing industry, Ascot Racecourse is one of Western Australia's primary horse racing venues and its popular Spring Racing Carnival.

Belmont includes significant Swan River foreshore areas and over 100km of shared use paths. In close proximity to the City are the major tourist attractions of the Swan Valley, Guildford historic town and the scenic Darling Scarp.

Demographics

The City had a population of just over 42,000 in 2021 with a lower proportion of older workers and empty nesters but a greater proportion of independent, young working age residents compared to Perth.

Households

In 2021 the City had a lower proportion of households in the high income category and fewer couples and singles with children compared to Perth. Belmont has a lower home ownership rate than Perth and a higher proportion of residents renting accommodation privately or in social housing. Belmont has a lower proportion of separate houses and a higher proportion of medium and high-density dwellings than Perth. The majority of homes had three bedrooms but Belmont also has a higher proportion of 1 and 2 bedroom dwellings than Perth.

Workforce

The City's Gross Regional Product was nearly \$9 billion as of 2021, contributing 3% to the Western Australian economy. The largest industry is Transport, Postal and Warehousing, reflecting the function of major activities of Perth Airport and Kewdale Industrial areas. There were nearly 53,000 jobs in the City in 2021 which equates to 4% of WA jobs.

Unemployment in the City is at 5.6%. The City has a relatively skilled local labour force with over 35.7% of residents having a tertiary qualification. The top three industries of employment for residents were health care/social assistance, retail trade and accommodation/food services. Over 74% of residents work outside the City with the top three locations being Perth CBD, Canning and Victoria Park.

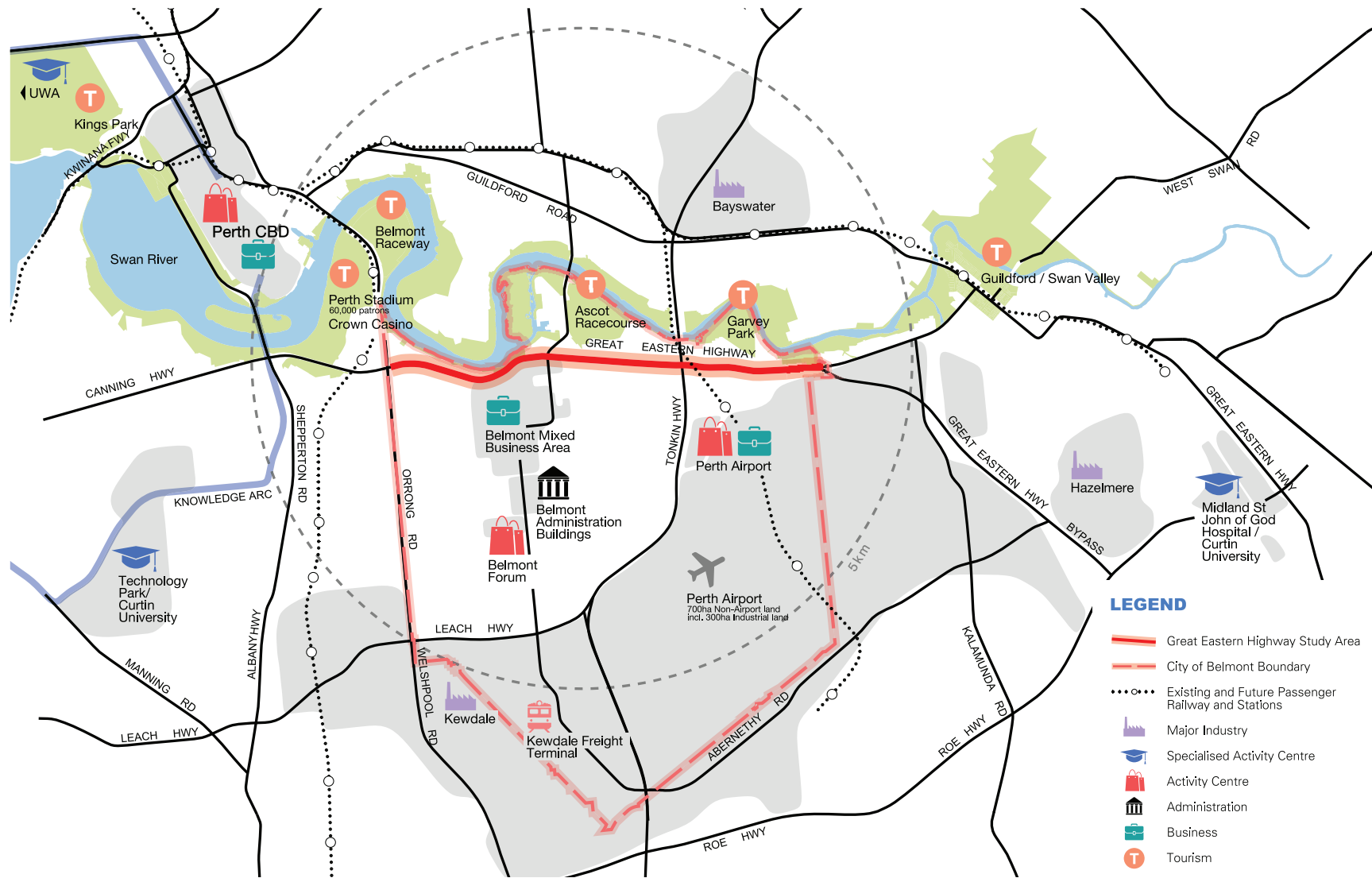


Figure 8: Local Economic Influences - Location

TRANSPORT AND ACCESS

Airport

Perth Airport is the gateway to WA and manages Australia’s fourth highest level of passenger traffic. The airport connects over 14 million people per year on 2878 scheduled flights each week to over 50 destinations worldwide.

Road

Belmont is serviced by fast and direct access to Perth CBD and all of Perth’s major arterial road and rail networks, as well as a number of strategic highway routes including 16km of primary distributor roads. The Corridor between Orrong Road and Roe Highway is an essential link in the freight road network of WA and Perth metropolitan area. Interestingly, 7.4% of households in Belmont do not own a car which is higher than the Perth average of 4.8%.

Railway

Belmont Park station has been upgraded as the Optus stadium station. The Forrestfield – Airport Link (FAL) is the first section of the State Government’s Metronet rail network and stations in Belmont at Perth Airport and Redcliffe opened in late 2020.

Light Rail and Bus

Perth’s proposed infrastructure network includes a light rail system, which includes a proposed route referred to as the ‘Knowledge Arc’ which will link the University of Western Australia, Perth CBD and Curtin University. Whilst there is no time frame for the project, it is a relevant consideration in planning for urban intensification in western Belmont.

Long term proposals for priority rapid public transport along the Corridor, whether bus or light rail are also a feature of The Plan for Transport in Perth (2031, DoT).

Traffic

The Corridor carries up to 73,000 vehicle trips per day. Much of this traffic is generated by incoming visitors, workers and through traffic. 7.2% of Belmont residents use the bus to travel to work – more than twice the Perth average, with more than 7,700 bus boardings per week along the Corridor.

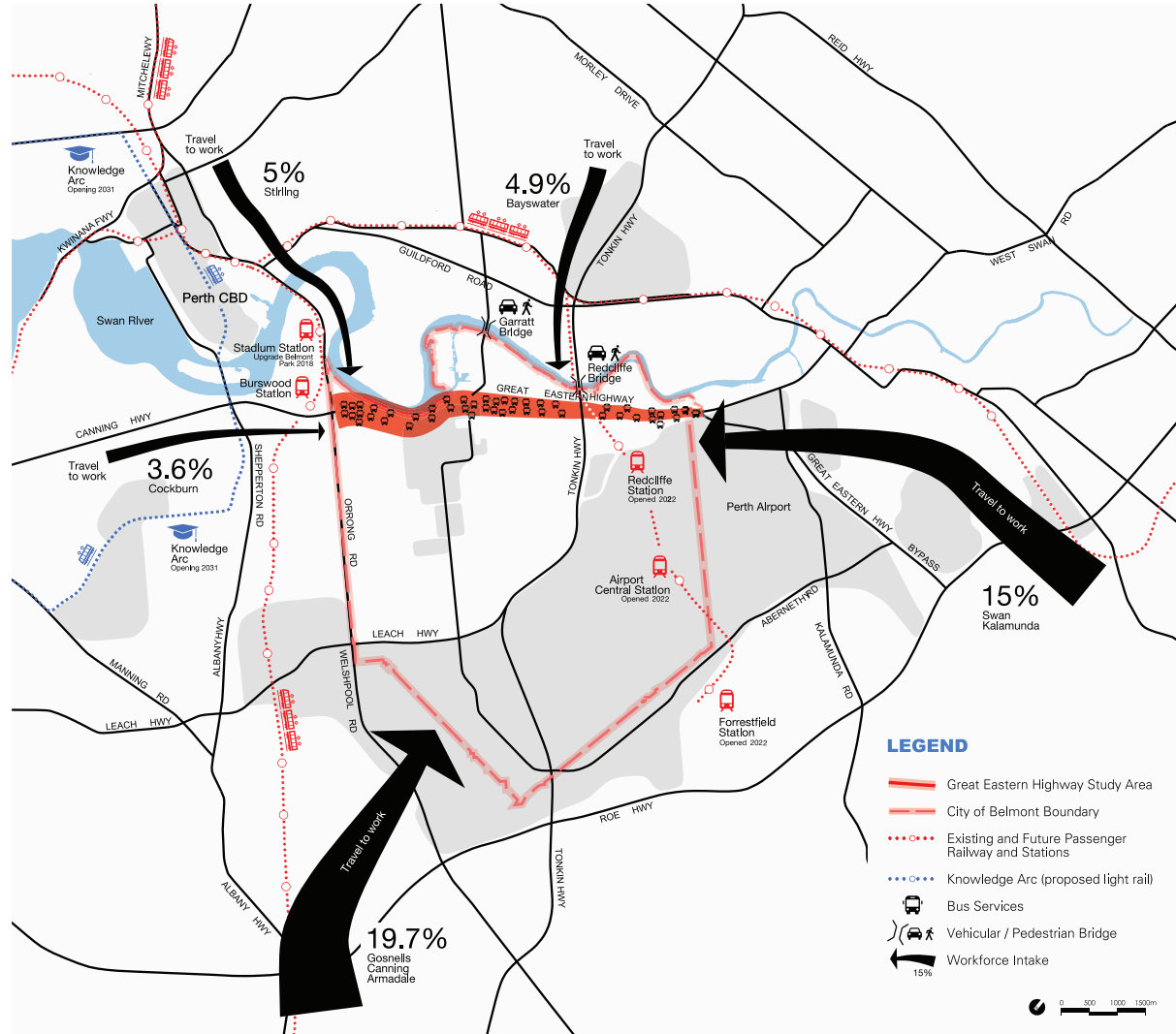


Figure 9: Local Economic Influences - Transport and Access

PLANNED URBANISATION

Retail

Belmont Forum's major \$65 million upgrade was completed in 2018 and improved access, provided additional retail offering, dining precincts and improved parking arrangements.

Additional retail nodes are proposed along the Corridor at Belmont Park, Burswood Station West and East precincts. In addition, the development of a local centre within The Springs is underway and a future local centre has been earmarked for the Golden Gateway precinct. A neighbourhood centre has also been identified within the Development Area 6 precinct.

Office/Commercial

Perth City is only ten minutes by road via the Corridor or the Graham Farmer Freeway.

Belmont has an abundance of accommodation providers ranging from bed and breakfast and budget to more upmarket motels and hotels. Significant office development is proposed at Burswood Station West and East and Belmont Park and smaller centres may emerge at Golden gateway and around the Redcliffe Train Station.

Belmont Business Park area is the focus of commercial land uses development and is aimed at strengthening the economy of Belmont.

Residential

Potential for between 10-15,00 new dwellings has been identified at Belmont Park, Golden Gateway and Redcliffe Train Station precincts. In addition, residential development has continued to occur within Ascot Waters and The Springs.

Perth Airport Specialised Activity Centre

Perth Airport contains 700ha of non-airport land including the potential for 300ha of industrial land according to the state governments Economic and Employment land Strategy. The Discount Factory Outlet (DFO), Costco and Woolworths have now been constructed within the Perth Airport Estate.

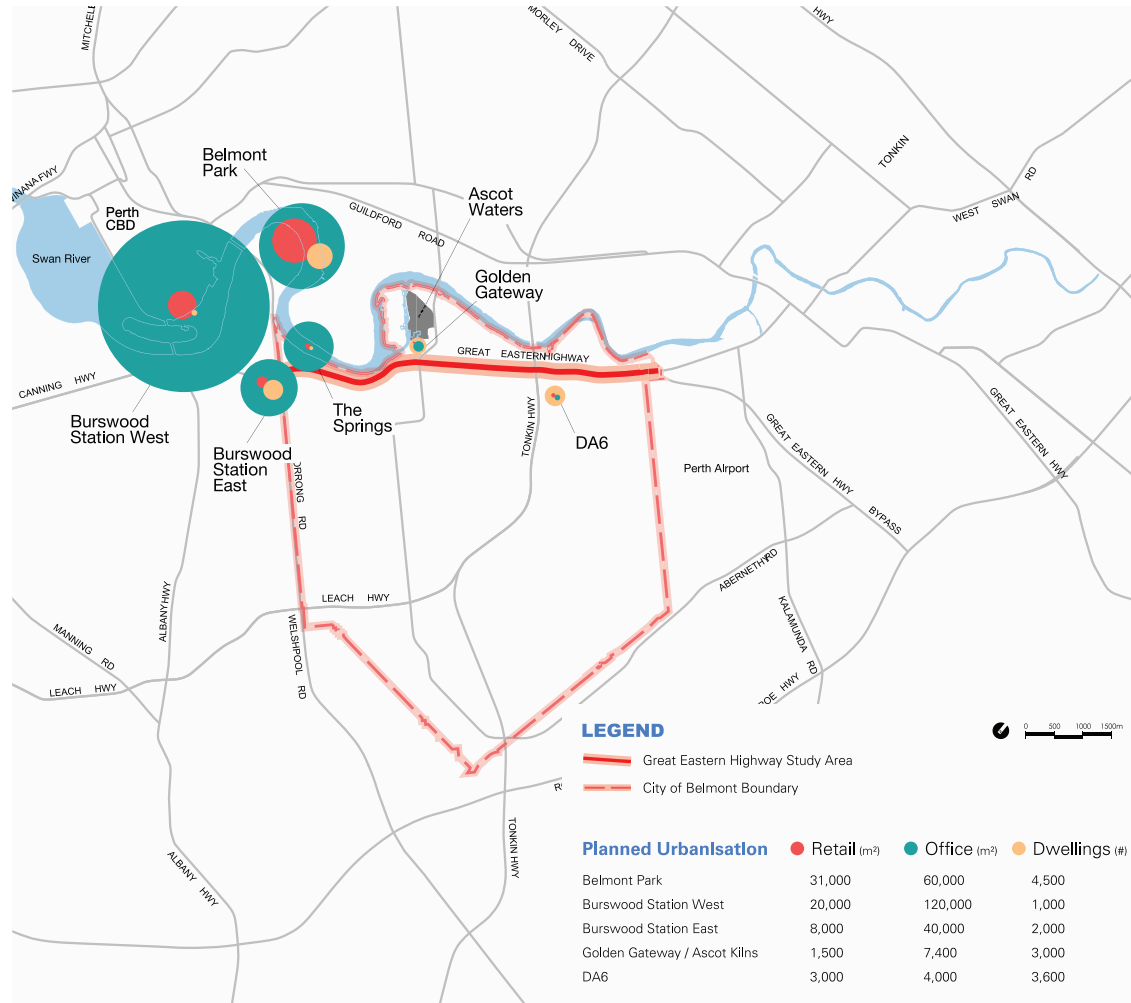


Figure 10: Local Economic Influences - Planned Urbanisation












KEY CONSIDERATIONS

The Metropolitan and local economic drivers set a clear direction for the future role and function of the Corridor.

It is clear that a key consideration for future development along the Corridor will be the way in which connections and synergies with adjacent high activity land uses, visitor attractions and area with significant amenity are enhanced and supported. For example, the major tourism and employment destinations of the Crown Casino and Optus Stadium at the western end of the Corridor are likely to support 'spin off' tourism and service sector land uses and associated activities which will emerge over time. Similarly, at the eastern end of the Corridor the Redcliffe Train Station and rail links to the Perth CBD, Bayswater and Forrestfield and the Airport major employment centre, are likely to encourage additional growth as the population seeks accommodation in proximity to public transport links.

Along the Corridor between these two anchoring nodes, mixed land uses and Activity Nodes are likely to be more dispersed and related to the movement economy of the Highway and key intersections with the established Belmont Business Centre and nearby Belmont City Centre.

LEGEND

-  GREAT EASTERN HIGHWAY SUBJECT AREA
-  CORRIDOR
-  HIGH DENSITY RESIDENTIAL AND MIXED USE
 - High density residential
 - Great Eastern Highway promenade and riverwalk
 - Tourism accommodation in accordance with the City's Local Housing Strategy
 - Springs Local Centre
 - Eastgate Neighbourhood Centre
-  CENTRAL MIXED USE
 - Mixed use
 - Office
 - Place
 - Riverlink
 - Severin Walk living stream
 - Civic uses
 - Future local centre in Golden Gateway
 - Aged care facilities
 - Health and medical
-  MIXED USE
 - Showrooms
 - Residential/commercial e.g. Stirling Highway
 - Tourism accommodation in accordance with the City's Local Housing Strategy
-  RIVER MIXED USE
 - Higher density development surrounding train station
 - Tourism accommodation in accordance with the City's Local Housing Strategy
 - Improve and expand connections to Garvey Park
 - Ascot Local Centre
 - Redcliffe Neighbourhood Centre
-  TRANSIT
 - Industrial development – southern edge of corridor
 - Residential
 - Mixed use
-  ACTIVITY NODES
-  GREEN LINK TO BELMONT TOWN CENTRE
-  NORTH-SOUTH ARTERIALS
-  KEY PEDESTRIAN LINKAGES

The new community will likely be multi-generational and include older people and seniors down-sizing; young couples and families looking to move close to employment, services and schools; singles entering the workforce and tertiary education wanting to be part of a vibrant community and close to amenities and visitors and tourists choosing gateway location near attractions and public transport options.

Established, existing retail, commercial and service sector land uses are likely to continue for some time and provide much needed local employment and economic activation. As the resident population along and in proximity to the Corridor grows these uses may expand and diversify over the next decade or so.

The Strategy for the Corridor will therefore need to provide for a range of land uses including support for established land uses and emerging new employment and residential typologies. Services, facilities, convenience retail and amenity for leisure and recreation will need to be facilitated to support the growing population and a sense of place.

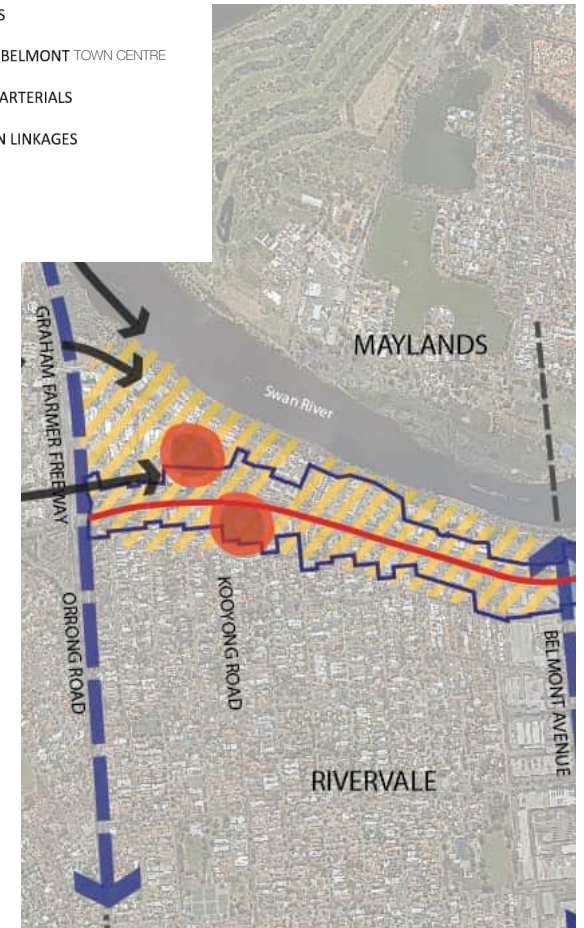
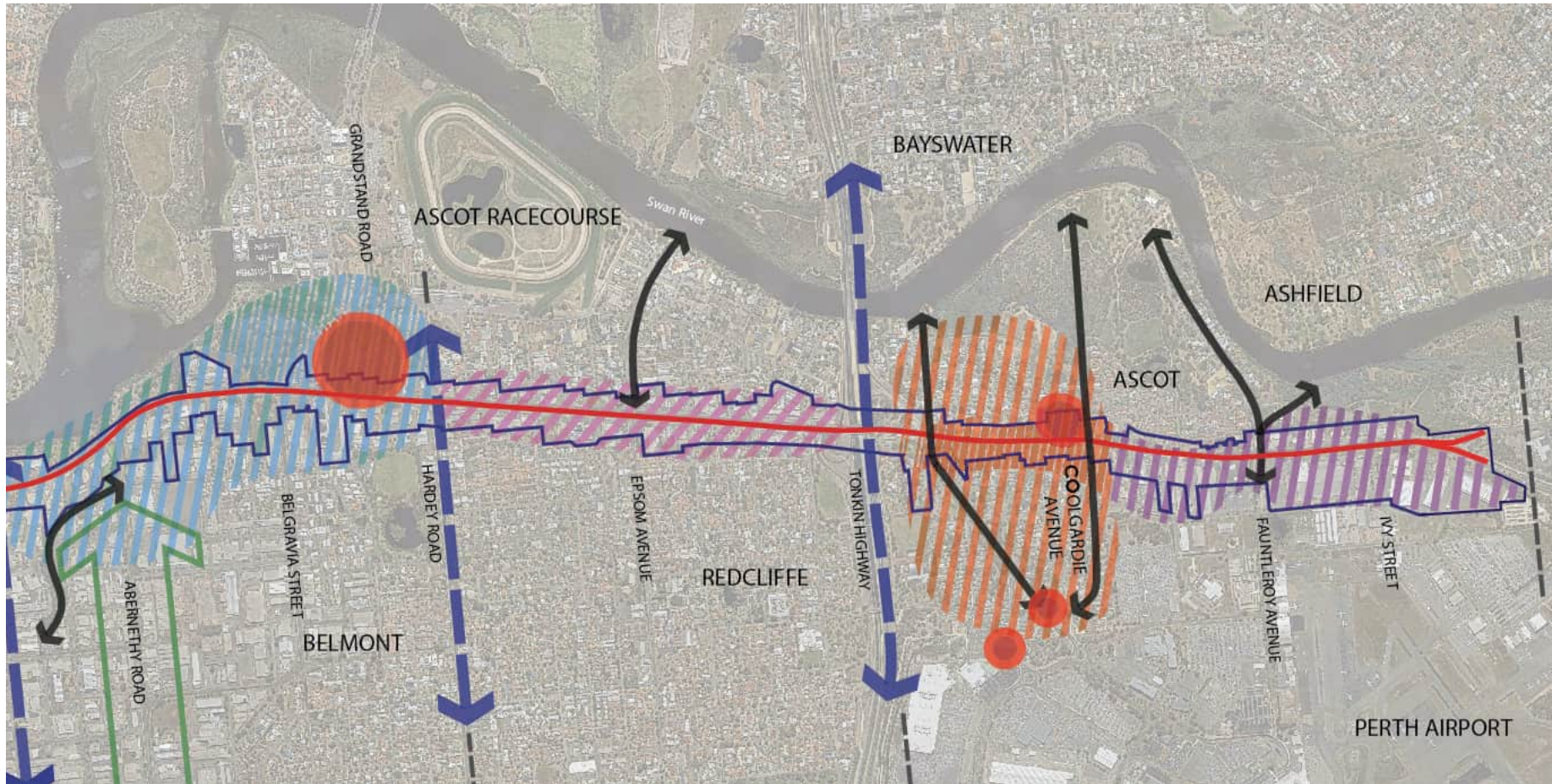


Figure 11: Key Considerations



VISION AND THEMES

THEMES

The philosophy behind the Corridor's future urban structure, public domain, land use configuration and built form qualities is based on four urban design themes which reflect the communities Vision for the area;

Theme 1 – Connecting People and Places

Theme 2 – Making Captivating Streets and Spaces

Theme 3 – Fostering Employment and Liveability

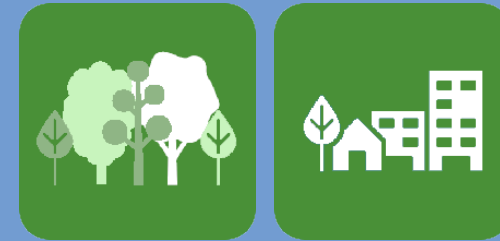
Theme 4 – Creating a Memorable City Fabric

These themes serve as the broad influences for the urban design rationale. The urban design themes, and associated guiding strategies, are the link between the Vision and the more detailed design elements and precinct standards and development requirements.

CONNECTING PEOPLE AND PLACES



MAKING CAPTIVATING STREETS AND SPACES



FOSTERING EMPLOYMENT AND LIVEABILITY



CREATING A MEMORABLE CITY FABRIC



VISION

The Vision focuses on the transformation of the Corridor into one of Perth's great urban boulevards and the creation of a new urban destination – a linear urban experience of beautiful and captivating spaces and places. The structuring elements include:

Amenity

The Urban Corridor Strategy delivers a development framework acknowledging the alignment of Corridor and the Swan River that provides for movement along the Corridor and connections through the Corridor into the adjacent neighbourhoods.

Networks

Harnessing the opportunities presented through greater connectivity is a key objective of the Vision Plan. The definition of a strategically considered network of public spaces and streets establishes a framework for the delivery of:

- An integrated public realm that can be utilised to support safe and comfortable spaces as well as providing general amenity.
- A network that offers easy and accessible connections within and through the Corridor.

Nodes

The Urban Corridor Strategy establishes the opportunity to celebrate and physically express key locations for creation of integrated mixed-use centres, intensification of land uses and wider housing choice. They provide deliberate opportunities to create a sense of place and identity for the neighbourhoods surrounding the nodes.

Precincts

The Corridor consists of four distinct precincts. Defining these precincts and using these geographically defined locations helps provide greater legibility and definition of character and define the opportunity for distinctive approaches towards built form, public realm, land use and movement.

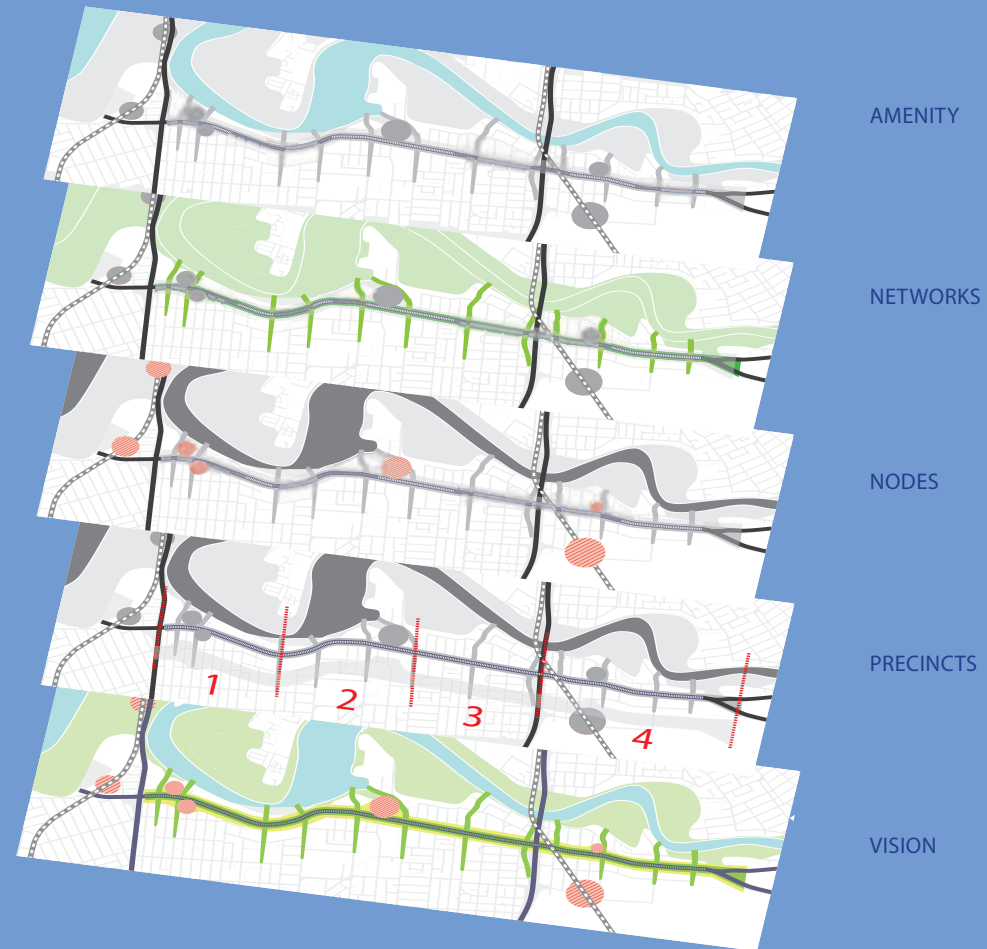


Figure 12: Structuring Elements

VISION PLAN

The ambition behind the study area's Urban Corridor Vision is for the Corridor to become a vibrant and attractive gateway to the Perth CBD and Belmont from the Perth Airport.

The Corridor will be a modern, vibrant, mixed use movement thoroughfare, shared by buses, pedestrians, cyclist-bike riders and vehicles, with high quality built form capitalising on attractive views and terminating key vistas. The Corridor will accommodate local businesses that serve local residents and capitalise on passing trade. It will be characterised by a green public realm that encourages pedestrian and cycling movement and provides places to socialise and congregate.

The vision focuses on the transformation of the Corridor into one of Perth's great streets and the creation of a new urban destination – a linear urban experience of beautiful and captivating spaces and places.

Refer to previous page for the structuring elements of the Vision Plan.



Figure 13: Vision Plan



THEMES

THEME 1 – CONNECTING PEOPLE AND PLACES

The transformation of the Corridor from being an arrangement of low-intensity, single-use areas to being a vibrant mix of diverse uses and places that relate to its urban location and high amenity context requires the provision of new physical, visual and land use connections.

The existing street blocks along the Corridor are long and streets do not always make connections to desirable amenities such as the Swan River. The provision of possible new pedestrian/cycling connections in the area will strengthen the public realm, significantly improve pedestrian and cycling movement, and enable the Swan River to be experienced more widely by local workers and future residents. Improving pedestrian connections with the residential areas to the north and east, will also enable the creation of functional and appealing mixed-use and mixed-business nodes with strong ties to public transit.

Connecting the urban fabric has also been considered in terms of urban form and view-scapes. The low-rise, low-intensity and poorly-connected nature of the Corridor has defined people's appreciation of the place. The emphasis on long-distance views from the Highway to the Swan River and along the main connections to the Belmont Centre and business district will help to create a more positive perception of the Corridor as a place of interest and amenity.

The Corridor is the preeminent street in the City of Belmont – it has the potential to be Belmont's St George's Terrace/Adelaide Terrace. The success of the Corridor's transformation is significantly reliant on improving Corridor's function, character and appeal. The street is envisaged to accommodate significant volumes of traffic but also has potential as a section of a Priority Rapid Public Transport Route between Perth Airport and Fremantle via Canning Bridge under the State Government's Perth and Peel @3.5 Million Transport network, which emphasises the importance of ensuring the surrounding urban fabric connects and relates well to the Corridor.

The ability to foster the growth of the Corridor as a unified and revitalised urban environment will be greatly enhanced by additional residential life along the Corridor and adjacent areas. The Corridor will connect the residential neighbourhoods to the west, east and south. The well-considered planning and design of residential-friendly buildings, streets and places along the Corridor will ensure that the area does not remain an inert place. The transformation of the Perth CBD and West Perth as a place for residents and workers is a clear example for the type of place that the Corridor is envisaged to work towards.

GUIDING STRATEGIES

- Identify potential for new connections through the urban structure to provide greater pedestrian and **cyclist-bike rider** amenity and safety.
- Optimise the integration of the surrounding urban fabric with Corridor and the Swan River foreshore.
- Identify priorities for the development of physical road, bicycle and pedestrian linkages and infrastructure.
- Commence the creation of a green Corridor that can accommodate more extensive public transport infrastructure.
- Create a pleasant streetscape along the existing street and associated links.
- Guide and manage the relationship between residential and non-residential development.
- Enable direct and safe access to public transport stops.
- Support development of a funding model to provide additional public realm and community facilities in accordance with population growth.
- Create safe crossing points at intersections that do not have traffic signals and in mid-block locations between the signalised intersections.
- Provide infrastructure for pedestrians and **cyclist-bike riders** that enables safe and convenient movement.
- Establish a comprehensive and high quality streetscape Strategy that incorporates the design philosophies.
- Support management of car parking through parking policies and design guidelines.

THEME 2: MAKING CAPTIVATING STREETS AND SPACES

The quality of the public domain often distinguishes the best cities. The public domain – streets and public spaces – provides: the setting for the variety of buildings; places for celebration, democratic expression, exercise and relaxation, gathering and respite; places of beauty for visitors and locals; space for environmental cleansing.

The Corridor's existing public domain is largely characterised as a wide, barren utilitarian traffic artery – oriented almost solely to car movement, access and exposure – and a tenuous relationship with the adjoining development and community. To help deliver the revitalisation needed for the Corridor, the Highway, adjoining streets and spaces need to give workers and residents a pleasurable experience.

The world's better cities have a recognisable hierarchy of appealing public spaces. The Urban Corridor Strategy seeks to create additional types of spaces and amenity along the Highway, within the constraints of the already-developed urban fabric. The provision of numerous small spaces created at the corners of key streets when redevelopment occurs will help to deliver significant amenity and opportunities for outdoor life throughout the Corridor. It is important to provide more of the smaller urban open spaces throughout the mixed use areas that are easy to walk to and use by local workers and residents.

The provision of local parks and Urban Gardens close to the predominantly residential areas will help in some small way to fill a void in the recreation and outdoor life opportunities of the Corridor's southern area.

Important goals of the Urban Corridor Strategy are to enhance the design, quality and usability of the existing open space assets which line the Corridor and provide improved access to spaces nearby. To optimise the use of larger assets such as Garvey Park, Hardey Park, Grove Farm Reserve, the Swan River and other planned green links near the Redcliffe Train Station, the Urban Corridor Strategy proposes to strengthen connections between the Highway and the parkland by providing greater public amenity and enhancing the streetscape along connecting streets.

Poor pedestrian amenity and passive surveillance along the Highway and at Activity Nodes, requires significant public domain improvement. Creating appealing settings for transit use – at bus stops and any future Priority Rapid Public Transport stops – is a vital consideration for the transformation of the Corridor. The potential to reduce car use for short trips within the Corridor and from adjacent precincts depends on it.

Additionally, the Urban Corridor Strategy aims to provide a much improved pedestrian and cycle network connecting public spaces and the places where people work, live and play. An important role of the plan is not only to provide these new urban open spaces but to use the redevelopment to help stitch them into the life of the City of Belmont as part of a comprehensive public realm network. Provision of these various urban open space opportunities contributes substantially to the vibrancy and liveability of the Corridor and the Activity Nodes along it.

GUIDING STRATEGIES

- Ensure the environmental impacts of future development are effectively and appropriately managed.
- Create links to adjacent public open space for more intense public enjoyment and enhanced community amenity.
- Create a well-landscaped streetscape along the Corridor.
- Create highly-accessible, frequently-spaced urban spaces along the Corridor for workers, residents and visitors.
- Enhance public realm amenity of the Corridor to support the introduction of new, or enhancement of existing, residential development.
- Improve pedestrian amenity and provide high quality public domain around transit stops.
- Coordinate the development of new public spaces, small parks and linkages with new adjacent private development to ensure the best possible interface.
- Ensure new development is oriented to pedestrian areas through appropriate site planning, active interaction between ground floor uses and the public realm, well-detailed street frontages, and integration with adjacent transit nodes and stops.
- In the placement and design of buildings, consider their impact on solar access, shade and wind in public spaces.

THEME 3: FOSTERING EMPLOYMENT AND LIVEABILITY

The role of the Corridor as one of Perth's primary transport Corridors is to be respected, however the quantity and diversity of commercial, retail and light industrial uses in the precinct is also of strategic importance and is to be enhanced. The balance is required between serving the demands and requirements of traffic and the vision for the Corridor as part of the City of Belmont's economic profile and the desire to create a cosmopolitan atmosphere and place where people wish to live, work and relax.

The Strategy for the Corridor aims to ensure that employment growth can occur whilst enabling additional residential development. The Urban Corridor Strategy is designed to accommodate the growth of employment and a range of appropriate forms and locations of residential and mixed use development in the precinct.

The establishment of residential use will be supported through the new public domain amenity, which will have an emphasis on extensive planting of trees and soft landscaping in the streetscape. Residential development may be set back from Corridor to ensure that the amenity of residents is optimised and adequate Landscape Zones can be introduced.

The revitalisation of the Corridor must create a place with good liveability qualities, in terms of the physical environment, the services and facilities, and places for outdoor activities.

The Urban Corridor Strategy supports significant mixed use development and shop retail uses within existing and future identified activity centres.

The light industrial development that exists to the eastern end of the Corridor, on the southern side from Coolgardie Avenue onwards is proposed to be retained. An opportunity is provided for appropriate commercial uses to be sensitively mixed in with the light industrial development. The transition to the abutting residential development will need to be carefully considered.

The existing office and commercial uses will continue to be permissible under the Urban Corridor Strategy and additional opportunities for similar uses are identified, to support the opportunity for employment within proximity to the main residential suburbs of the City of Belmont. The ability to incorporate a mix of retail, office and residential with leisure and entertainment uses in a highly landscaped setting will help to transform the Corridor.

GUIDING STRATEGIES

- The overarching objective for land use is to pursue a policy of mixed-use development that would achieve a sustainable environment integrating living, working and leisure.
- Create a place that offers new and exciting activity and living opportunities, while also providing an appropriate level of compatibility and support for existing and future businesses in the Corridor and City of Belmont.
- Create a land use framework that recognises its role in supporting the City's economic growth and contributes to the evolution and ongoing improvement of the area.
- Introduce residential densities to the Corridor to activate the area, provide choice and diversity in the City's residential stock and enable appropriate population growth whilst having regard for the amenity of existing residents.
- Facilitate mixed-use residential development that responds to proximity to the Swan River and associated parks, Belmont centre and nearby employment destinations and within walkable catchments of public transport stops.
- Create a safe, appealing environment around transit stops throughout the Corridor through street activation and natural surveillance and safe crossing points.
- Promote local convenience retail intensification within existing and future identified activity centres.

THEME 4: CREATING A MEMORABLE CITY FABRIC

Making the Corridor a memorable urban place is a fundamental goal of the Urban Corridor Strategy. A major part of this involves enriching the urban fabric through the composition of building heights and scale, architectural expression, use of materials and innovative design responses, activating the interface between buildings and the public realm and providing for strategically located landmark buildings. The Urban Corridor Strategy seeks to introduce some cohesion to the urban fabric, which helps to improve the status, identity and appeal of the area.

The creation of pedestrian-focused Activity Nodes throughout the Corridor is an important objective for the Urban Corridor Strategy. Activation of these nodes will lead to the requirement for buildings close to the street edge. Opportunities for landmark, mixed use buildings and appropriate scale, height and built form will be encouraged in nodes and centres, optimising views of the Perth CBD and Swan River, with active uses within the ground floor and podium and upper floors set away from the street edge.

Connecting the envisaged urban scale of the Corridor with the natural amenity of the Swan River and associated parks with green pedestrian and cycle links and some new connections to reinforce the existing street network and increase permeability, is an important objective of the Urban Corridor Strategy. The Urban Corridor Strategy is designed to improve the general urban fabric of the location and for the Highway Corridor to have high quality

landscaping through creating a Landscape zone along the length and on both sides of the carriageway at the interface with development. The secondary streets which connect with the Highway may provide for interesting 'green street' connections. With lower traffic volumes – resulting in quieter, more intimate streets – and a lower building scale, these side streets will become attractive for people seeking a casual, yet lively, street scene; well-suited for mixed use residential development.

The Corridor Strategy provides an opportunity for taller commercial and mixed-use development at key nodes which will have good access from the main connecting side streets. Some buildings may be able to exploit valuable views south-west across the Swan River toward Optus Stadium and the Perth CBD. These buildings would mark the northern frame of Precinct 1, and in other activity nodes along the Corridor, to create a memorable gateway and nodal expression.

GUIDING STRATEGIES

- Develop the Corridor with an arrangement of higher density development towards the western end and within activity nodes, and lower intensity towards the eastern end and where abutting residential areas.
- Additional building height may be supported through bonuses for the provision of residential use, public spaces and new connections.
- Create low-rise building edges to all of the streets to generate an appropriate scale for pedestrian appeal, and to integrate sensibly with adjacent residential areas.
- Facilitate the creation of strategically located Office Garden developments, which have generous building setbacks and high quality landscaping around the buildings.
- Create a sense of arrival into the Corridor through the coordinated design of buildings, landscape and streets. Once people have arrived, the experience of moving through the area must be pleasant and captivating for all street users.
- Design ground floors to relate well to the public domain, and facilitate ground floor uses that help to create activity in streets and spaces.
- Insist on the best possible architectural design.
- Design buildings with a distinct form, and ensure that the new built form contributes to the vision of the Corridor.
- Design off-street car-parking to have little or no impact on the visual amenity of the public realm.
- Prepare detailed design guidelines that reflect and direct the intentions of the final vision in regard to urban design, architecture, environmentally sustainable design, parking Strategy, land-use overlays, and the context within the Corridor and its adjacent transition zone.
- Enhance the urban fabric with elements such as feature structures, public art, built form, lighting and landscaping.

NETWORKS

The Corridor will be serviced by an extensive movement network, comprising a Priority Rapid Public Transport service and associated bus stops, a series of on-street and off-street cycle paths facilitating continuous cycle access for the length of the Corridor, and pedestrian paths providing a continuous enjoyable, safe and convenient pedestrian network for the length of the Corridor. Where required, the existing network will be supplemented and associated infrastructure upgraded to provide a complete, robust movement network.

The surrounding network of pedestrian and cycle paths facilitate access into and out of the Corridor to surrounding residential areas as well as key areas of amenity including the range of open space surrounding the Corridor, the Swan River, the Belmont town centre, schools and Redcliffe Train Station. The existing pedestrian and cycle path also provides access parallel to the Corridor along the Swan River foreshore offering an alternative recreational route for pedestrians and cyclist-bike riders.

The movement network will be supported by a multitude of pedestrian and cycle crossings including at-grade, underpasses and overpasses which will provide convenient and safe crossing opportunities for pedestrians and cyclist-bike riders to cross the Corridor at key locations including Activity Nodes, adjacent to bus stops and adjacent to areas of open space.

The provision of a robust movement network will encourage and increase walking and cycling, which is a core requirement for the development of a successful Corridor with active edges and nodes. The existing and ultimate movement network has influenced the core elements of the Urban Corridor Strategy including the location and type of land uses, elements within the public realm, built form and additional movement requirements, resulting in a Urban Corridor Strategy which will be accessible for pedestrians and cyclist-bike riders to enjoy.

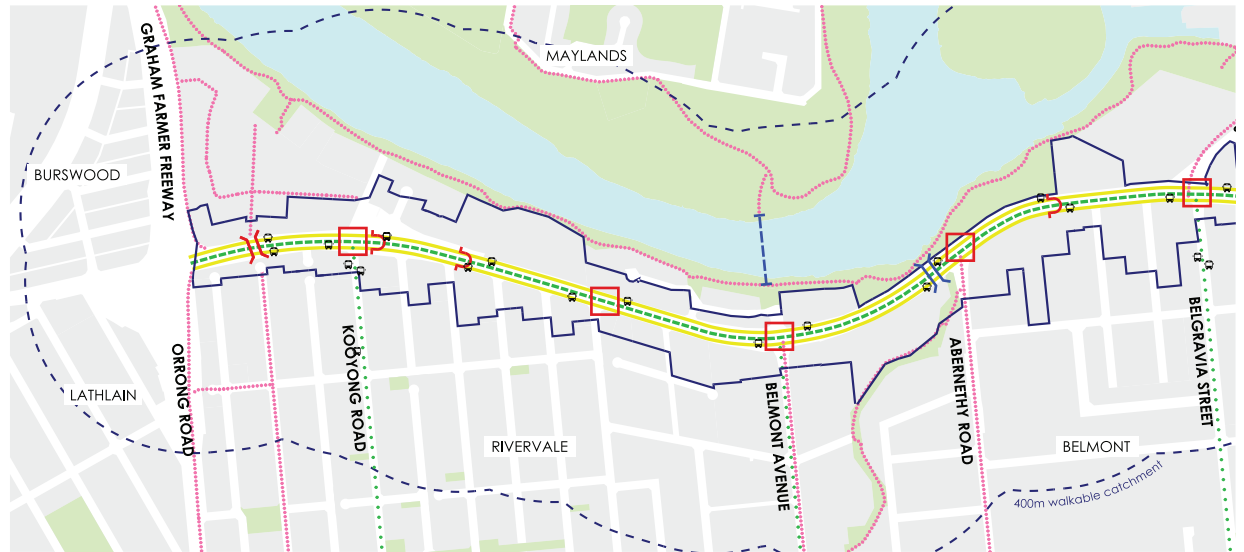


Figure 14: Networks Plan

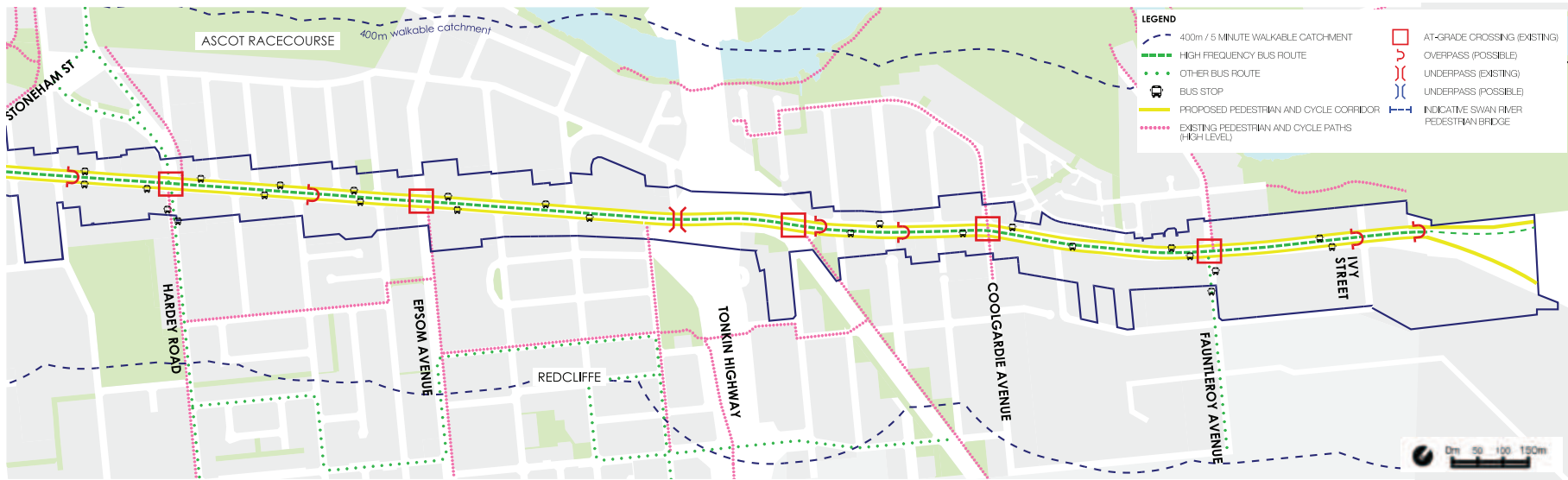
Pedestrian Paths

Existing high level pedestrian and cycle paths are depicted on the Networks Plan above. A network of pedestrian paths are proposed within the Landscape Zone. The paths along the Corridor will complement the surrounding pedestrian and cycle path network.



Figure 15: Integrating land use, transit and place making

Attachment 12.3.1 Draft Great Eastern Highway Urban Corridor Strategy



Cycle Paths

A network of cycle paths are proposed comprising on-street and off-street paths. The cycle paths along the Corridor will complement the surrounding cycle and path network.



Figure 16: Creating a safe and accessible network of cycle paths

Indicative Swan River Pedestrian Bridge

A potential future Swan River pedestrian bridge has been identified in the Figure 14 Network Plan, in line with Belmont Avenue. This would connect the City of Belmont with Maylands peninsula.

Future implementation of this bridge would be subject to approval from the relevant State Government agencies as well as a comprehensive project management process, planning approvals, environmental clearances, public consultation and budget considerations.

URBAN CORRIDOR CONCEPT PLAN

The Urban Corridor Concept Plan involves the reintroduction and emphasis of landscaping, improved connections to, from, across and along the Corridor, defines access and parking, complimented by land use focus areas of Activity Nodes, Activity Corridors and Mixed Employment, with appropriate and complementing built form development outcomes.

These key attributes will refresh and revive the Corridor which until now has mainly been utilised for moving large amounts of traffic to and from the east and west. The Corridor will be a place where public life, employment, public spaces, shops, housing, cafes, services, and transportation options come together to create a Corridor with an improved landscaped amenity, connections and crossing opportunities and reestablish its relationship to the stunning Swan River.

The Urban Corridor Concept Plan seeks to improve the landscape amenity along the entire length of the Corridor providing a comfortable, safe and shaded environment for pedestrian and cyclist-bike riders alike to share and utilise. Additional supplementary areas of specific and diverse landscape areas will be provided at appropriate locations along the Corridor for the public to enjoy in a passive and active manner.

The Corridor has long been a mix of land uses along the entire length of the Corridor with no emphasis on any particular use. The introduction of focus areas will give guidance to the appropriate land use mix within these areas and help to establish a rhythm of development along the Corridor in conjunction with specific public realm, movement and built form typologies.

The Urban Corridor Concept Plan design is a community-led outcome that reflects a strong desire for an improved landscape and pedestrian environment, whilst respecting the importance of the Corridor as a key movement arterial which is supported by a distinct rhythm of land use focus areas and improved built form outcome re-establishes its relationship to the Swan River.

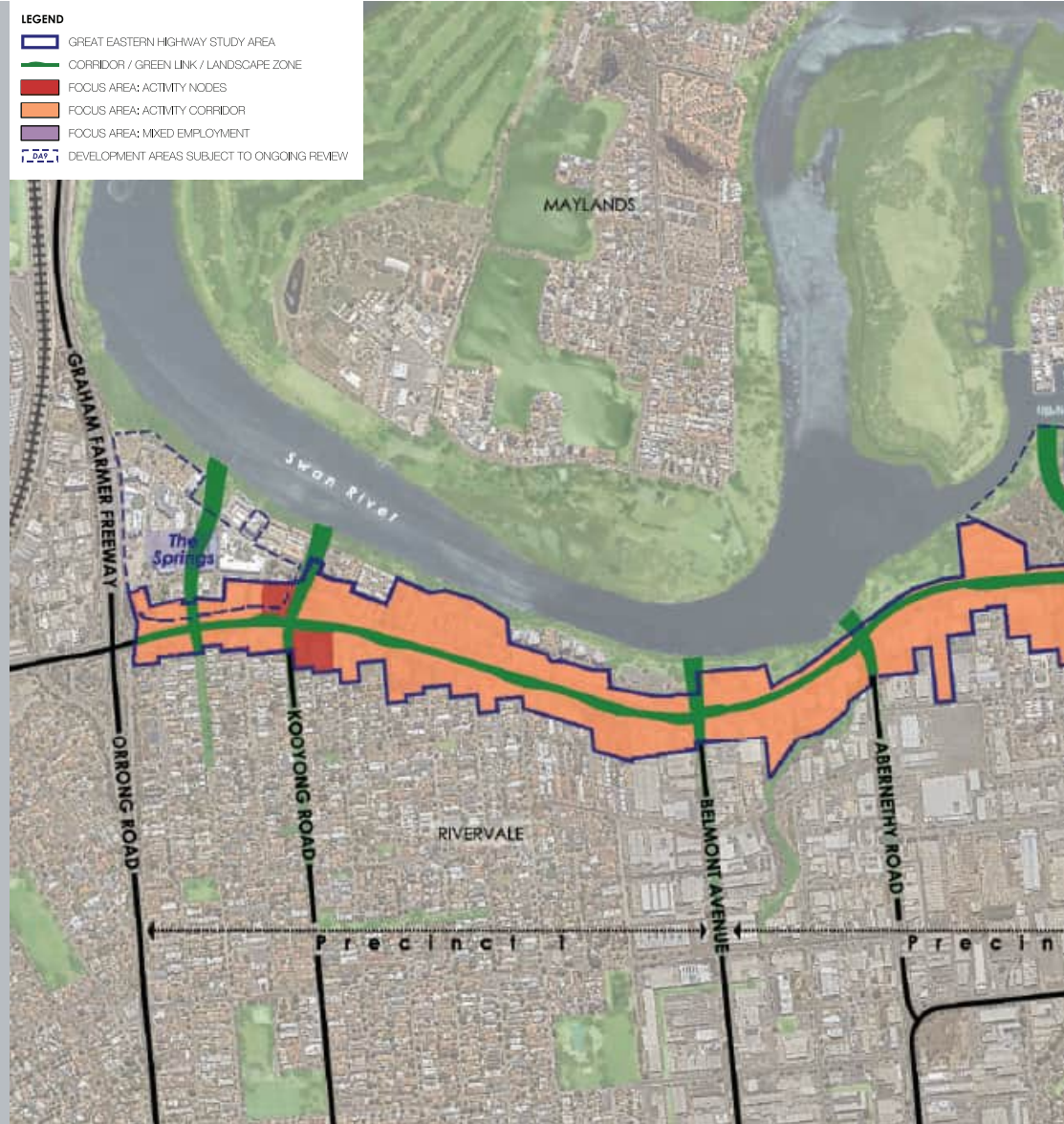
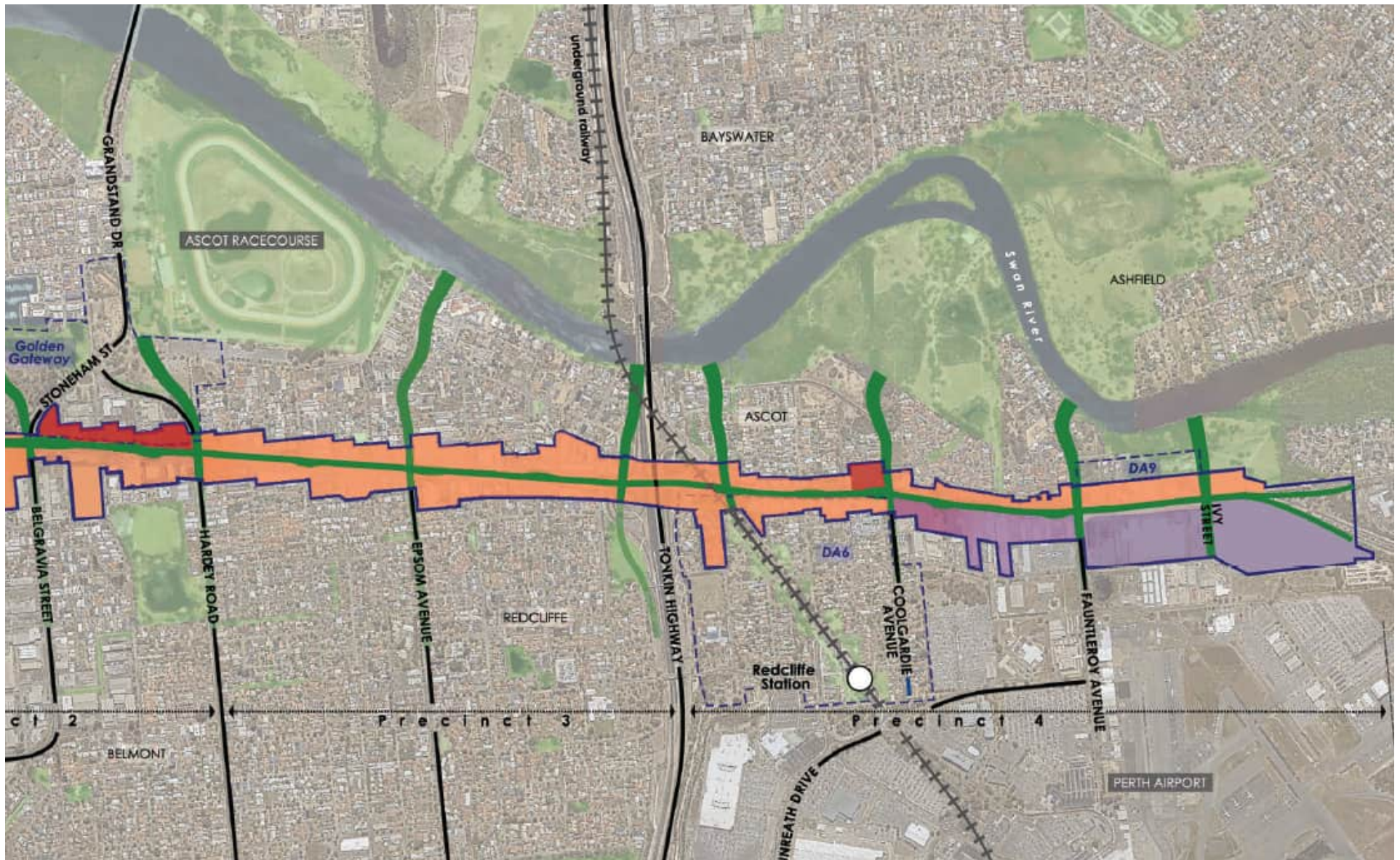


Figure 17: Urban Corridor Concept Plan



URBAN DESIGN FRAMEWORK

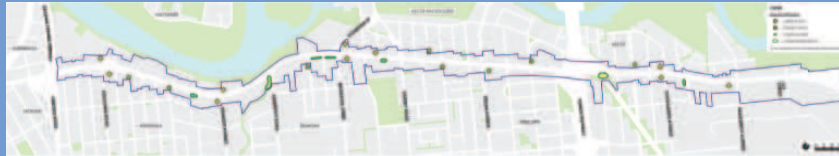
The Urban Design Framework provides guidance for new development along the Corridor, under four categories; Public Realm; Movement; Land Use; and Built Form. These categories reflect the main investigation and discussion which emerged during the study analysis and community and stakeholder engagement. Through a focus on these categories, the Urban Design Framework will ensure that new development reflects the Vision of the Corridor.

URBAN CORRIDOR STRATEGY PRINCIPLES

A component of the Urban Design Framework is the key principles which guide the Urban Corridor Strategy and the approach to future redevelopment. These principles facilitate the overall patterns of development, the character of the area, and the special opportunities of the location. Specific principles associated with these categories also serve as the design rationale for the Urban Corridor Strategy.

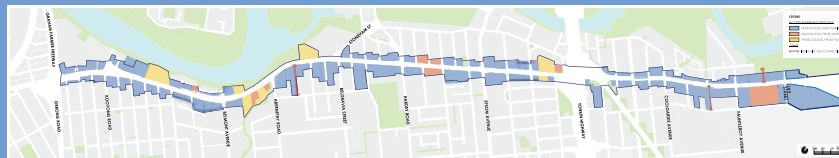
TYPLOGIES

The Urban Design Framework includes a range of Typologies within each category which will be used as a reference to guide the realisation of Great Eastern Highway Corridor Vision. The Typologies represent the general development in relation to Public Realm, Movement, Land Use and Built Form. Each Typology includes a plan to demonstrate the suitability of the location of the Typologies within each precinct of the Corridor.



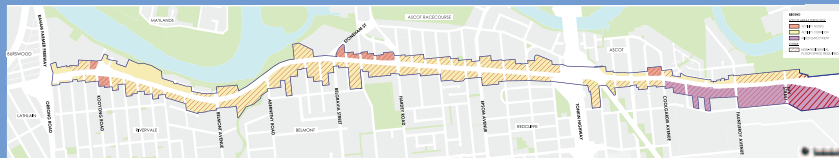
PUBLIC REALM

- Spaces.
- Landscape Zone.
- Connection.



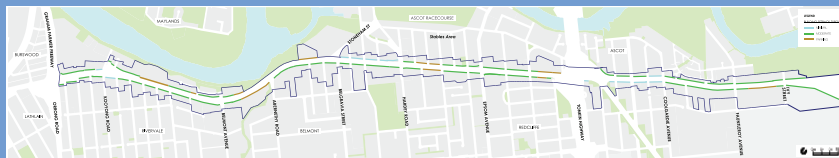
MOVEMENT

- Access and Parking.
- Crossings.



LAND USE

- Focus Areas.



BUILT FORM

- Scale.
- Building Setback.
- Transition.
- Active Ground Floor

Figure 18: Urban Design Framework Typologies

PUBLIC REALM

PRINCIPLES

A major component for the regeneration of the Corridor is to improve the public domain to create a great place to live, work and recreate. The public realm will be designed to establish a high quality and well detailed urban environment in recognition of the high density development, sophisticated character and function as an Urban Corridor.

The specific Public Realm principles include:

- Improve built form outcomes along the Corridor to create a pleasant experience at street level.
- Improve public amenity and streetscape along the Corridor.
- Integrate public transport into future development framework.
- Ensure appropriate extent and scale for transitioning of land use and development intensity from the Corridor to surrounding residential uses.
- Enhance and create a sense of place/community.
- Provide a diversity of green spaces with a focus on pedestrians, providing comfort to walk and cycle and a variety of places to stay, meet, people watch and socialise.
- 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.



Figure 19: Integrated development and transit with high quality landscaped pedestrian zone

TYOLOGIES

INTRODUCTION

The fundamental aspects of the public realm for the Corridor are quality of spaces and connections, and how the elements within the Landscape Zone such as footpaths, landscaping and cycle paths interrelate. The design of these elements is fundamental in promoting social interaction and physical activity and developing a high quality urban environment. The public realm elements included in the Urban Design Framework are Spaces, Landscape Zone and Connections.

Spaces

Active and engaging public spaces are important for promoting an active and engaged community. Well designed and inviting public spaces provide opportunities for socialising areas of respite and areas for active and passive recreation.

A series of public spaces are envisioned for the Corridor that accommodate a range of leisure and recreational needs and that are highly accessible to the local community.

The hierarchy of spaces will include larger spaces for active recreation as well as smaller spaces that are linked by a robust streetscape offering a range of experiences.

The Spaces Typologies included are:

- Urban Plaza.
- Pocket Park.
- Urban Garden.
- Large Green Space.

Landscape Zone

The Landscape Zone includes the elements of the public realm including footpaths, cycle paths, pedestrian realm, vegetation and landscaping. A Landscape Zone area should also be provided within the front of private lots. Depending on the location in the Corridor, the elements of the Landscape Zone will vary in terms of size and location.

The Landscape Zone should:

- Frame the street: Plant trees which have mature heights above 10m. Space trees at close intervals parallel to the street. Trees should be iconic Australian trees to welcome tourists travelling to and from the airport.
- Provide a homogenous planting treatment to the highway edge to be appreciated at 60km/h. The interior edge of the planting strip should be well-designed to appeal to pedestrians.
- Plant the edge with planting that gets taller towards the centre.
- Consider passive surveillance.

The Landscape Zone Typologies included are:

- North - Orrong Road to east of Ivy Street.
- South - Orrong Road to east of Ivy Street.

Connections

A goal of the Strategy is to support ease of access, and an enjoyable experience, to and through Corridor for pedestrians and **cyclist-bike riders** with a network of high-quality connections. Within the study area, these connections essentially occur through the side streets, with important routes aligned with existing and proposed crossing points along the Corridor.

There are a range of connections that have been identified as requiring enhancing in order to improve the public realm of the Corridor. The priorities of the connections are to:

- Prioritise pedestrian access by ensuring footpath material is located over driveways.
- Create footpaths which are wide enough for people and **cyclist bike riders**.
- Retain and protect mature trees.
- Plant more trees and prioritise shade to pedestrian areas over medians.

Typologies have been included are:

- Urban Connection.
- Green Connection.
- Local Connection.

SPACES

Urban Plaza

Urban Plazas are intended to complement and integrate with the urban character of the adjacent built form. Urban Plazas should form focal points in the public realm, and should have a high degree of local identity.

Generally, Urban Plazas should be a passive environment and include hard landscaping with an appropriate amount of soft landscaping providing shade opportunities. Street furniture and public art should be integrated and encourage community activity.

As redevelopment occurs, the creation of Urban Plazas are encouraged to utilise adjacent land uses such as retail to create vibrant, activated spaces at appropriate locations along the Corridor. Urban Plazas may also provide the potential to function outside general business hours and be utilised for other activities such as small-scale cultural/community events and markets.

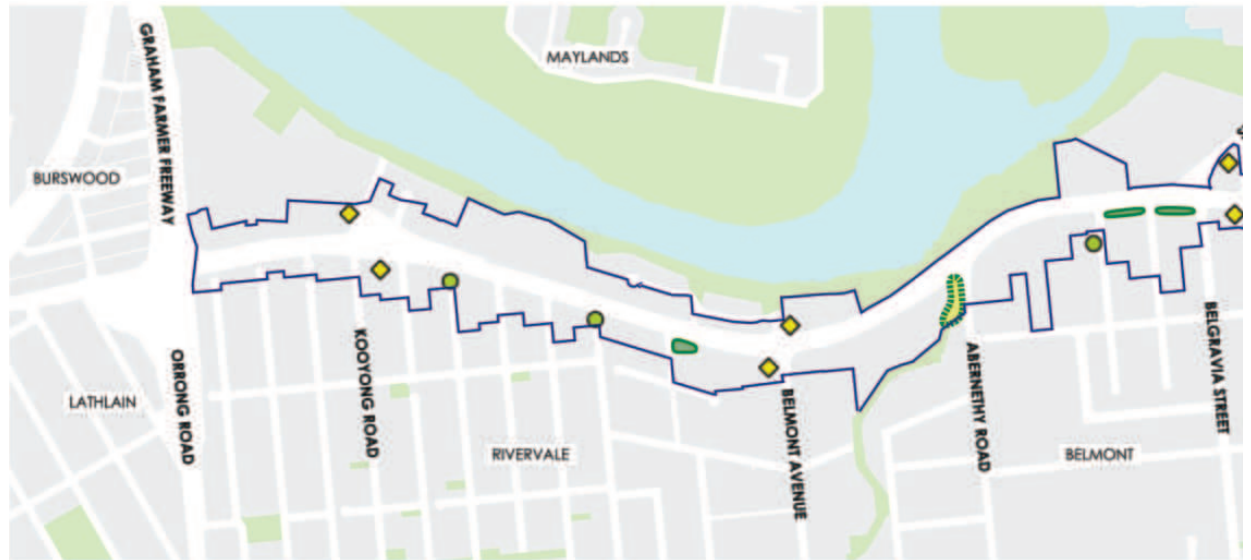


Figure 20: Public Realm Typologies



Figure 21: Buildings designed to encourage ground floor activation

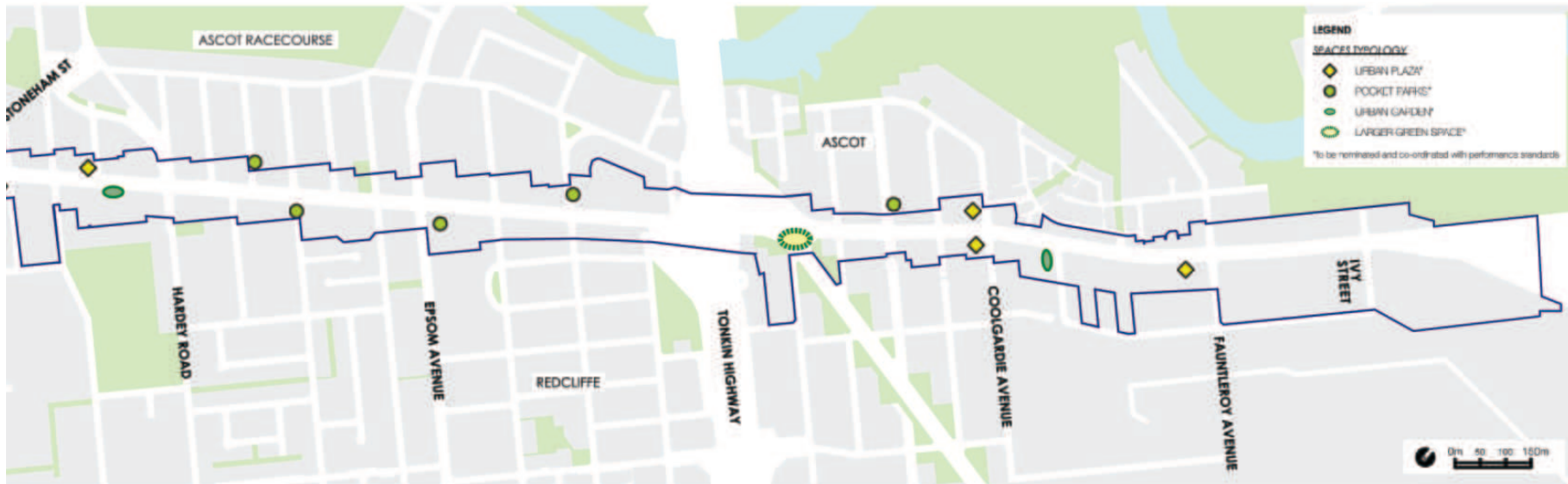


Figure 22: Urban Plazas with hard and soft landscaping elements



Figure 23: Urban Plazas providing comfortable and varied seating opportunities

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Urban Garden

Urban Gardens include areas of various sizes and shapes although, primarily of a linear nature and located predominantly along the existing Corridor frontage.

It is envisaged Urban Gardens will be utilised for passive recreation uses, having designated small breakout spaces supplying unique, intimate environments that are multi-functional for use by individuals, groups and families alike.

The treatment of Urban Gardens will include a mixture turf, paving and swales, in addition to maximising tree retention/new tree planting in these areas.



Figure 24: Creating appealing landscape adjacent to the Corridor



Figure 25: Existing example of an Urban Garden along the Corridor

Attachment 12.3.1 Draft Great Eastern Highway Urban Corridor Strategy

Pocket Park

Pocket Parks are primarily intended to be located within the side streets which intersect with the Corridor. Pocket Parks should complement the general land use components of the particular side street they are located on. Treatment of Pocket Parks should consist of soft landscaping and infrastructure, creating small green areas and recreation opportunities within the locality. Pocket Parks could include small active recreation components such as singular piece and/or small-scale children's play equipment.

Pocket Parks should:

- Provide amenity which is not available in the local area. Some types of amenity which Pocket Parks can provide include community gardens, basketball, tennis, playgrounds, dog exercise and teenage play.
- Pocket Parks rely on internal activities rather than activation from building interfaces. Provide a minimum of 5 things for people to do in the park.
- Encourage change interactions and community cohesion.
- Plant at least one street tree which ties the park in with the rest of the street. The species should be the same as the dominant tree on the road.
- Keep the park open to the street. Do not provide buffers or barriers to the street. The park should feel welcoming to the public.

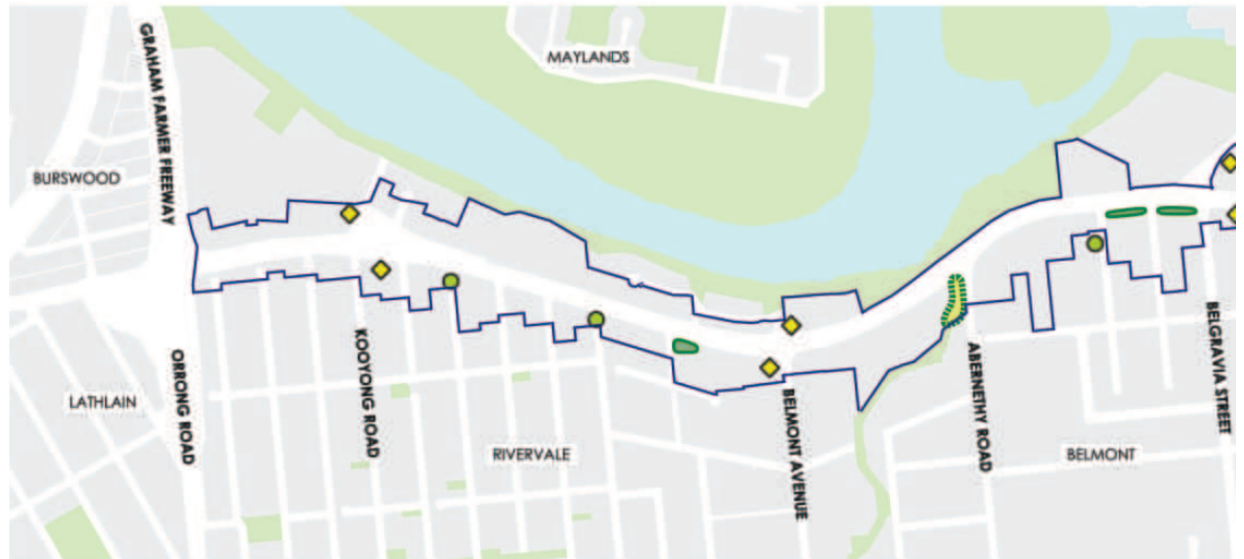


Figure 26: Public Realm Typologies



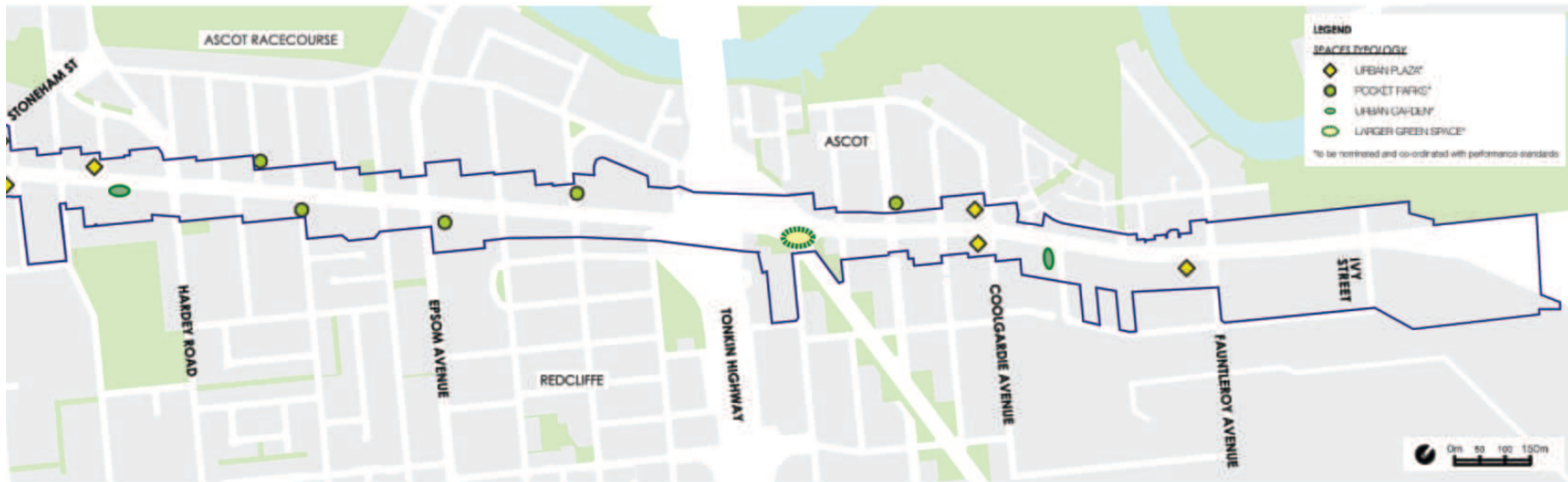
Figure 27: Pocket Parks incorporating play areas for children



Figure 28: Planting, seating and feature landscaping



Figure 29: Small active spaces



Larger Green Space

A key consideration within the Larger Green Spaces is the retention of existing mature trees where possible, the provision for pedestrian and cycle movement and the integration of any living stream and drainage system.

The Larger Green Spaces will be areas that primarily consists of a natural environment, and provide for informal passive recreation.



Figure 30: Creating larger green spaces utilising existing mature trees



Figure 31: Mix of soft and hard landscaping in open spaces

LANDSCAPE ZONE

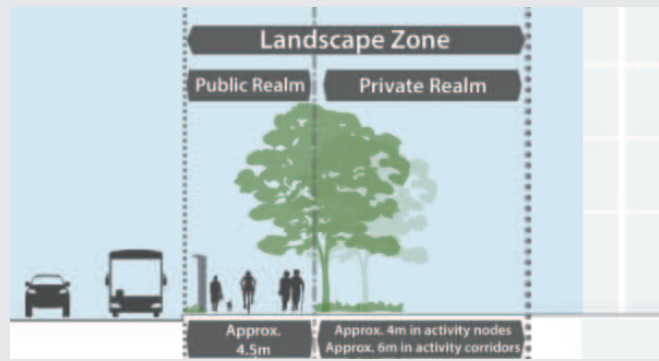


Figure 32: Injecting landscape amenity, to support movement



Figure 33: Landscape Zone Typologies

Figure 34: North - Orrong Road to east of Ivy Street



This Typology is located on the northern side of the Corridor, for the entire length of the study area and is proposed to include:

- A Principle Shared Path for walking and cycling
- A landscape buffer between the path and traffic traversing Great Eastern Highway.
- A generous landscaping strip within private lot boundaries of:
 - » 4m within activity nodes
 - » 6m within activity corridors
- Public Transport infrastructure as required.

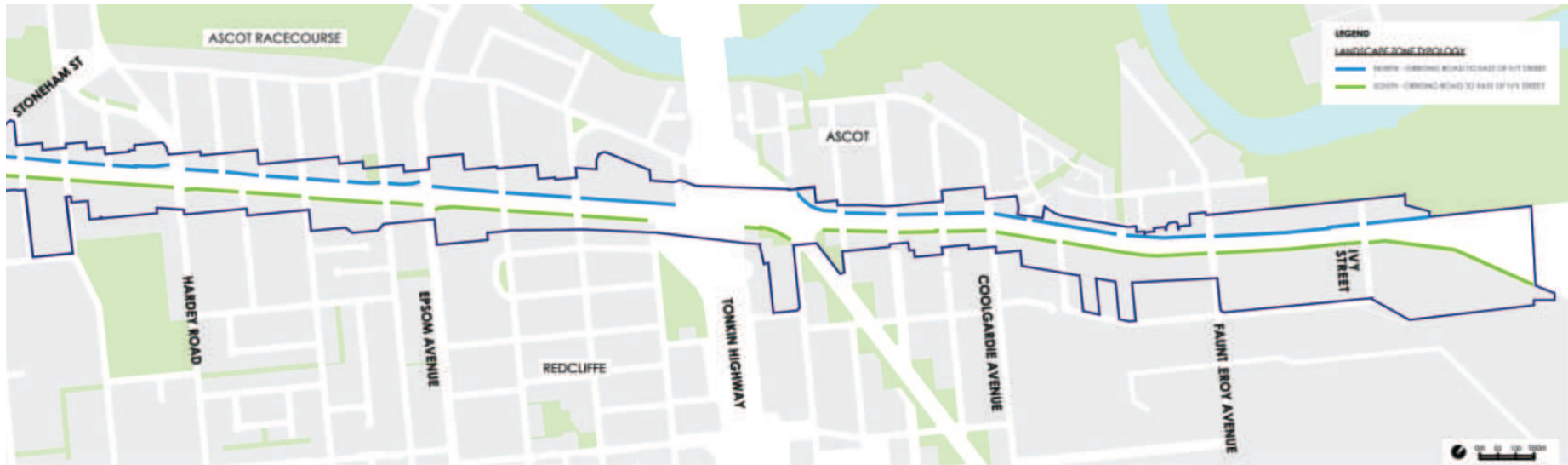
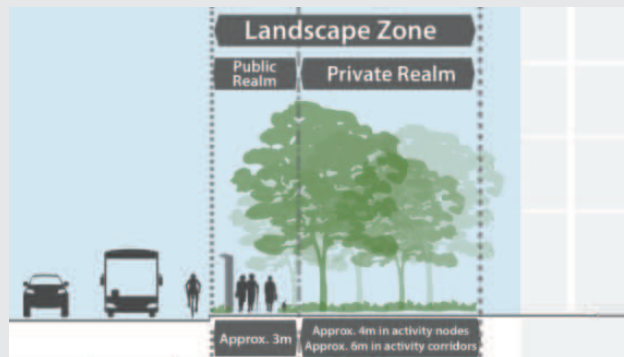


Figure 35: South - Orrong Road to east of Ivy Street

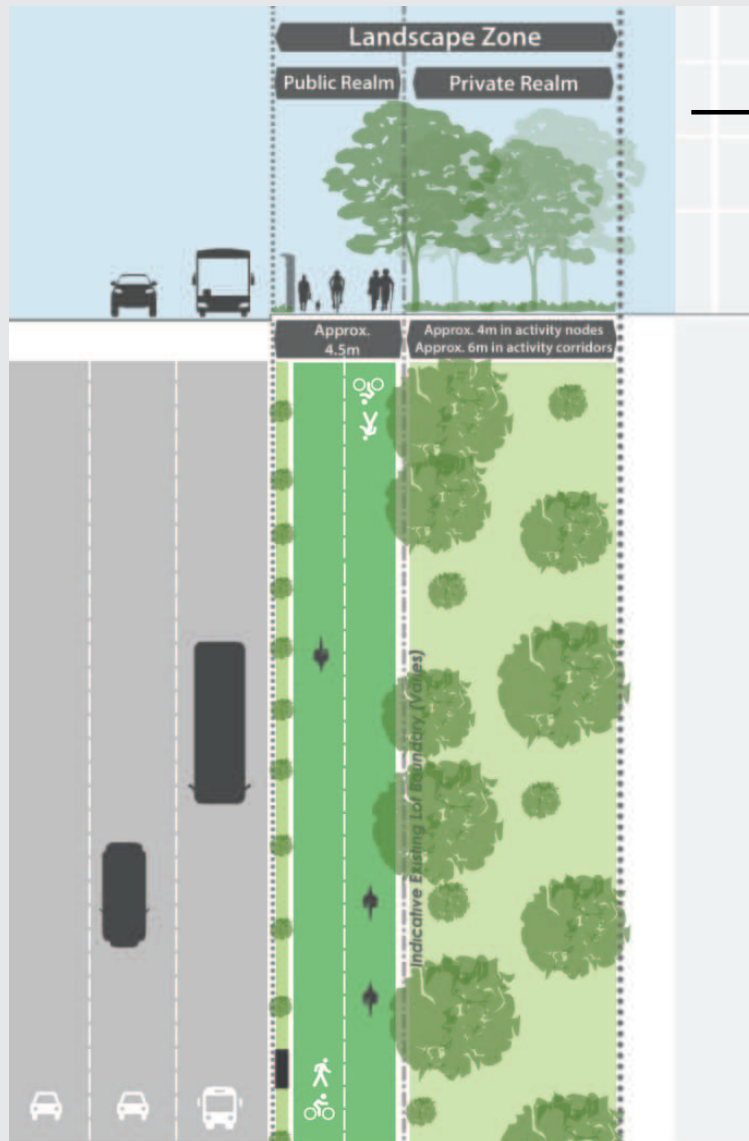


This Typology is located on the southern side of the Corridor, for the entire length of the study area and is proposed to include:

- A pedestrian path
- A landscape buffer adjacent to the existing on-street cycle lane.
- A landscape buffer between the pedestrian path and private lot boundaries.
- A generous landscaping strip within private lot boundaries of:
 - » 4m within activity nodes
 - » 6m within activity corridors
- Public Transport infrastructure as required.
- Existing on-road cycling to be retained, and extended where appropriate.

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Figure 36: North - Orrong Road to East of Ivy Street



ACTIVATED FRONTAGE AND USE AS PER FIGURE 80.

BUILDING SETBACK AS PER FIGURE 71.

This Typology is designed to span approximately 8.5m-10.5m in width, starting from the edge of the current on-street cycle lane (proposed to be removed) and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public Realm

Within the public realm, the existing on-street cycle lane is proposed to be removed to make room for a new off-street principle shared path. This is proposed at a width of 4m (2m in each direction).

Between Great Eastern Highway and the principle shared path, a 0.5m wide landscape buffer is proposed. This area provides for a level of separation between the path and passing vehicles travelling along the Highway. It is envisioned that this area will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private Realm

Within the private realm, between 4m-6m wide of consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.

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This Typology is designed to span approximately 7m-9m in width, starting from the kerb of the Great Eastern Highway road reserve and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public Realm

The public realm is proposed to be 3m in width and comprise of:

- A 2m wide pedestrian path (1m in each direction)
- 0.5m of landscaping either side of the pedestrian path

The landscaping areas provide opportunities to achieve additional greenery and planting adjacent to the cycle lane and pedestrian path. It is envisioned that these areas will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

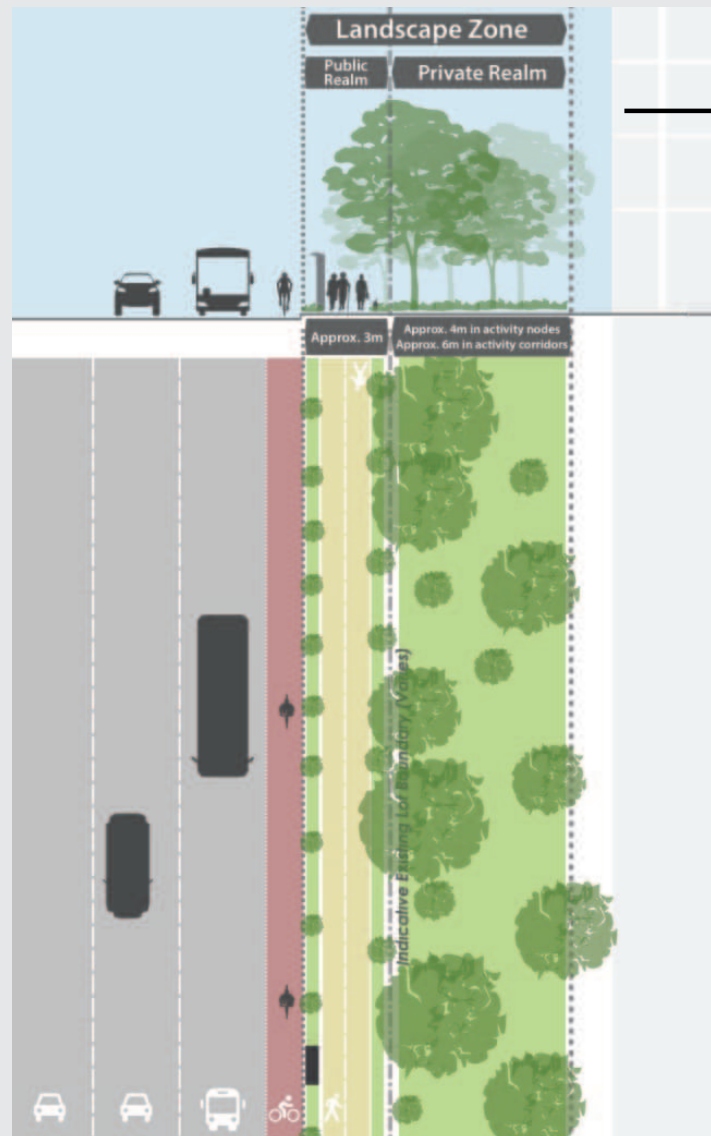
It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private Realm

Within the private realm, a 4m-6m wide consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.

Figure 37: South - Orrong Road to East of Ivy Street



ACTIVATED FRONTAGE AND USE AS PER FIGURE 80.

BUILDING SETBACK AS PER FIGURE 71.

CONNECTIONS

Urban Connection

The Urban Connections are located along main streets, and are aligned with pedestrian crossing points at intersections with traffic signals.

The intention for Urban Connections is for the verges to be landscaped with:

- A formalised planting of trees that are spaced close enough to provide near-continuous canopy cover, including the potential for double rows of street trees.
- A wide shared path, or paths, potentially located between a double row of street trees.
- High-quality streetscape landscaping.

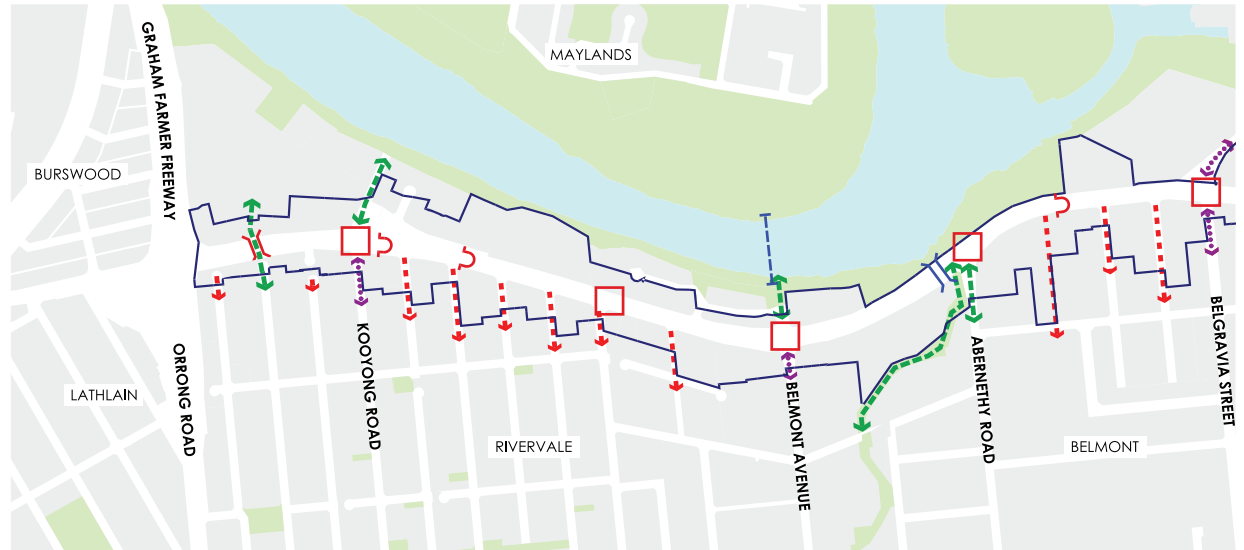


Figure 38: Connections Typologies



Figure 39: Larger trees providing shade over the pedestrian zone

Green Connection

Green Connections will provide links to the various parks and recreation opportunities along the Swan River.

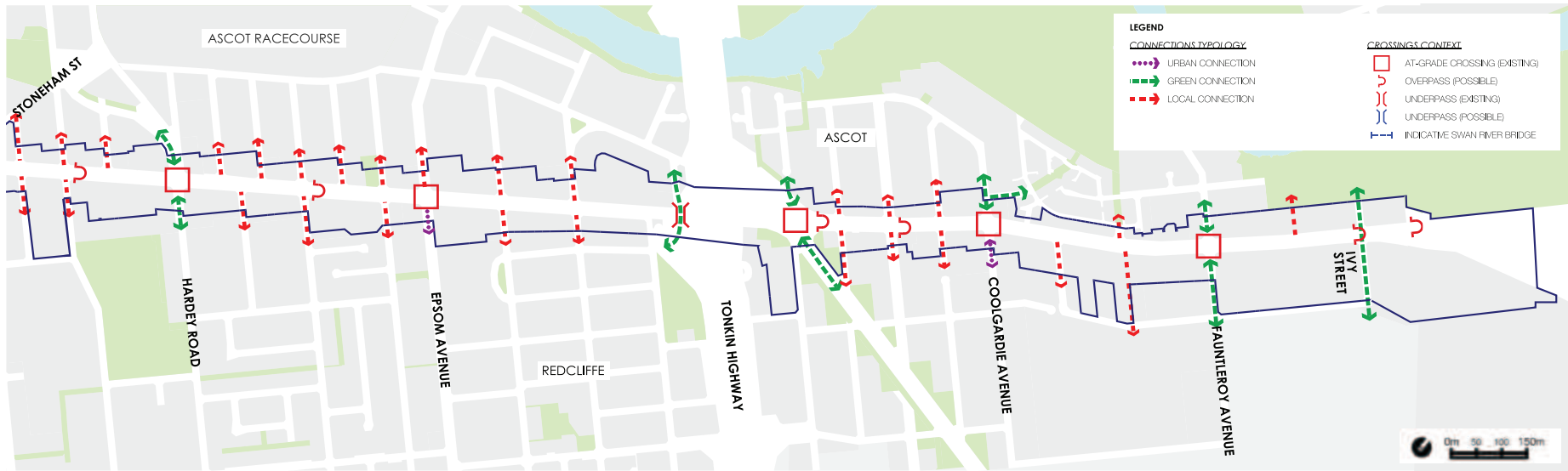
The Green Connections identified align with pedestrian crossing opportunities along the Corridor.

Improvements to the streetscape and pedestrian environment is required along the Green Connections.



Figure 40: Designed to emphasise landscape and pedestrian amenity

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Local Connection

Local Connections will provide access to the Corridor via the lower order side streets.

Improvements to the streetscape and pedestrian environment is required on the Local Connections.

There are a number of indicative new connections proposed as local connections. These are located in between private properties, and are intended to be created as pedestrian/cycling access paths.



Figure 41: Street design to encourage safe and pedestrian friendly use

MOVEMENT

PRINCIPLES

The Corridor's transport infrastructure should be respected and strengthened through the provision of land uses and access arrangements that ensure ease of movement to, through and within the Corridor for the various transit mode options.

The movement principles include:

- Support dedicated public transport lanes along the Corridor.
- Ensure safe access and movement through the precinct for **cyclist-bike riders**.
- Ensure safe access and movement through the precinct for pedestrians, providing a high-quality pedestrian environment with safe crossing points.
- Effectively manage vehicular traffic flow along the Corridor 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 Perth City Centre.
- Promote parking to be at the rear of development. Where parking is required to be at the front of buildings, ensure it has an appropriate interface with the Corridor, and appropriate landscaping is provided.
- Remove crossovers from the Corridor to only provide access to development from secondary streets or laneways, unless Main Roads WA approval is granted.

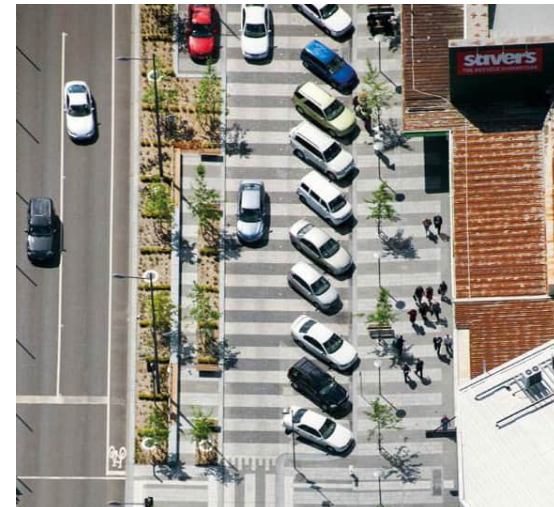


Figure 42: Dedicated movement and accessways for pedestrian, cycle and vehicular use

TPOLOGIES

INTRODUCTION

The fundamental movement aspects of the Corridor include consideration of vehicular access arrangements and parking locations to ensure safe pedestrian and cycling movement and landscape amenity is achieved as identified in the public realm Typologies. It is also essential to consider the provision of a network of safe, accessible and convenient pedestrian and cycling crossings to complement the range of land uses, built form and network of connections along the Corridor. The movement Typologies included in the Urban Design Framework are Access and Parking and Crossings.

Access and Parking

The location and arrangement of access and parking should ensure efficient vehicular movement, as well as safe and efficient pedestrian and cycling movement. This should also ensure effective landscape amenity and align with the land use, built form and public realm elements of the Corridor.

The requirement to achieve a continuous vehicle access connection between side streets needs to be achieved with consideration to safe pedestrian movement, landscape amenity and buffering, and the transition of building scale (low or moderate). The detailed design requirements for the rear access, movement, landscaping and transition considerations will be addressed in a different planning document.

The Access and Parking Typologies included in the Urban Design Framework are:

- Rear Access, Rear Parking.
- Rear Access, Front Parking.
- Front Access, Front Parking.
- Rear Access, Rear Parking, Variation

Rear Access, Rear Parking, Variation

Variations to the rear access, rear parking may be considered for sites which have physical constraints that prevent continuous vehicle access connection from one side street to the other being achieved. In these instances, no vehicle access or parking is permitted along the highway frontage and crossover access must be from side streets.

Rear Access, Front Parking

Rear access, front parking, is allowed for a small number of properties that may be subject to physical constraints that prevent a continuous vehicle access connection from one side street to the other being achieved through the rear of the site. In these instances, vehicle access is still required from the sides streets or rear of the site, however parking would be located to the front of the site.

Front Access, Front Parking

On nominated sites rear access and rear parking has been determined to be unachievable due to topographical and/or other physical constraints and as such front access and front parking is permitted. The access into the site will be left in only and the egress will be left out only.

Until all lots within a street block are developed, it is acknowledged that temporary access onto the highway will need to be maintained.

Indicative New Connections

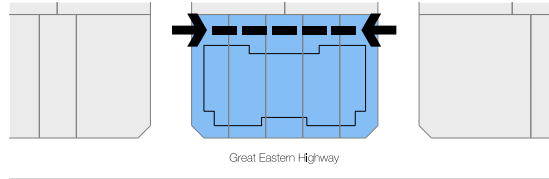
Three indicative new pedestrian and **cyclist-bike rider** connections are identified along the Corridor to help improve access in these locations. These connections should address appropriate landscape and public domain requirements.



Figure 43: An example of shared access within private sites

ACCESS AND PARKING

Figure 45: Rear Access, Rear Parking



For the purpose of the Strategy, the key recommendations for rear access, rear parking are:

- Provide a rear access/parking zone **that is approximately 9-10m wide**, along the rear boundary.
- Provide for safe pedestrian movement within the rear access zone, including possible consideration for a footpath.
- Depending on the nature of the land uses either side of the rear access zone and the required transition scale, provide landscaping within and/or along the rear access zone that benefits the amenity of pedestrians and adjoining properties.



Figure 46: Rear Access and Parking which accommodates footprints, landscaping and lighting

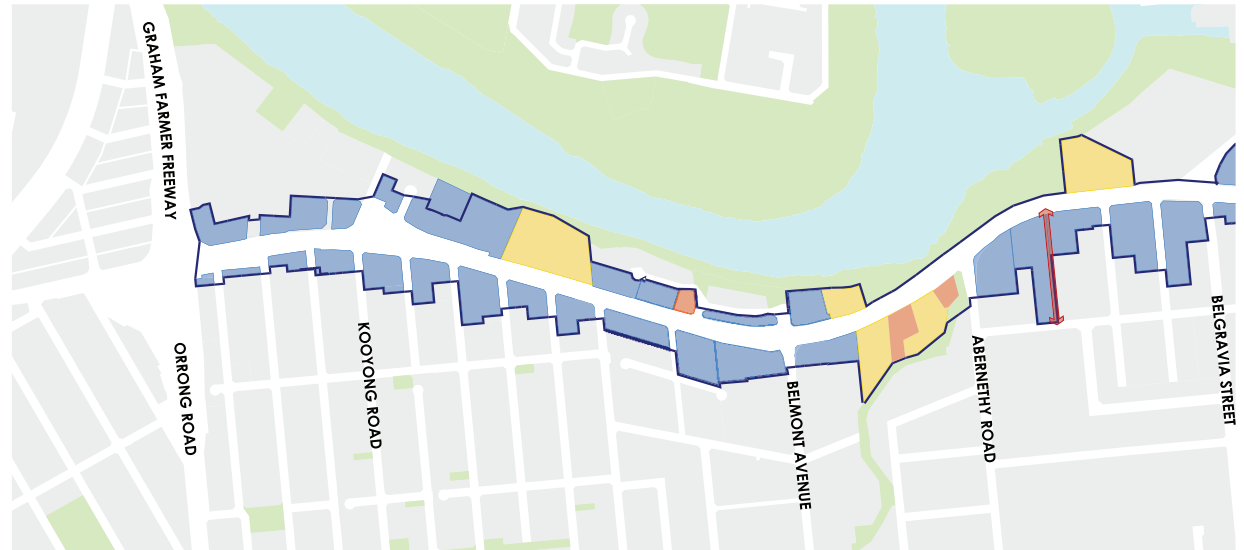
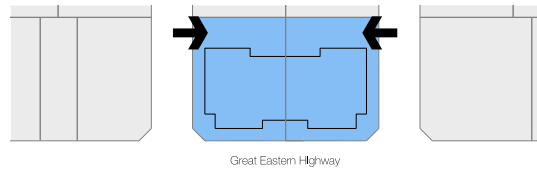


Figure 44: Access and Parking Typologies

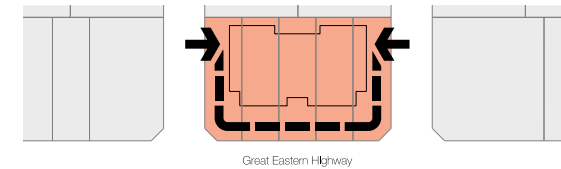
Figure 47: Variation - Rear Access, Rear Parking



Where Rear Access, Rear Parking cannot be achieved, variations will be considered. The key criteria for the variations are:

- No crossover along highway frontage.
- No parking in front of buildings along highway frontage.
- Crossover access from side streets.

Figure 48: Rear Access, Front Parking



The key criteria for rear access, front parking is:

- No crossover access along highway frontage.
- Parking allowed in front of buildings along highway frontage.
- Crossover access from side streets.
- Common accessway (R.O.W or easement **-minimum 6m**) to service multiple properties, where relevant.

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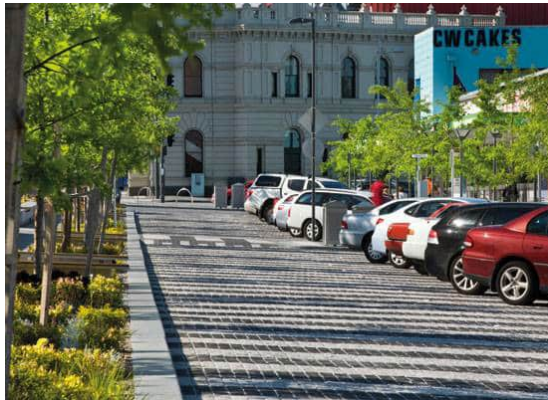
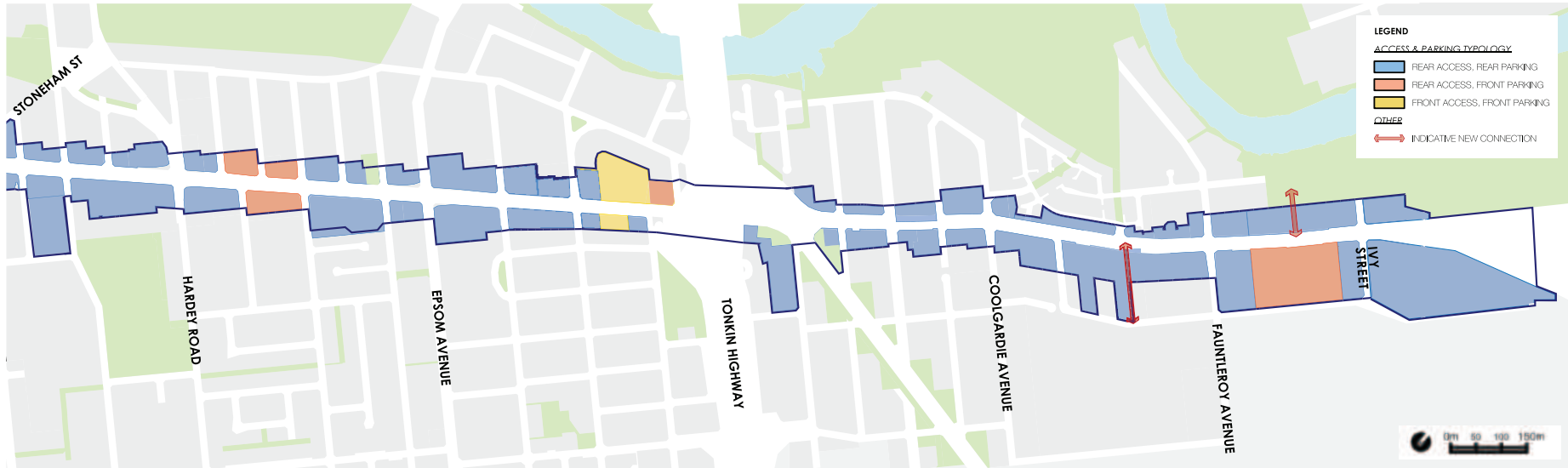
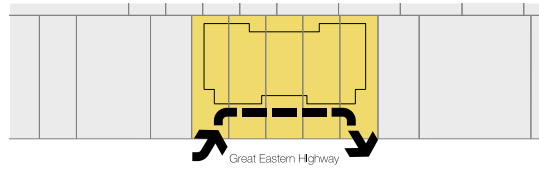


Figure 49: One sided angled parking and one way access

Figure 50: Front Access, Front Parking



The key criteria for front access, front parking is:

- Crossover access allowed along highway frontage – limited to one left-in crossover and one left-out crossover for each group of properties.
- Parking allowed in front of buildings along highway frontage.
- Common accessway (R.O.W or easement – **minimum 6m**) to service multiple properties, where relevant.



Figure 51: An existing example of front access, front parking along the Corridor

CROSSINGS

At-Grade Pedestrian Crossings (Existing)

At-grade Pedestrian Crossings associated with signalised traffic intersections provide safe and comfortable opportunities for pedestrian crossings, particularly within Activity Nodes.

Signalised intersections should provide pedestrian crossing opportunities across each segment of the intersection to provide convenience to pedestrians. Countdown timers or flashing yellows should be provided at signalised intersections to inform pedestrians of the time left to cross the road, improving the safety of pedestrians. This is subject to approval by Main Roads Western Australia (MRWA).

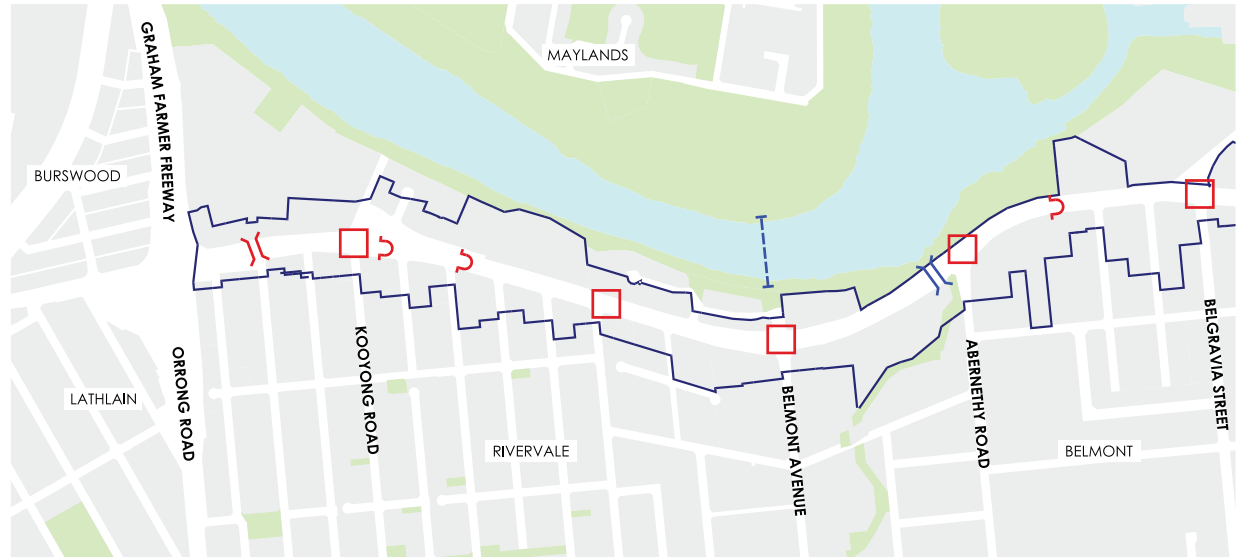


Figure 52: Crossings



Figure 53: Safe and convenient at-grade pedestrian crossings

Overpass (Possible)

Overpasses are proposed along the Corridor to provide safe, convenient crossings opportunities for pedestrians and cyclist-bike riders at strategic locations adjacent to Activity Nodes, bus stops or other areas of amenity.

Overpasses may either be free standing or connected to adjacent buildings depending on their location.

Overpasses should ensure safety and comfort of pedestrians and cyclist-bike riders, and consideration should be given to the provision of suitable lighting, the provision of a sheltered walkway, and ensuring accessibility to, from and along overpasses.

The plan shows indicative locations for possible overpasses.



Figure 54: Integrated green overpasses to provide diverse crossings

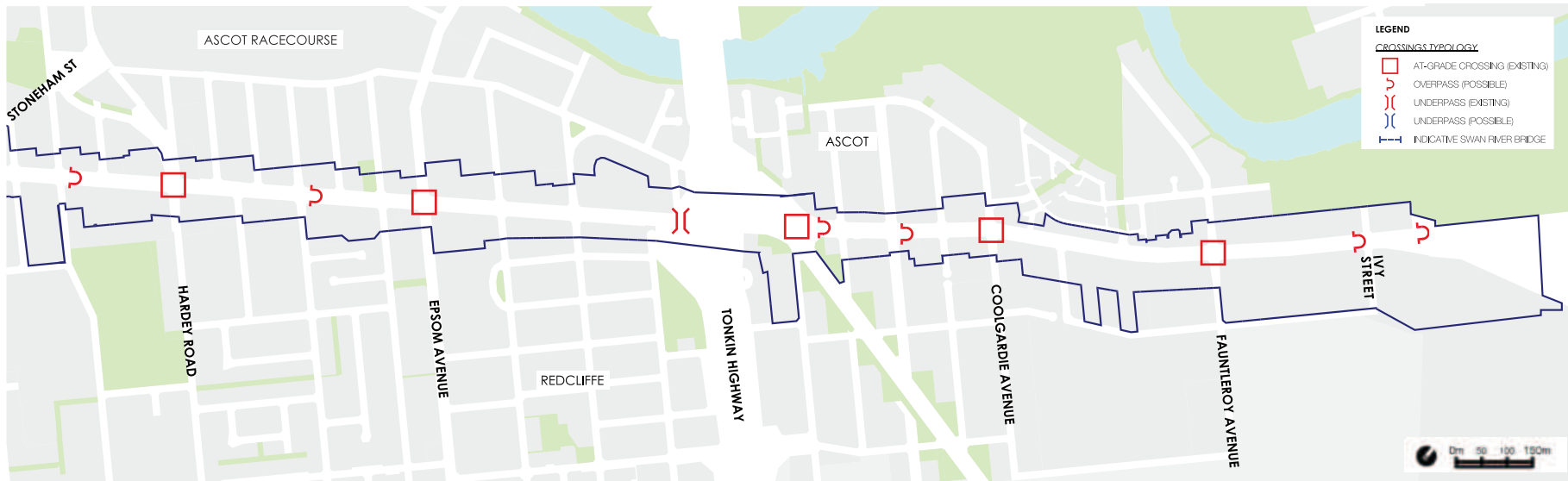


Figure 55: Architecture to consider including overpasses

Underpass (Existing and Possible)

Underpasses will provide safe, convenient opportunities for pedestrians and cyclist-bike riders to cross the Corridor, providing a high level of protection for pedestrians where there are high volumes of vehicular traffic.

Underpasses should be designed to ensure safety and comfort of pedestrians and cyclist-bike riders, including the provision of bright, attractive and secure lighting, the provision of uninterrupted sight lines to and through the underpass, and be of a sufficient width and height to maintain the feeling openness and safety.

The plan shows indicative locations for possible underpasses.



Figure 56: Safe, convenient and attractive underpass opportunities.

LAND USE

PRINCIPLES

Land use can contribute to economic development. Economic development along the Corridor is essential to provide job opportunities for people living in the area to maintain quality of life, and also to build diversity on the range of sectors and roles within the existing economic spine along the Corridor.

The Land Use principles include:

- Enhance the growth and diversity of land uses at Activity 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, in accordance with the City's Local Housing Strategy.
- Facilitate residential development that responds to the amenity of mixed-use nodes and public transport, in accordance with the City's Local Housing Strategy.
- Widen the range of accommodation choice and dwelling diversity in accordance with the City's Local Housing Strategy.



Figure 57: Enhance the growth of mixed use nodes to improve local convenience, amenity, sense of community and local employment



Figure 58: Example of a mix of commercial and retail uses

TYPOLOGIES

INTRODUCTION

The fundamental aspects of land use along the Corridor are identifying Focus Areas and providing guidance to improve the range of land uses on the ground floor.

Preferred land uses are identified within each of the Focus Areas in each of the Corridor Precincts.

Preferred uses are considered to contribute to the vision and character for the particular location. Preferred land uses will contribute to the activation of the public realm and enhance the experience of the street as an Urban Corridor.

There are various land uses which will not contribute to the experience of the Urban Corridor, and are considered to be inconsistent with the intent of particular Focus Areas. On the basis that petrol stations require large development sites with direct access from the Corridor, generate large volumes of traffic, have low employment densities, are not attractive to pedestrians and cyclist-bike riders, and bear an element of risk such as odour and the storage of combustible materials, they are considered to be incompatible with active uses proposed in various areas of the Corridor such as retail, cafes, and restaurants and therefore should be restricted along the Corridor. In particular, petrol stations will not be permitted within the Activity Nodes and should be limited to existing industrial areas or where there are existing large format showrooms only.

Other land uses discouraged along the Corridor include warehouses, self-storage facilities, motor vehicle repairs and light industrial and industry (with the exception of land south of Great Eastern Highway and east of Coolgardie Avenue). This is due to their lack of activation, inactivity outside core hours, undesirable built form, building outcomes and presentation and their lack of compatibility and integration with other land uses.

Focus Areas

The land use Typologies have been identified as the basis that various locations along the Corridor will have a different focus. Mixed Use development will be focused around Activity Nodes, where infrastructure capacity exists, or can be created, and where high levels of transit service exist. In between the Activity Nodes, there will be Activity Corridors and Mixed Employment Focus Areas, depending upon the local conditions in each of the Precincts.

The Focus Area Typologies are:

- Activity Node.
- Activity Corridor.
- Mixed Employment.
- Non-Residential floorspace Required.
- Other.

Non-Residential Floorspace Required

There should be non-residential floorspace incorporated into all new developments. This will facilitate the long-term economic sustainability of the corridor and ensure that a diverse range of land uses are delivered. In addition, making provision for non-residential floorspace in all new developments will provide services and products for the surrounding community as well as supporting a vibrant and active corridor.

If a development is not proposing to provide non-residential floorspace, ground level design should be adaptable to enable land use change over time.



Figure 59: Example of Activity Node Typology incorporating a mix of retail, office and residential uses

FOCUS AREAS

Activity Nodes

The Activity Nodes will provide the opportunity for a variety of commercial businesses that are highly compatible with higher density residential development.

Mixed Use Activity Nodes should ensure there is a relationship between the ground floor uses and the building design with the public domain, to ensure space activation and passive recreation.

Active ground floor uses such as retail and hospitality should be integrated with uses such as offices and residential on upper floors.

Preferred Land Uses

Activity Nodes - Ground Floor: Land uses on the ground floors of buildings within the Activity Nodes will comprise of uses which will contribute to the activation of the public realm and enhance the experience of the street as an Urban Corridor. Land uses will encourage social interaction and pedestrian activity and assist in supporting the economic viability of the locality, such as retail, cafes, restaurants. Buildings should be of a high standard of architectural design and contribute to the activation of the street as per the Built Form Typologies, and access arrangements should be as per the Access and Parking Typologies.

Activity Nodes - Upper Floors: Land uses in the upper floors of Activity Nodes will comprise a variety of uses to support the active ground floor, including residential, commercial and offices.

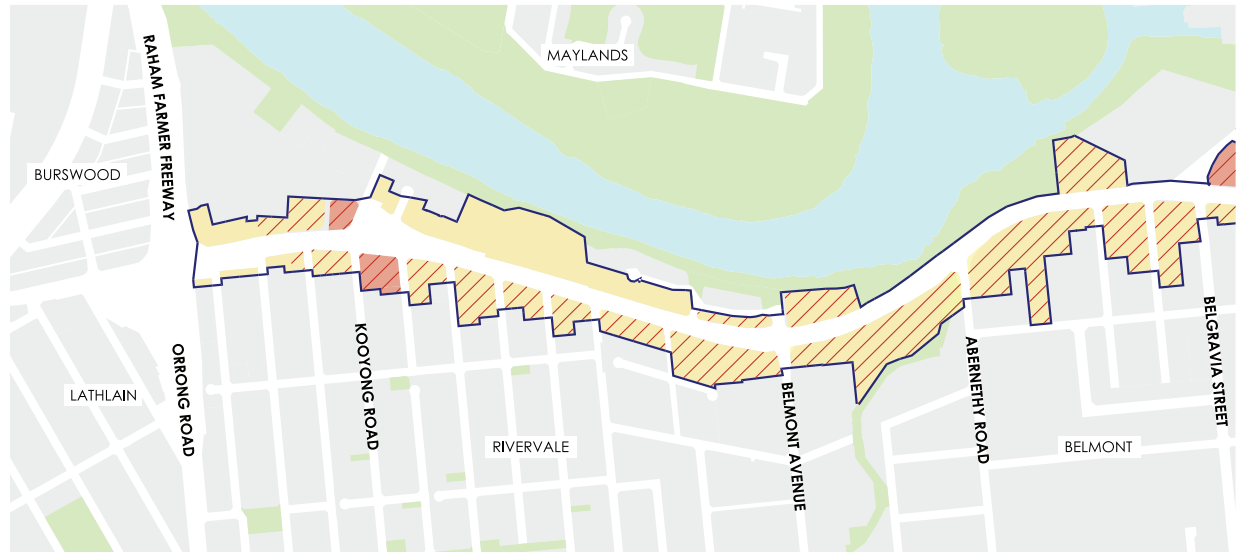


Figure 60: Focus Areas Typologies



Figure 61: Ground level activation promoting economic development

Activity Corridor

The Activity Corridor - Focus Areas form a transition between the Activity Nodes. It is proposed that active commercial uses populate the ground floor.

Preferred Land Uses

Activity Corridor – Ground Floor: The ground floors of buildings within the Activity Corridors will include an extensive variety of land uses including commercial, showrooms, and offices. It is important the built form of the ground floor is as per the Built Form Typologies, and access arrangements should be as per the Access and Parking Typologies.

Activity Corridor – Upper Floors: Land uses in the upper floors of Activity Corridors will comprise a variety of uses, including residential, commercial and offices.

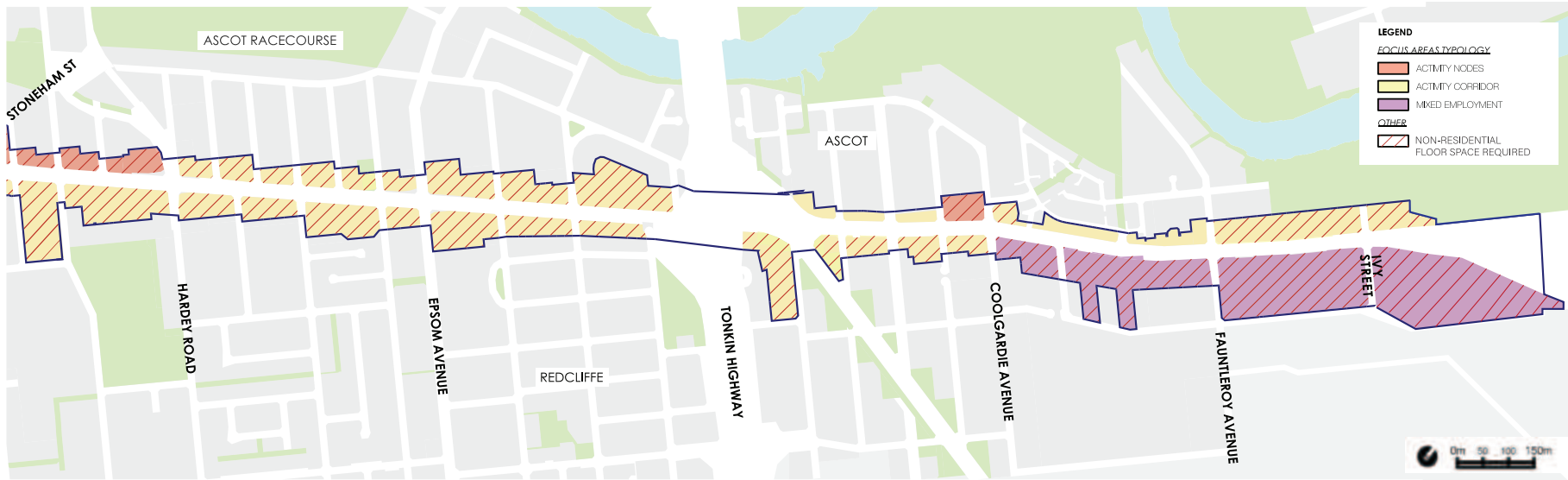


Figure 62: Well-articulated development relating to the street edges

Mixed Employment

The Mixed Employment Focus Areas create the opportunity for a wide variety of commercial and individual service businesses compatible with the surrounding mixed use areas.

Preferred Land Uses

It is envisaged the areas of existing industry will remain as industry for some time however should the opportunity arise, the transition from industry to the Activity Corridor area will be encouraged.

Preferred land uses will include a variety of commercial and service businesses compatible with the surrounding mixed use area, including offices and small-scale showrooms.



Figure 63: Diversity of building architecture

BUILT FORM

PRINCIPLES

Achieving the vision for the Corridor requires high quality architectural expression of built form through the use of materials, innovative design responses, active built form interfaces with the public realm and strategically located landmark buildings.

Built form principles include:

- The height and scale of new buildings should have an appropriate relationship with aspirational built fabric.
- Allow appropriate built form height to take advantage of views towards the Swan River.
- Promote landmark buildings in locations identified that provide a high level of architectural treatment, point of difference and aid with wayfinding navigation.
- Consider transition of building height and scale from the Corridor to lower density residential areas, addressing:
 - Building bulk.
 - Dwelling diversity.
 - Residential amenity.
 - Overshadowing streetscape.
 - Streetscape.
 - 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.



Figure 64: Examples of landmark buildings of different scales

TPOLOGIES

INTRODUCTION

The fundamental aspects of built form for the Corridor are scale, frontage and building setback, and transition to surrounding development.

In the case that the Corridor study area is expanded to include a broader area, the transition areas identified should be adapted to reflect the surrounding context of the additional development sites.

Scale

The building heights and building massing and plot ratio proposed along the Corridor should be designed to optimise the experience at street level, whilst creating landmark buildings and appropriate intensity at key mixed use Activity Nodes.

Transition

Within the study area, development along the Corridor must provide a suitable transition scale and development intensity to respect existing residential development surrounding the Corridor. The scale and intensity of development should transition down from the Corridor into surrounding residential areas.

The Transition Typologies are:

- Low.
- Medium.

Building Setback

Different locations along the Corridor will have different requirements for building setbacks as well as building frontages. The building setback is the distance a new building should be set back from the Landscape Zone within private property and should consider the nature and character of the location and the uses within the building.

The Building Setback Typologies are:

- Minimal (Activity Node).
- Moderate (Activity Corridor).
- Parking.



Figure 65: Building Setback relationship with Landscape Zone

PLOT RATIO:

Active Ground Floor

Development within the priority active ground floor areas must ensure that both an active land use and built form edge is provided.

Buildings should be designed to embrace the street at the ground floor and contribute to a thriving streetscape as well as contribute to surveillance of the street.

Built form can facilitate an active ground floor through mechanisms such as:

- Large, attractive buildings entrances to which are visible from the street.
- Windows which are orientated towards the street to facilitate passive surveillance and enable a connection between the building and the public realm.
- The provision of architectural quality which is appealing particularly at ground level to create an interesting experience for pedestrians.

The Corridor Active Ground Floor Typologies are:

- Priority.
- Encouraged.
- Other.

Key Landmark Sites

Opportunities for Key Landmark Sites are proposed and have been defined by their strategic location and relationship to adjoining public streets and open spaces and consequently by their strong visual impact on the surrounding area.

Landmark buildings need to provide a high level of architectural treatment to all frontages that are visible and prominent, and ensure the frontages contribute to the public and pedestrian environment.

Additional height and plot ratio may be permitted for key landmark buildings subject to performance criteria.

SCALE

ACTIVITY CENTRES/DA6

Golden Gateway

This precinct is subject to the draft Golden Gateway Structure Plan which provides detailed guidance regarding built form controls which will guide future development of the land.

Development Area 6 precinct

This precinct is subject to an Improvement Plan (Improvement Plan 45 – Redcliffe Station Precinct). An Improvement Scheme containing built form controls will ultimately guide future development of this area.

Eastgate and Ascot Local Centres

The Activity Centre Planning Strategy (ACPS) identifies that it may be appropriate for either an R-AC1 density code or R-AC0 density code to be applied to land within the Eastgate and Ascot Centres. An R-AC1 density coding allows for a maximum building height of 9 storeys, a nil setback from side and rear boundaries and either a nil or 2m setback from the street boundary. The ACPS notes that if an R-AC1 density coding is applied to the centre the rear and side setback provisions should be amended to ensure an appropriate interface to adjacent residential development.

Alternatively, the ACPS notes that it may be appropriate for site specific planning to be undertaken to guide future development of land within these centres, through the application of an R-AC0 density code.

The most appropriate code and built form controls will be further explored through the preparation of a new local planning scheme, taking into account the ACPS and level of development proposed on adjacent land by this Strategy.

INDUSTRIAL AREAS

The Redcliffe Industrial Area will have building heights and site cover guided as per provisions within the City’s new Local Planning Scheme.

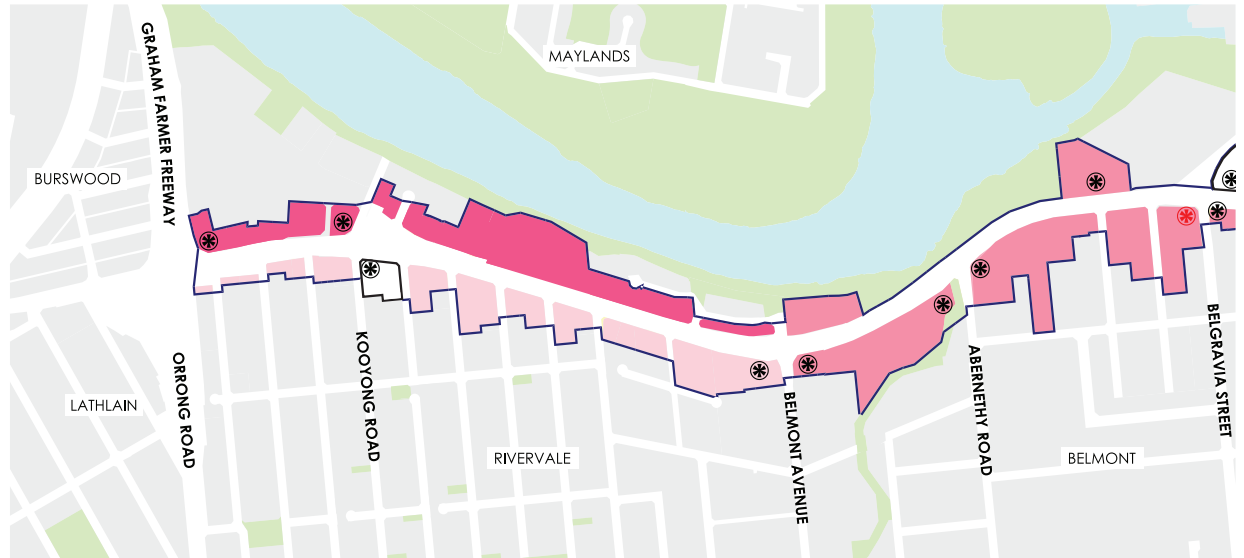


Figure 66: Scale Typologies

Within Precinct 1, taller buildings will generally make up the northern edge of the corridor. To the south, buildings will be of a lower scale to minimise impacts on adjacent residential properties.

In Precinct 2, development will be of a consistent height and scale, acknowledging that there are no directly adjacent residential properties.

In Precinct 3, development will generally maintain a lower built form scale, responding to the existing adjacent residential development.

Precinct 4 will develop at a lower intensity, transitioning down from precincts 1, 2 and 3.



Figure 67: Low rise integrated development and landscape amenity

Attachment 12.3.1 Draft Great Eastern Highway Urban Corridor Strategy

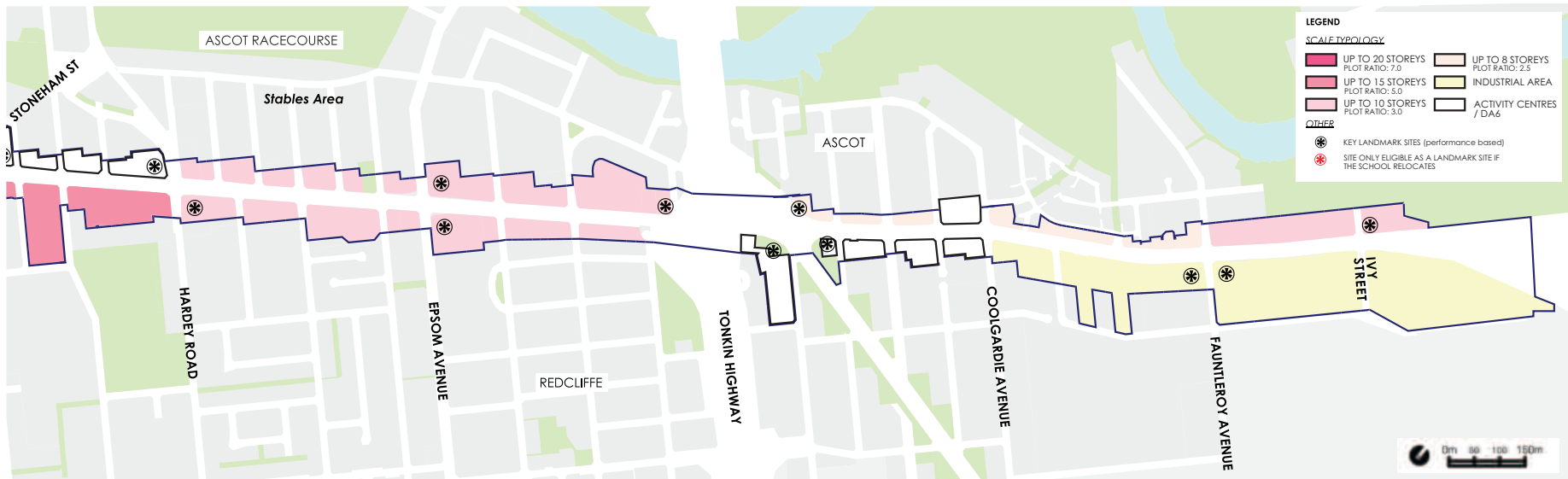


Figure 68: High quality development overlooking urban spaces

Buildings will address the street front and parks to create an appealing urban environment and should be arranged to minimise shadowing on public spaces such as footpaths, parks and public plazas. Lower levels will be encouraged to relate to and activate the street with the levels above **4-storeys** required to be setback to minimise the visual impact on the landscape.

New development should be designed to minimise the negative impacts associated with bulk and scale on adjacent existing dwellings. Buildings should respect and complement adjacent land uses, whilst reducing overshadowing impacts.

To achieve higher intensity developments on landmark sites, it must be demonstrated to the City that they have achieved a standard of building excellence as determined by the City, which may include very high quality architectural or sustainable design techniques, the provision of public and private communal facilities on site and/or a substantial contribution to the public realm.

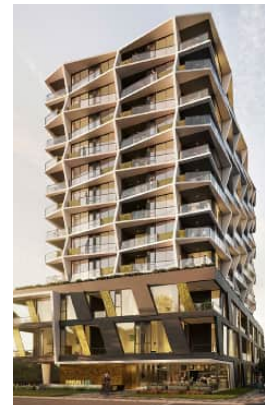


Figure 69: Articulation of larger buildings creates an appealing streetscape



Figure 70: High quality architectural development encouraged

BUILDING SETBACK

Minimal (activity nodes)

Within the Activity Nodes, buildings shall have a minimal setback from the landscaping zone located within private property.

The active land uses located on the ground floor of activity nodes, such as cafes, restaurants and shops, rely on pedestrian traffic and interest. A minimal setback will facilitate this and provide for the active uses to interact and benefit from the adjacent landscape zone, through appropriately designed buildings.

A minimal setback will be approximately 0m-1m from the required landscaping area in private lot boundaries.

Golden Gateway and Development Area 6

A minimal setback typology has been reflected over land within the Golden Gateway and Development Area 6 precincts. However, it is acknowledged that future development within these precincts will be guided by a Structure Plan (Golden Gateway) and Improvement Scheme (DA6 precinct).

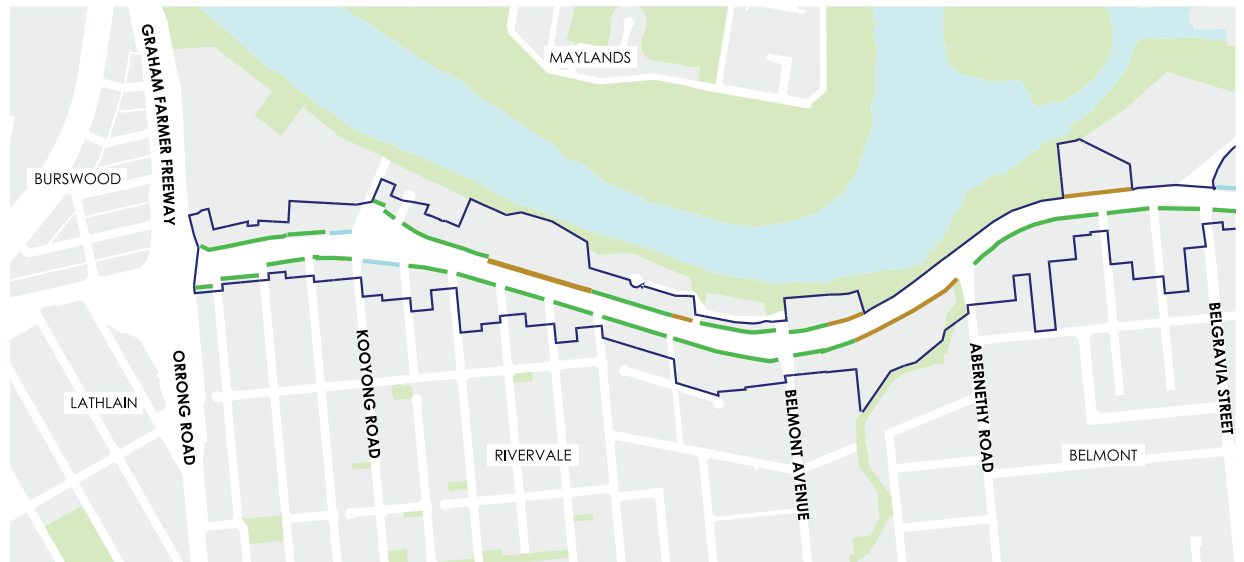


Figure 71: Building Setback Typologies



Figure 72: Examples of Minimal Building Setbacks that frame the street and activate the pedestrian environment



Moderate (activity corridors)

Within the Activity Corridor areas, a moderate setback should be provided to create a wider public realm for the growth of mature public trees and landscaping.

A moderate setback will be approximately 2m or more from the required landscaping area in private lot boundaries.

Attachment 12.3.1 Draft Great Eastern Highway Urban Corridor Strategy

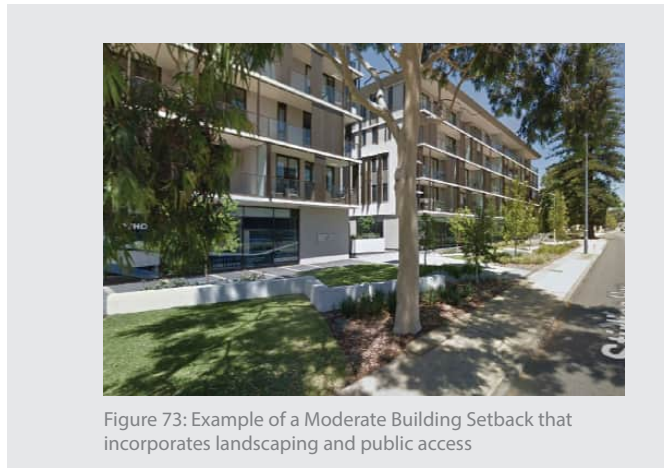
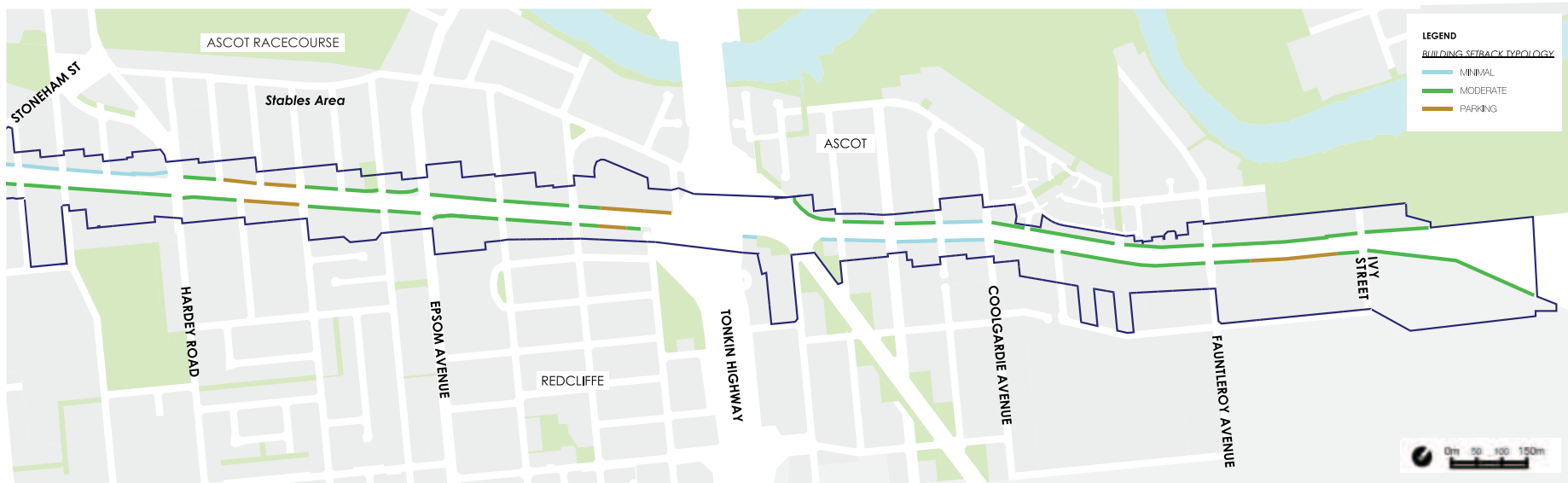


Figure 73: Example of a Moderate Building Setback that incorporates landscaping and public access

Parking

Where the Rear Access, Front Parking or Front Access, Front Parking Typologies are required due to existing site constraints, an increased setback will be considered to accommodate parking at the front of buildings. Landscaping should be provided in the front setback to maximise shade and shelter and soften the appearance of the car parking.



Figure 74: Parking within front setback where necessary

TRANSITION

Low

New buildings should be designed to minimise their impact on existing residents by ensuring appropriate transitions in building height, bulk and scale.

Developments should feature the following transition provisions:

- Increased setbacks and building separation to lower density residential development, to preserve visual privacy and solar access.
- Architectural articulations to reduce visual intrusion, and help mitigate the effects of taller structures on neighbouring properties.
- Landscaping along the rear boundary.
- Side and rear accessways and parking to further lessen the built form impacts on adjacent residential areas.
- Stepping in of buildings from the boundary to achieve greater setback. Potential options of this include:
 - » Podium height being one third of the total building height.
 - » Development above 2 storeys within 18m of the rear boundary contained within a 45-degree envelope.

These provisions are illustrated in Figure 76.

As part of the Local Housing Strategy, Local Planning Strategy and new Local Planning Scheme, the density of land behind the corridor will be reviewed with the aim to achieve a more gradual transition.

Figures 77 and 78 reflect how development could look in the medium to long term.

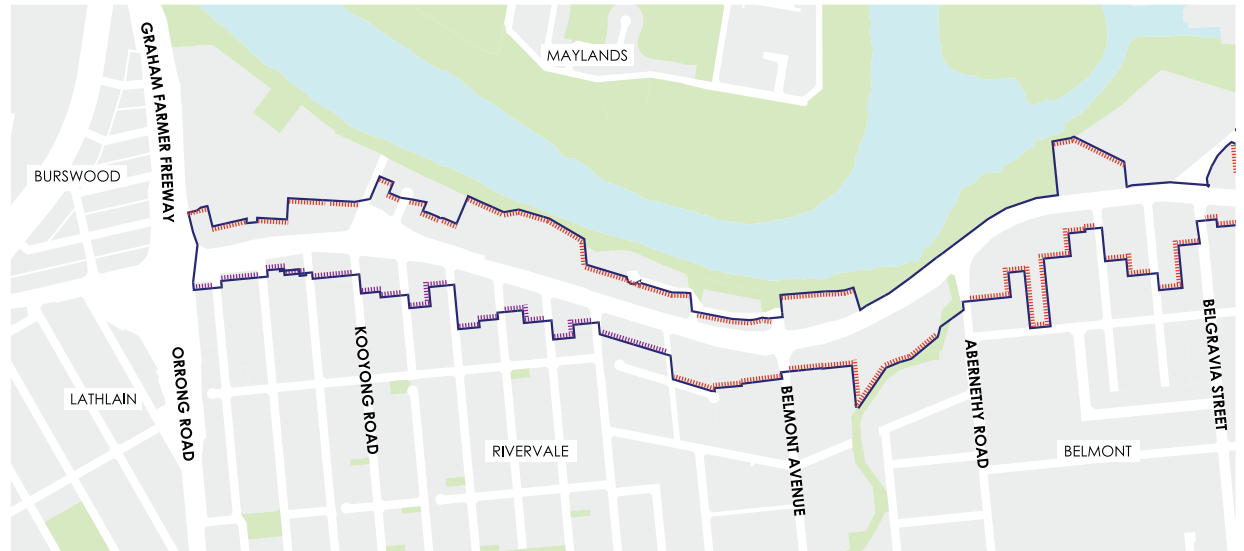


Figure 75: Transition Typologies

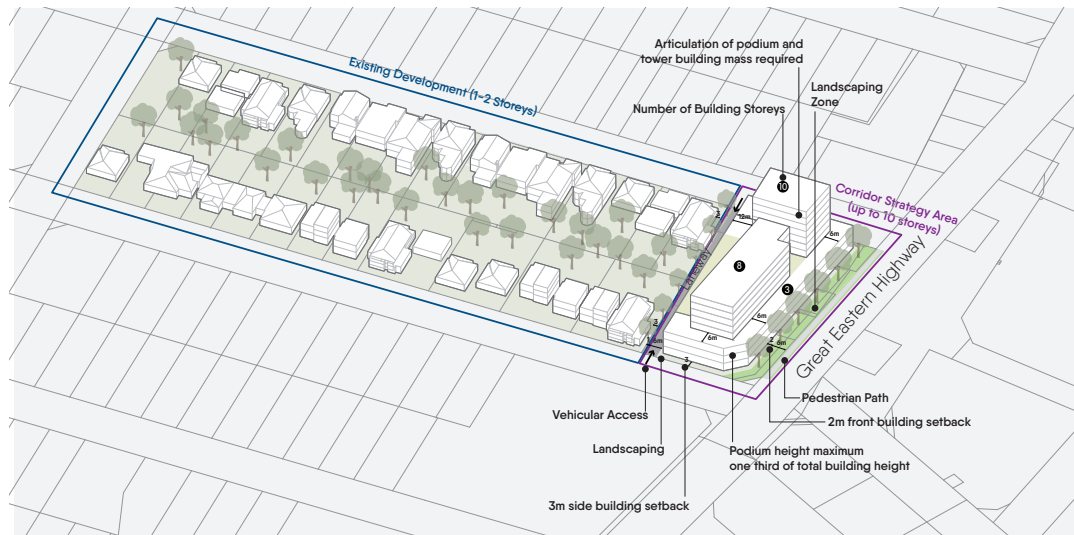
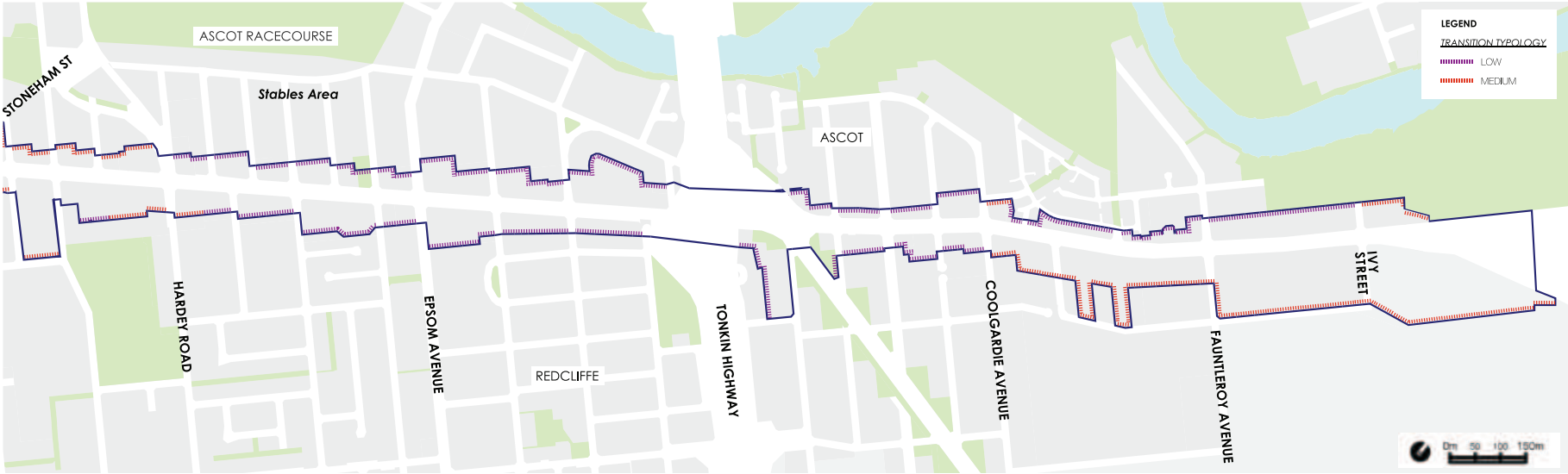


Figure 76: Short term generic concept of transitions back from Great Eastern Highway



TRANSITION

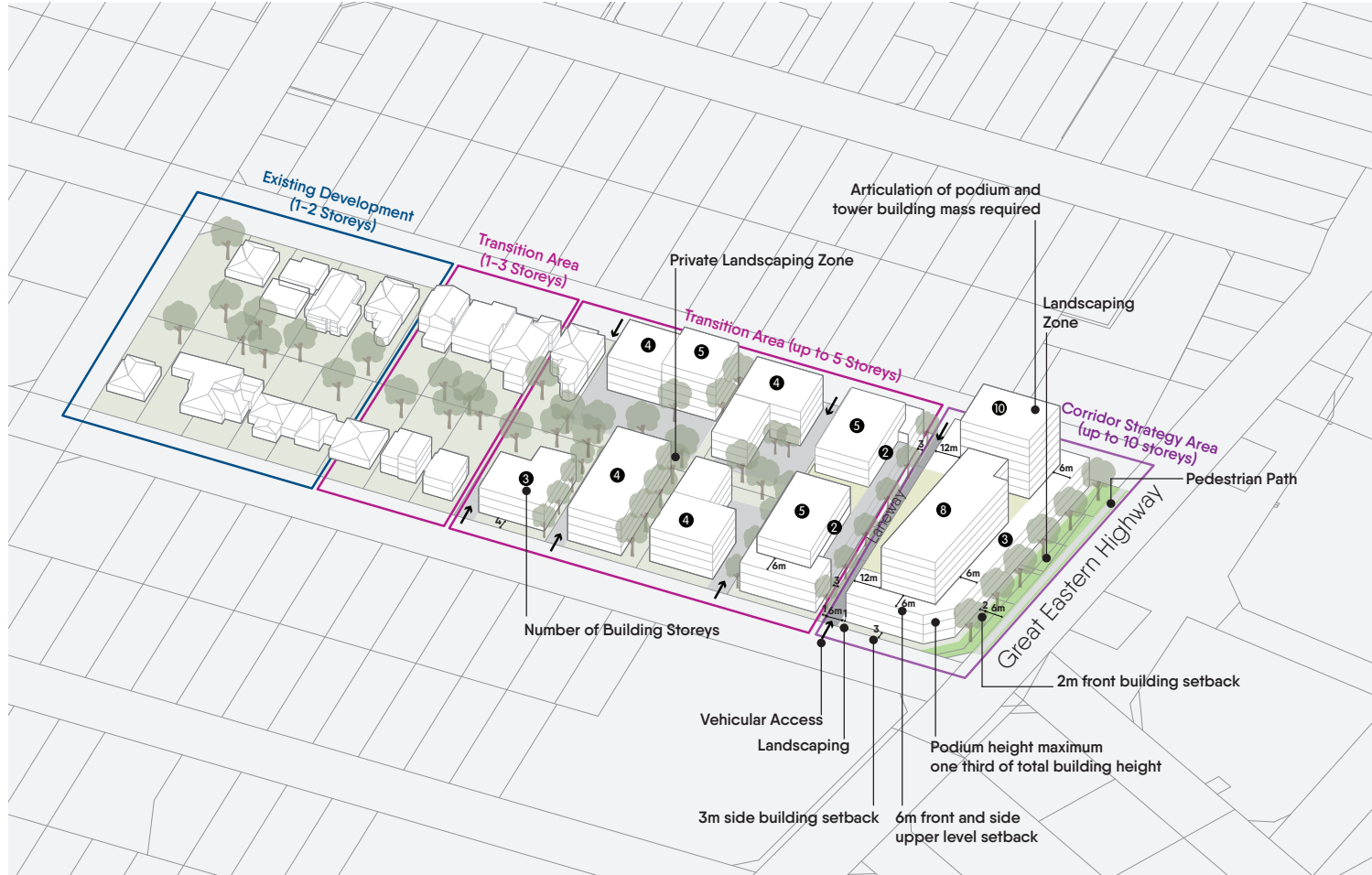


Figure 77: Long term generic concept of transitions back from Great Eastern Highway

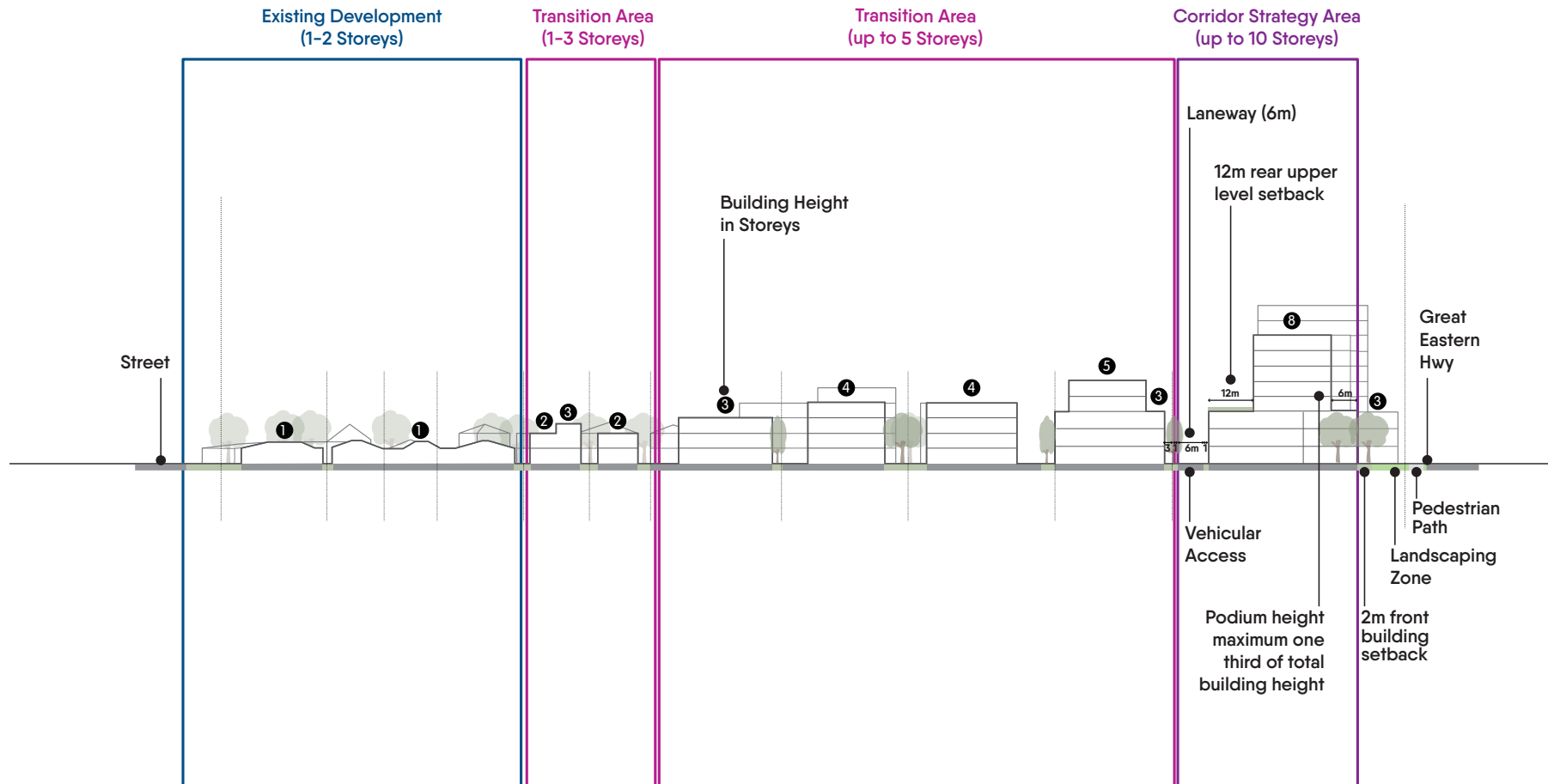


Figure 78: Long term generic concept of transitions back from Great Eastern Highway

TRANSITION



Figure 79: Promote landscape amenity to rear

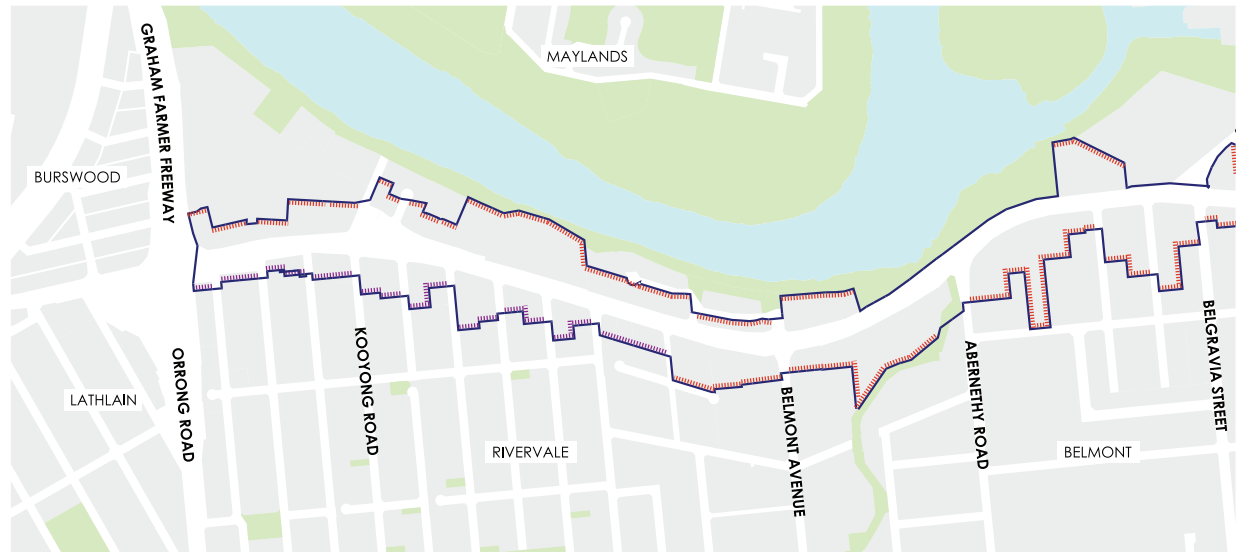


Figure 80: Transition Typologies

Medium

The scale and intensity of buildings may be increased where they are located adjacent to public open space or commercial land uses. The scale of buildings should complement the adjacent land uses in respect of increased building height.

New developments should still be designed to minimise negative impacts associated with building bulk and scale on adjacent uses.

Rear and side setbacks should be determined in the context of adjacent land uses.



Figure 81: An example of a low scale building in the rear transition area



Figure 82: Development designed to minimise impacts on adjacent existing development

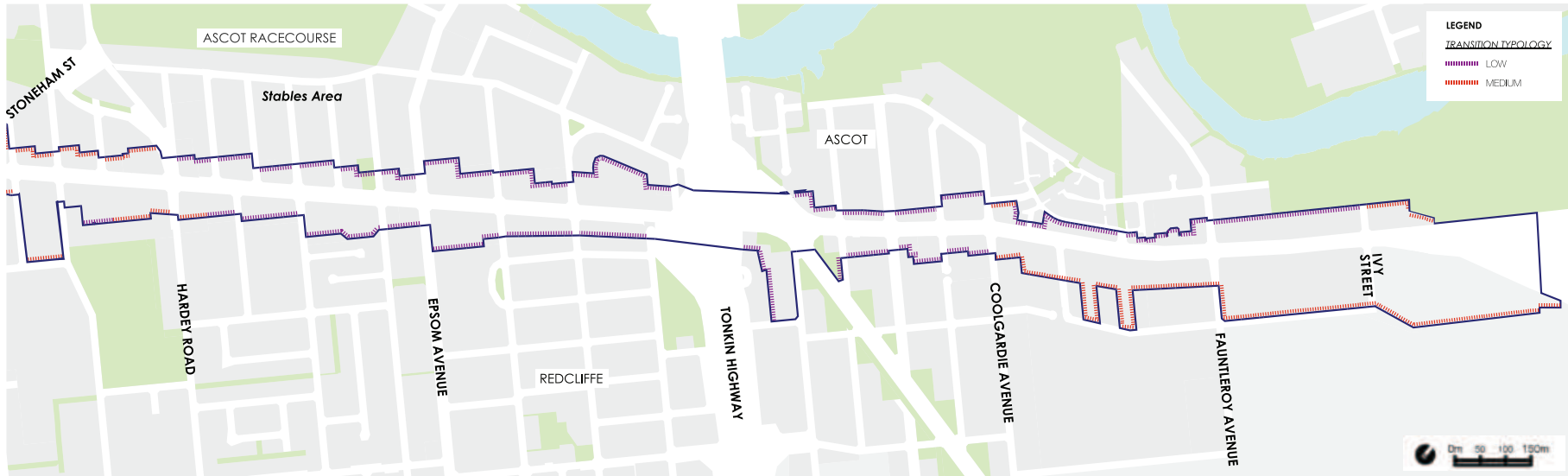


Figure 83: Development designed to minimise impacts on adjacent existing development

ACTIVE GROUND FLOOR

Priority

The Priority Active Ground Floor Typologies have been identified either within Activity Nodes, on sites which have existing development that provides a level of activation on the ground floor, or on sites which are capable of providing a level of ground floor activation.

The southern edge of the Corridor includes a large proportion of priority Active Ground Floor, corresponding with the high proportion of pedestrian movement which will occur in the southern edge due to the adjacent residential development and associated population, as well as the pedestrian footpaths in the South - Orrong Road to east of Ivy Street Landscape Zone Typology.

Development within the Priority Active Ground Floor areas must ensure that an active land use is located on the ground floor, in addition to the built form providing an activated edge.



Figure 84: Active Ground Floor Typologies



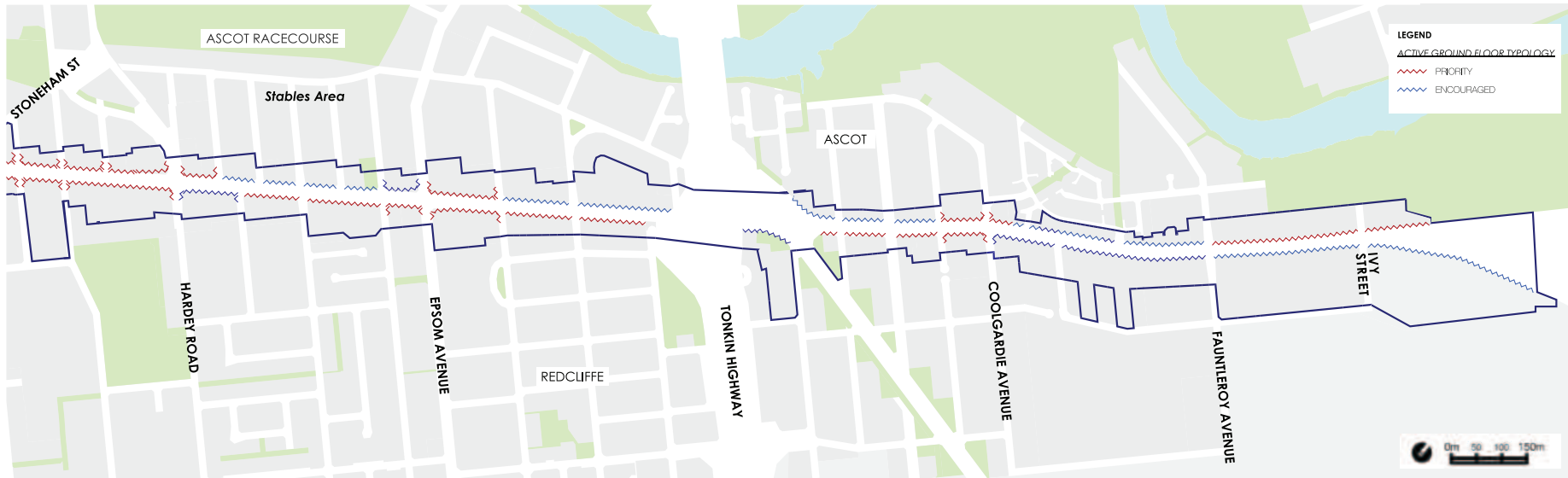
Figure 85: Built form encouraging community interaction



Figure 86: Large windows and clear entrance ways encourage ground floor activation



Figure 87: An example of built form treatment which encourages social interaction on the ground floor



Encouraged

There are currently large stretches of the Corridor where there is no activation of the ground floor. This is the case where there are noise walls, blank walls facing the street edge, or where there is no relationship between existing buildings and the street edge.

If there is the opportunity through redevelopment or refurbishment, the landowners and/or developer of sites within the 'Encouraged' Active Ground Floor areas are encouraged to change the nature of the ground floor (both land use and built form). This is to facilitate improvements in activation at the ground level, contributing to an improved streetscape for pedestrians.



Figure 88: Built form which creates a pedestrian friendly environment



Figure 89: Built form contributing to improvements to the streetscape

URBAN CORRIDOR PRECINCTS

The Corridor is both a single linear road used for the movement of people and goods, and a series of distinct but interconnected places that have their own identity and play a particular role in the character of the Urban Corridor. The east and west and north and south sections of the Corridor are distinctly different in many ways including topography, land use, subdivision pattern, built form, economic and demographic characteristics. As a result, the challenges and opportunities presented along the Corridor require varied approaches to redevelopment.

For the purposes of the Study, the Corridor is separated into four precincts as follows:

Precinct 1 Graham Farmer Freeway to Belmont Avenue

Precinct 2 Belmont Avenue to Hardey Road

Precinct 3 Hardey Road to Tonkin Highway

Precinct 4 Tonkin Highway to east of Ivy Street

Each precinct includes four plans which illustrate how the Vision for the Urban Corridor will be delivered:

Public Realm Plan, which demonstrates the detail of where spaces are located and the type of Landscape Zones.

Land Use Plan which outlines the way land uses will be distributed.

Movement Plan which demonstrates the location of the networks and crossings, and specifies the access and parking arrangements.

Built Form Plan which demonstrates the potential scale of buildings, building setbacks and the transition of buildings to surrounding areas.

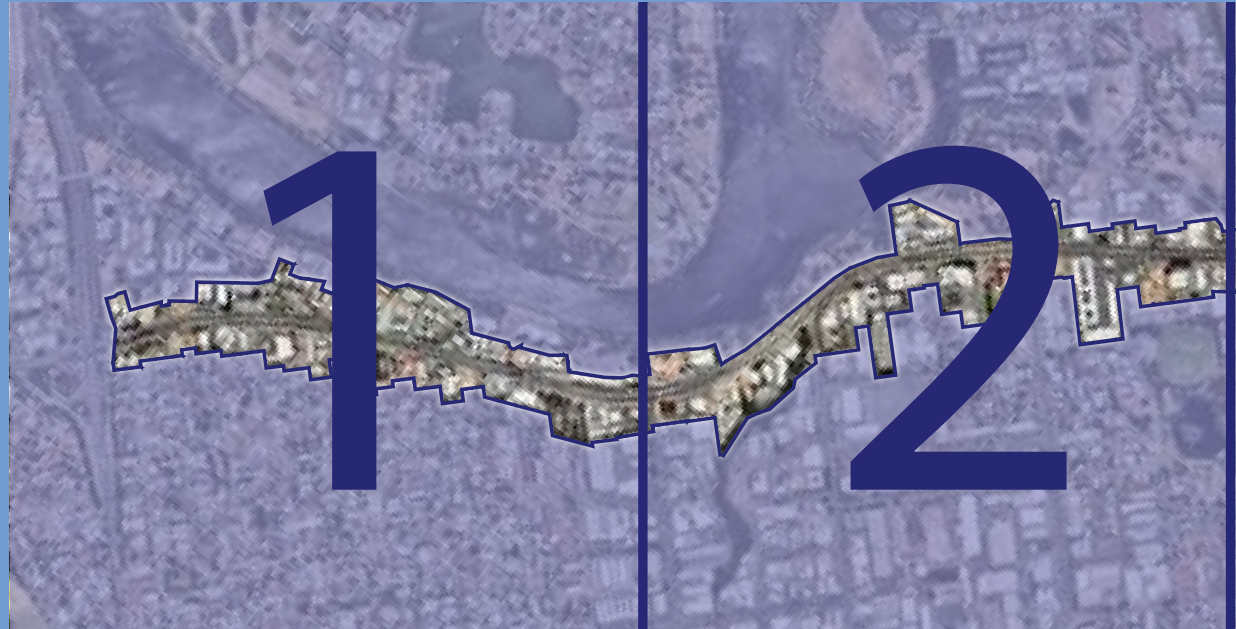


Figure 90: Urban Corridor Precincts

Precinct 1 Graham Farmer Freeway to Belmont Avenue

The Graham Farmer Freeway to Belmont Avenue Precinct will be a vibrant, thriving precinct, providing a gateway to and from the Perth CBD. The Springs and Eastgate Activity Nodes will form a bustling hub which will provide an extensive variety of retail and dining experiences for residents and visitors. The nodes will be supported by a range of accommodation choices which will thrive from the excellent access to the Swan River, Perth CBD, Optus Stadium, the Crown Casino and the Perth Airport. The Precinct also provides an active entry to the Belmont Business Park.

The Precinct will be enhanced from improved connections along and across the Corridor and to the Swan River, as well as through the improved landscape amenity and provision of a range of open spaces, that the entire community can enjoy. There will also be cafes and restaurants to support the local workforce.

Precinct 2 Belmont Avenue to Hardey Road

The Belmont Avenue to Hardey Road Precinct will form a reinvigorated edge to the Belmont Business Park, featuring the Golden Gateway Activity Node on the northern side of the Corridor. This node will develop as a creative hub, comprising a range of commercial uses, civic spaces, offices, professional and technical services as well as cafes and restaurants to support the local workforce.

The Precinct will feature residential development capitalising on the proximity and beauty of the Swan River which will be supported by improved connections along and across the Corridor and to the Swan River.

An overall improved network of pedestrian paths and cycle paths function throughout the Precinct, to the Swan River and into the Belmont Business Park, and surrounding areas of open space.



Precinct 3 – Hardey Road to Tonkin Highway

The Hardey Road to Tonkin Highway precinct will become a vibrant precinct of residential and mixed use development, with strengthened connections to the Swan River. Development will be sensitive to the existing surrounding lower density residential areas.

The Precinct will not consist of any activity nodes, focusing on the characteristics of the activity corridor. An improved pedestrian and cycle network will enhance the amenity of the corridor and improve the accessibility to open space and adjacent precincts.

Precinct 4 Tonkin Highway to east of Ivy Street

The Tonkin Highway to east of Ivy Street Precinct will evolve to form the edge of a pocket of urban life within walking distance to the Swan River, the Redcliffe Train Station and Perth Airport.

The precinct will provide a variety of land uses and contains Ascot activity node which will benefit from its strategic location close to the airport, and surrounding existing industrial areas. This precinct will also accommodate a range of residential accommodation all of which culminating to form a location for all ages, incomes, lifestyles and families, with a mix of spaces for relaxation and enjoyment for the entire community. Improved connections along and across the Corridor will make it easier for the community to access the Redcliffe Train Station and surrounding development, as well as the Swan River.

PRECINCT 1: GRAHAM FARMER FREEWAY TO BELMONT AVENUE

With its proximity and excellent access to the Perth CBD, Optus Stadium, Crown Casino and the Swan River as well as good access to the Perth Airport, this will be a vibrant, thriving precinct, with the built environment catering to residents, workers and visitors to the area.

The precinct will offer a diverse range of accommodation to cater for singles, couples and young families likely comprising apartment and maisonette development. This precinct may also accommodate hotels and short stay accommodation for visitors which will be further investigated through the City's Local Housing Strategy or applicable Local Planning Policy.

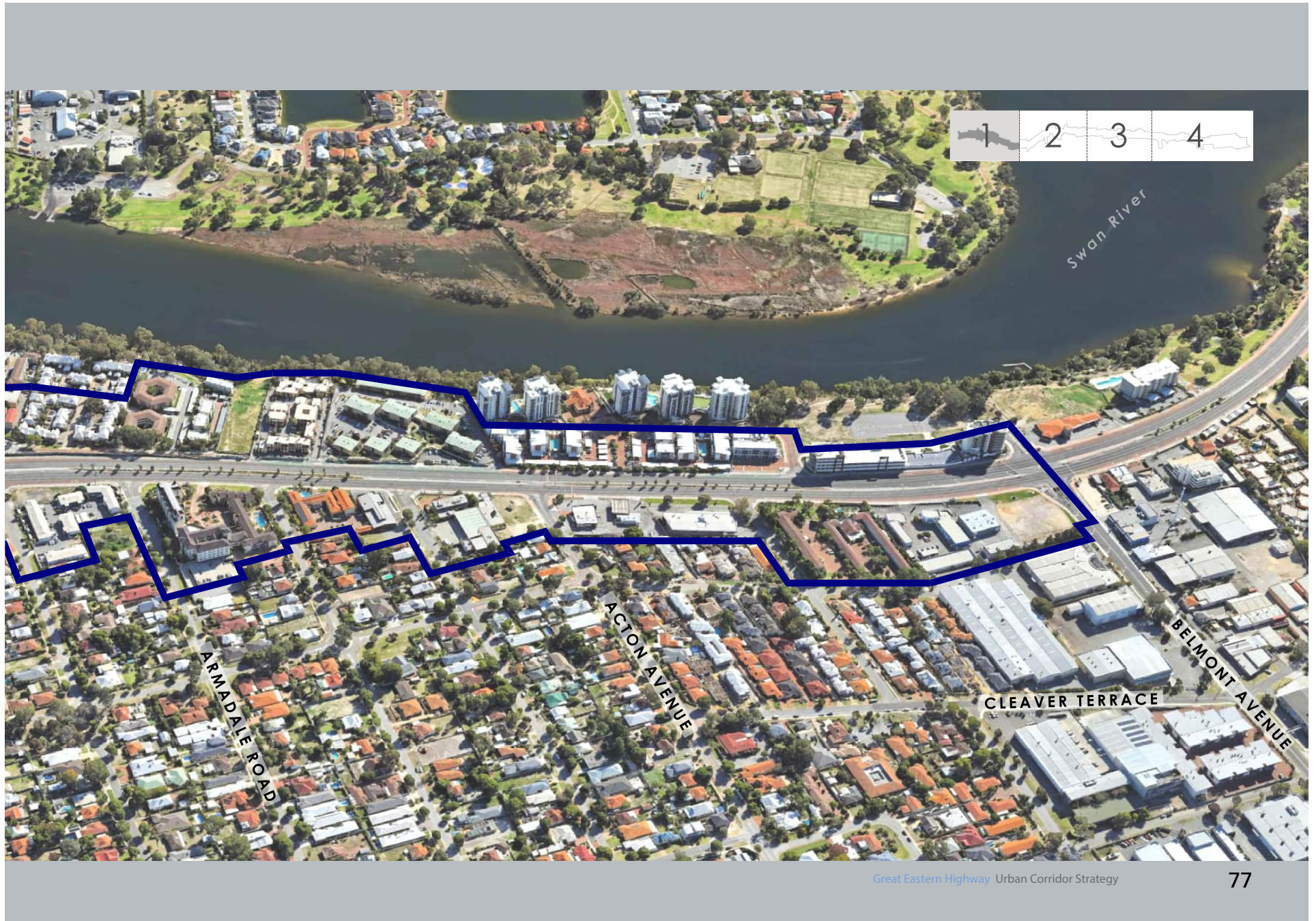
Development will be supported by active uses on the ground floor such as restaurants, cafes, small bars and potentially some professional and technical service uses. Some small-scale entertainment and leisure based uses may also thrive in the precinct, particularly related to the Swan River and links to the key visitor attractions adjacent to the precinct.

Future development will be designed to transition towards the adjacent residential areas on the southern side of the precinct.

This precinct will comprise of the Eastgate Activity Node and the Springs Activity Node, with Activity Corridors in between. Activity nodes will also provide for shop retail land uses.



Figure 91: Precinct 1



LAND USE

This precinct will comprise of the Springs Activity Node and the Eastgate Activity Node.

ACTIVITY NODES

Eastgate Activity Node

The Eastgate Activity Node extends from Kooyong Road to Fitzroy Road, consisting of the existing Eastgate Plaza Shopping Centre on the southern edge of the Corridor.

The Activity Node is serviced by the **priority rapid public transport route network-high frequency bus network** along the Corridor, as well as a bus network providing a connection to and from the residential area to the south via Kooyong Road.

This Activity Node will provide the opportunity to fulfil the development potential of this area and create a bustling hub which provides a range of retail and dining experiences for the surrounding residential population, and accommodate land uses which will benefit from the proximity to the Perth CBD, Optus Stadium, Crown Casino and the Swan River.

The Springs Activity Node

The Springs Activity Node is situated within Precinct 1 between Graham Farmer Freeway and Brighton Road, on the northern side of the Corridor. This Node provides a gateway to the western entrance of the Corridor.

This Activity Node is serviced by the Priority Rapid Public Transport Route network which operates along the Corridor.

The Activity Node will provide a convenient hub for residents in the surrounding area to meet their daily and weekly convenience needs.

ACTIVITY CORRIDORS

The Activity Corridor located between these activity nodes and precinct 2 will comprise of land uses to support the adjacent activity nodes, with active ground floor uses encouraged.

The Activity Corridor will provide a strong link to the Activity Nodes within Precinct 1 and the Activity Nodes to the east in Precinct 2. The land uses will reflect the direct access to the Swan River, and accommodate uses which both tourists, residents and the workforce will benefit from.

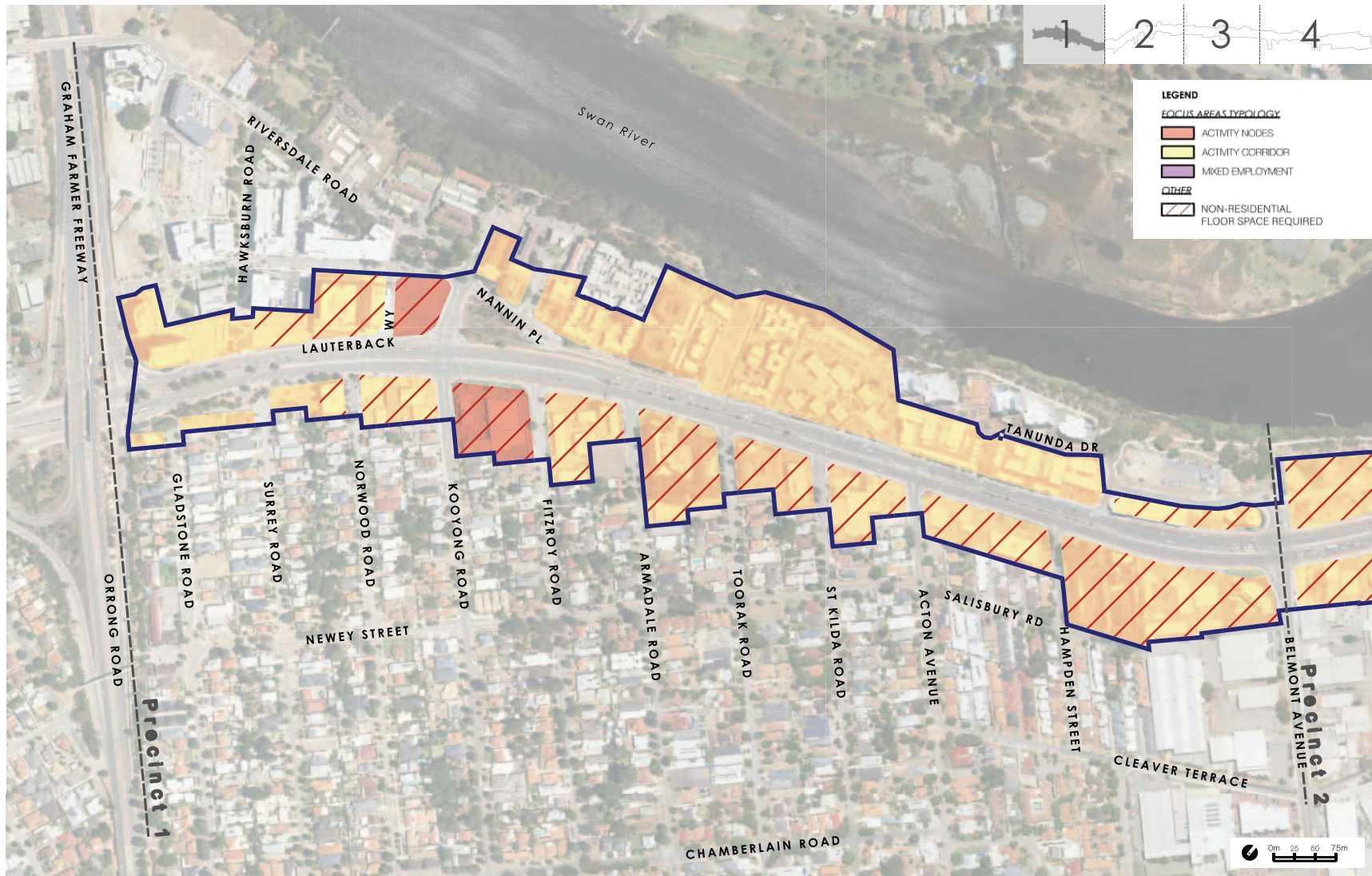


Figure 92: Precinct 1 Land Use Typologies

BUILT FORM

The Built Form in Precinct 1 will be categorised by a range of building height typologies. The Building Setbacks and Active Ground Floor Typologies proposed will also ensure the Vision for the Corridor is achieved within Precinct 1, facilitating to achieve the desired outcomes for the Activity Nodes and Activity Corridors.

BUILDING SETBACK

The building setback will be the minimal typology within the Activity Nodes, to ensure the active ground floor uses within the Activity Nodes are closer to pedestrians, contributing to an activated street front.

Within the Activity Corridors the building setback will be the moderate typology, to allow for the provision of a wider public realm which has sufficient room to support the growth of mature trees and landscaping.

SCALE

Within Precinct 1, taller buildings will generally make up the northern edge of the corridor. To the south, buildings will be of a lower scale to minimise impacts on adjacent residential properties.

In this regard, along the northern section of the corridor, buildings may be up to 20 storeys in height with a plot ratio of 7.0. This is generally consistent with the scale of development that has occurred within The Springs precinct.

Along the southern edge, excluding Eastgate Neighbourhood Centre, development may be up to 10 storeys, with a plot ratio of 3.0.

The ACPS reflects the Eastgate activity node being designated with either an RAC1 or RAC0 density code. The most appropriate code and built form controls will be further explored through the preparation of a new local planning scheme, taking into account the ACPS and level of development proposed on adjacent land by this Strategy.

The range of scales will facilitate the commercial viability of the desired land uses within this area, as well as maximise views towards the Swan River. Buildings of greater scale on the western end will reflect the role of the Corridor as gateway by creating an entrance statement into the Perth CBD.

LANDMARKS

Various landmark sites are proposed within Precinct 1. One landmark site is located on the western edge of Precinct 1, on the prominent corner of the Corridor and the Graham Farmer Freeway. A landmark building on this site will signify the link from the Corridor into the Perth CBD, whilst also recognising the entrance into the Urban Corridor and into the City of Belmont, contributing to the sense of arrival into Perth as well as into Belmont.

One landmark site is located within the Eastgate Activity Node, and one located in The Springs Activity Node to reinforce the nature of the nodes, and provide a place of importance and visual focus for the Precinct 1.

TRANSITION

The buildings along the northern boundary of the subject site within Precinct 1 will provide a medium transition, where adjacent to the Swan River or existing higher scale mixed use buildings.

Along the southern edge, buildings will generally be of a lower scale to reflect the nature of the low scale residential development to the south.

ACTIVE GROUND FLOOR

Within Activity Nodes and along portions of the Corridor, the ground floor of buildings adjacent to Great Eastern Highway shall be designed to accommodate both an active land use and built form edge.

Outside the Activity Nodes and along the remainder of the Corridor, active land uses and an activated built form on the ground floor will be encouraged.

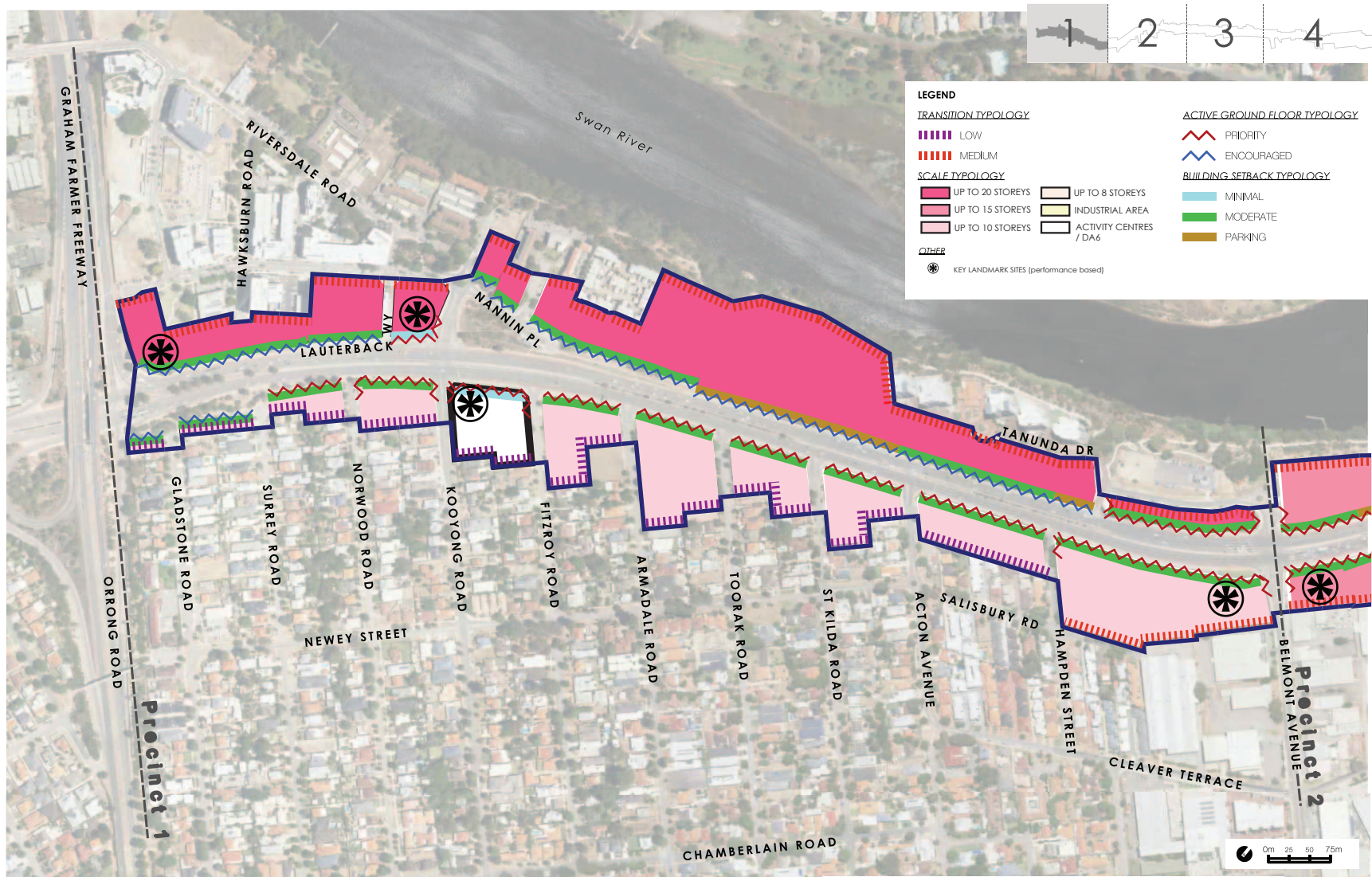


Figure 93: Precinct 1 Built Form Typologies

MOVEMENT

ACCESS AND PARKING

The access and parking within Precinct 1 comprises of predominantly Rear Access, Rear Parking Typology.

The significant amount of the Rear Access, Rear Parking Typology will ensure there is safe and efficient vehicular movement along the Corridor, and allow for the safe movement of cyclist bike riders and pedestrians.

There is one site within Precinct 1 where the Rear Access, Front Parking Typology has been identified, accommodating parking within the front setback area which is Rear Accessed, where parking cannot be relocated to the rear due to narrow lot depth.

A Front Access and Front Parking site is included in the centre of the northern edge of the Corridor where the site is physically constrained by the Swan River so would not be able to provide Rear Access or parking.

NETWORK

Precinct 1 will be supported by an extensive movement network along the Corridor, comprising existing at-grade pedestrian crossings, an existing pedestrian underpass and existing on-street cycle lane. Precinct 1 is also serviced by the ~~priority-rapid public transport route~~ high frequency bus network and associated bus stops.

The movement network currently consists of on-street cycle lanes on the north and south of the corridor. The Strategy envisions a principle shared path on the northern edge of the Corridor, and a continuous pedestrian path on the southern edges of the Corridor, as demonstrated in the Landscape Zone Typologies.

The movement network surrounding the Corridor comprises key cycle routes providing north-south connections from the Swan River to the Corridor, extending south into the residential areas and into the Belmont Business Park.

The existing shared pedestrian / cycle path provides access along the Swan River, which could be enhanced by the provision of Swan River pedestrian bridge to facilitate access to and from the Maylands peninsula.

Bus services also provide a connection from the Eastgate Activity Node south into the residential area.

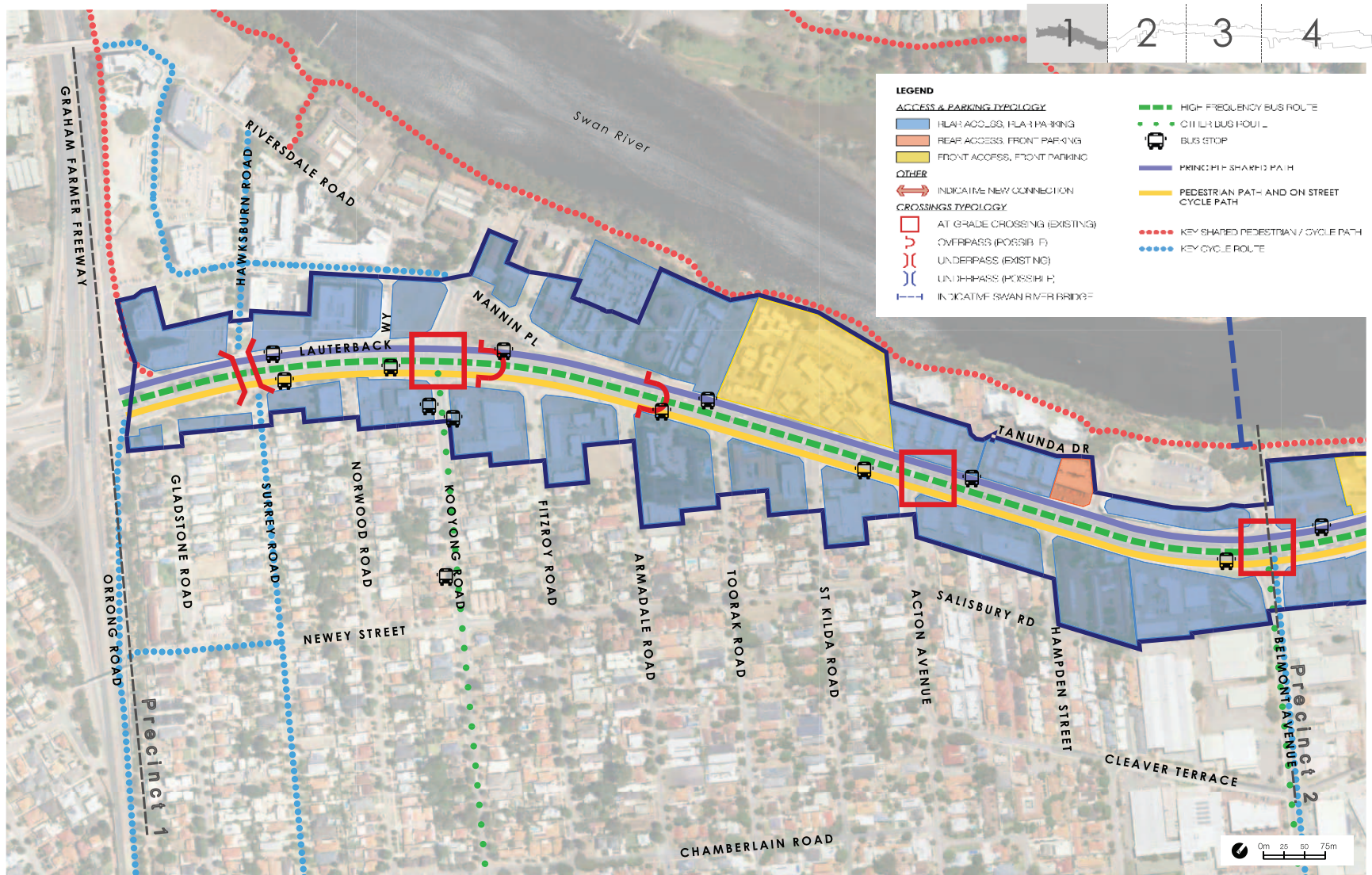


Figure 94: Precinct 1 Movement Typologies

PUBLIC REALM

SPACES

Precinct 1 will include a range of spaces to support the mix of land uses, built form and movement within the area, complementing the Precinct's extensive access to the Swan River.

The spaces in Precinct 1 include various Urban Plazas, which will support the Activity Nodes within the Precinct, providing places for people to socialise and interact in.

The provision of Pocket Parks on the corners of Armadale Road and Acton Avenue will contribute to the amenity of the locality for the significant number of residents on the southern portion of the Corridor.

The Urban Garden on the corner of Hampden Street will be retained and enhanced as development occurs, improving the visual amenity of the Landscape Zone, and providing a pleasant environment for pedestrians and **cyclist bike riders** through the area.

CONNECTIONS

An Urban Connection is located along Kooyong Road to provide the main link from the Eastgate Activity Node to the residential area to the south, and along Belmont Avenue as a key entrance point to the Belmont Business Park.

A Green Connection along Hawksburn Road and Surrey Road will provide a continuous pedestrian and cycling link from the residential area south of the Corridor to the Swan River, utilising the existing underpass. Green Connections will also be located providing pedestrian and **cyclist-bike rider** prioritised connections from the activity node and Belmont Avenue to the Swan River.

Local Connections will provide minor links throughout the southern sides of the Corridor within Precinct 1.

LANDSCAPE ZONE

The Landscape Zone Typologies in Precinct 1 comprises of:

- North – Orrong to East of Ivy Street
- South – Orrong to East of Ivy Street

North

This Typology is designed to span approximately 8.5m-10.5m in width, starting from the edge of the current on-street cycle lane (proposed to be removed) and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public Realm

Within the public realm, the existing on-street cycle lane is proposed to be removed to make room for a new off-street principle shared path. This is proposed at a width of 4m (2m in each direction).

Between Great Eastern Highway and the principle shared path, a 0.5m wide landscape buffer is proposed. This area provides for a level of separation between the path and passing vehicles travelling along the Highway. It is envisioned that this area will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private Realm

Within the private realm, between 4m-6m wide of consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.

South

This Typology is designed to span approximately 7m-9m in width, starting from the kerb of the Great Eastern Highway road reserve and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public Realm

The public realm is proposed to be 3m in width and comprise of:

- A 2m wide pedestrian path (1m in each direction)
- 0.5m of landscaping either side of the pedestrian path

The landscaping areas provide opportunities to achieve additional greenery and planting adjacent to the cycle lane and pedestrian path. It is envisioned that these areas will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private Realm

Within the private realm, a 4m-6m wide consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.

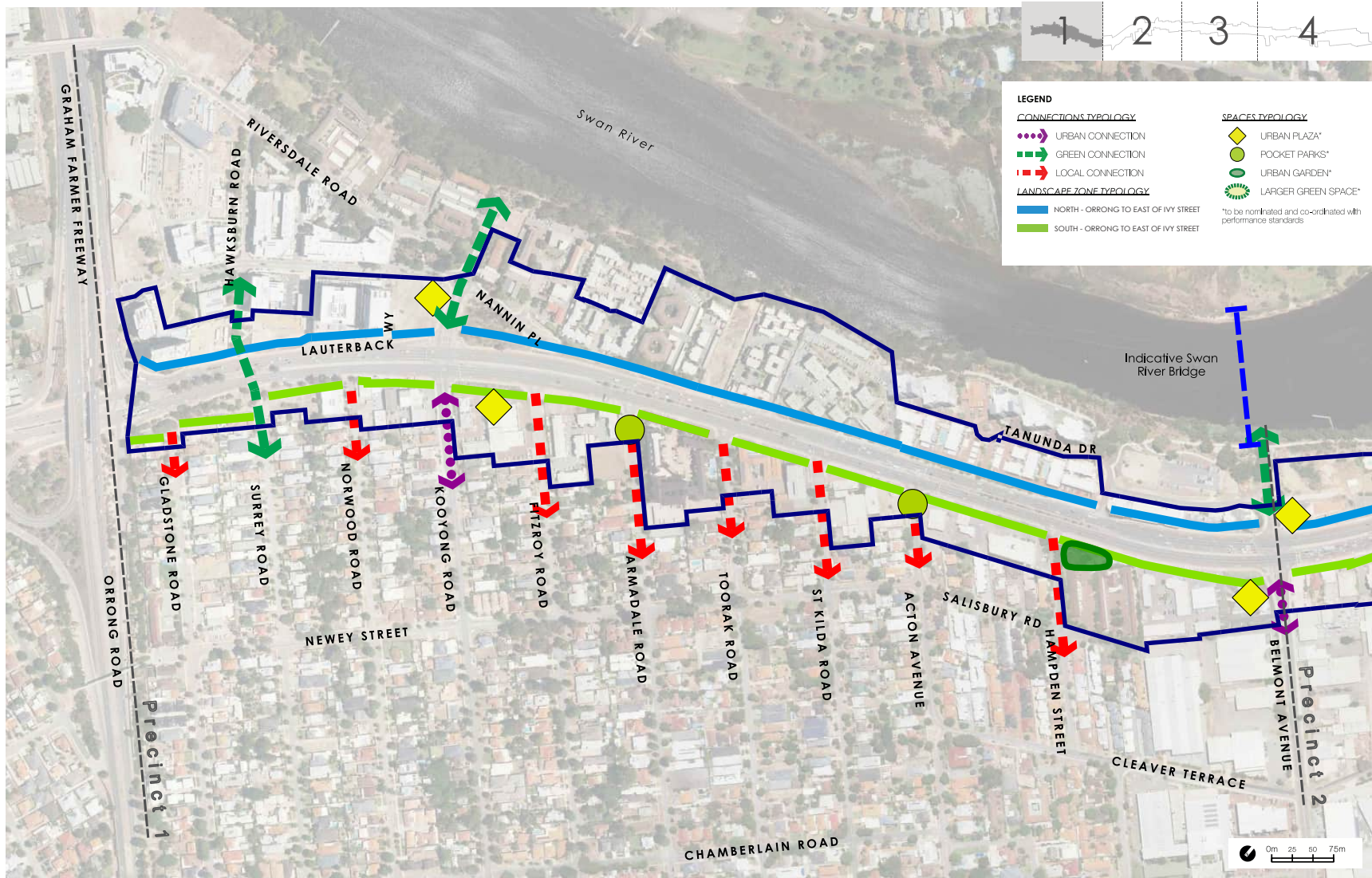


Figure 95: Precinct 1 Public Realm Typologies

PRECINCT 2: BELMONT AVENUE TO HARDEY ROAD

The Belmont Avenue to Hardey Road precinct forms the entrance to the Belmont Business Park to the south, and connects the Corridor to the Belmont Town Centre.

Belmont Avenue provides a direct connection to the Belmont town centre to the south, whilst Abernethy Road connects the Precinct with the industrial areas of Kewdale and Welshpool. The Precinct benefits from its proximity to the Golden Gateway precinct to the north, and connections to the extensive range of open space to the north, as well as residential areas of Bayswater and Maylands via the Garratt Road Bridge.

The precinct will be supported by the Golden Gateway Activity Node, which is envisioned to be developed as a creative hub comprising a mixture of commercial uses, civic spaces, offices, professional and technical services uses. Cafes and restaurants may emerge as the local workforce grows and will also be supported by higher density residential development.

The Precinct will benefit from a significant improvement to the public realm, making the precinct safer, more convenient and enjoyable for pedestrians to be in. The enhancement of Severin Walk could provide a place of leisure for workers to enjoy, and coupled with the potential overpass across the Corridor will reconnect the Precinct with the Swan River.



Figure 96: Precinct 2



LAND USE

Precinct 2 includes the Golden Gateway Activity Node on the north-eastern edge of the precinct. The remainder of land within the precinct has been identified as an activity corridor.

ACTIVITY NODES

Golden Gateway Activity Node

The north-eastern edge of the precinct consists of the Golden Gateway Activity node, located within the Golden Gateway precinct. This Activity Node will provide convenience goods and services for residents to the north within the Golden Gateway precinct as well as residents to the south, and the office workforce from the Belmont Business Park.

The Golden Gateway Activity Node is serviced by the ~~priority rapid public transport route network~~ high frequency bus network which runs along the Corridor. Bus networks also provide a connection to the Activity Node from development to the south and north via Belgravia Street, Hardey Road and Resolution Drive.

ACTIVITY CORRIDORS

The Activity Corridor extends for the entire southern section of the Corridor within precinct 2 and along the northern section of the Corridor from Belmont Avenue to Stoneham Street. The Activity Corridor will accommodate a range of land uses to complement the activity node, as well as the Belmont Business Park to the south.

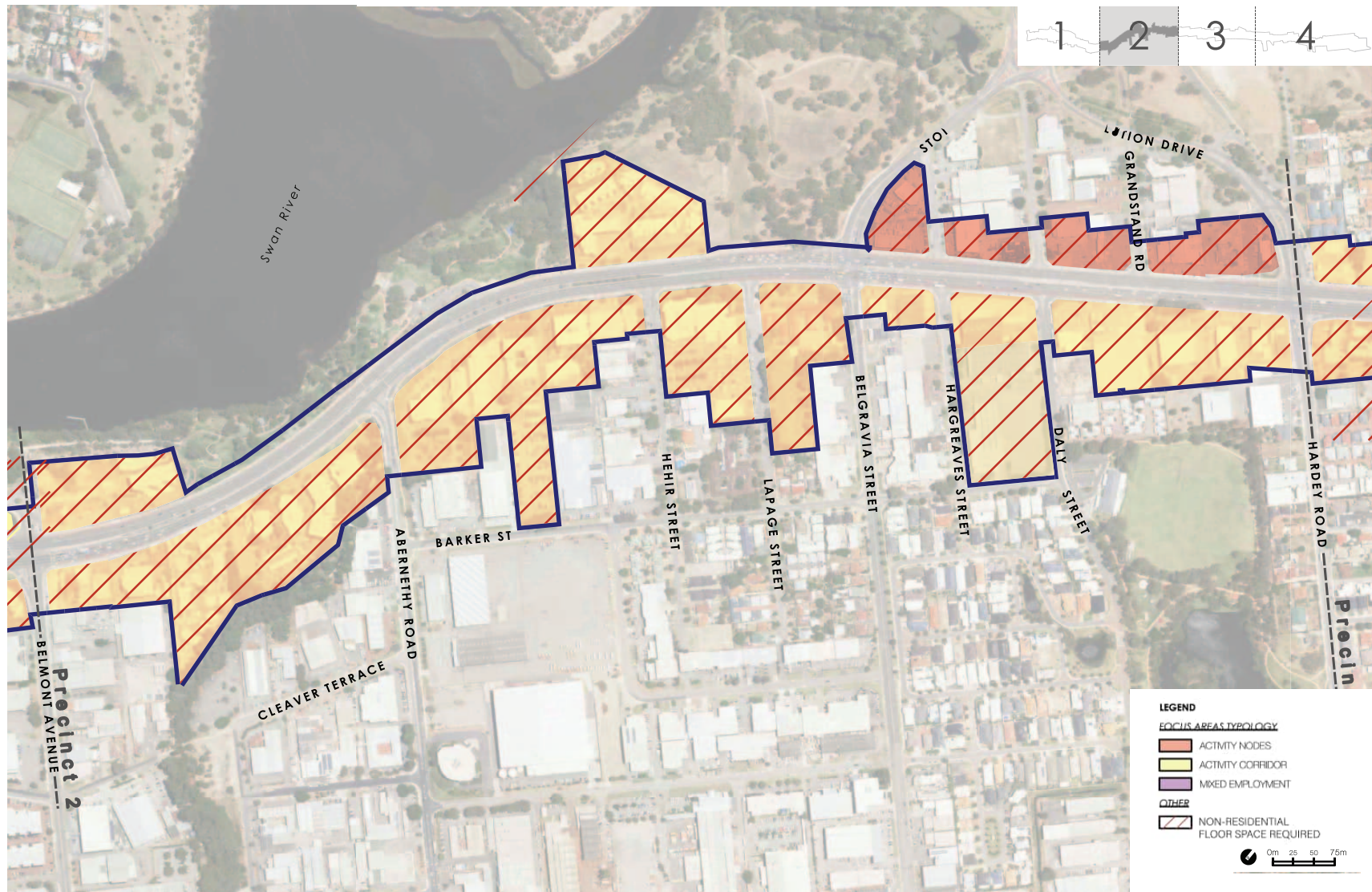


Figure 97: Precinct 2 Land Use Typologies

BUILT FORM

The built form of precinct 2 will generally be of a consistent height and scale, acknowledging that there is no immediately adjacent lower-scale residential development abutting the corridor.

BUILDING SETBACK

The building setback will be minimal within the Activity Node and moderate within Activity Corridors, to allow for the provision of a wider public realm which has sufficient room to support the growth of mature trees and landscaping.

In this Precinct, land subject to the Golden Gateway Structure Plan is anticipated to have a minimal building setback, whilst the rest of the precinct will consist of a moderate setback.

Within Precinct 2, there are several sites which have will have a generous building setback due to either the shallow depths of these lots, or the requirement to provide access and parking at the front of the lot due to location or site characteristics.

Where the minimal setback cannot be achieved, landscaping within the front setback area will be provided in the form of an Urban Park to contribute to the public realm. The St Johns Ambulance site is an exemplar site demonstrating how this can be achieved.

SCALE

In Precinct 2, development will be of a consistent height and scale, acknowledging that there are no directly adjacent residential properties. Development within this precinct will be up to 15 storeys, with a plot ratio of 5.0.

Development within the Golden Gateway precinct will be in accordance with the Golden Gateway Local Structure Plan.

LANDMARKS

Landmark sites within Precinct 2 are identified on prominent corners of the Activity Node as well as in locations along the Activity Corridor which would benefit from views to the Swan River.

The Belmont Primary School site has the potential to be relocated elsewhere within the surrounding locality to capture a larger population catchment, subject to future planning and the Department of Education requirements. The Belmont Primary School will only be eligible as a landmark site if the school was to relocate. If this occurs, the site has potential to be developed to provide a landmark building of high architectural quality which takes advantage of the strategic location adjacent to the Swan River and the Belmont Business Park, and incorporates the heritage value of the site.

TRANSITION

Within Precinct 2 the buildings will predominantly have a medium transition to the surrounding development which is primarily of a commercial nature, or comprises open space.

The transition will be low for development adjacent to the existing pocket of residential development on the southern side of the Corridor, in the eastern end of Precinct 2.

ACTIVE GROUND FLOOR

Buildings achieving both an active use and active ground floor built form will be a priority along the majority of the edges of Precinct 2.

The Active Ground Floor will ensure Precinct 2 forms the vibrant interface between the Belmont Business Park and the Swan River, creating a place that will generate pedestrian interest and movement.

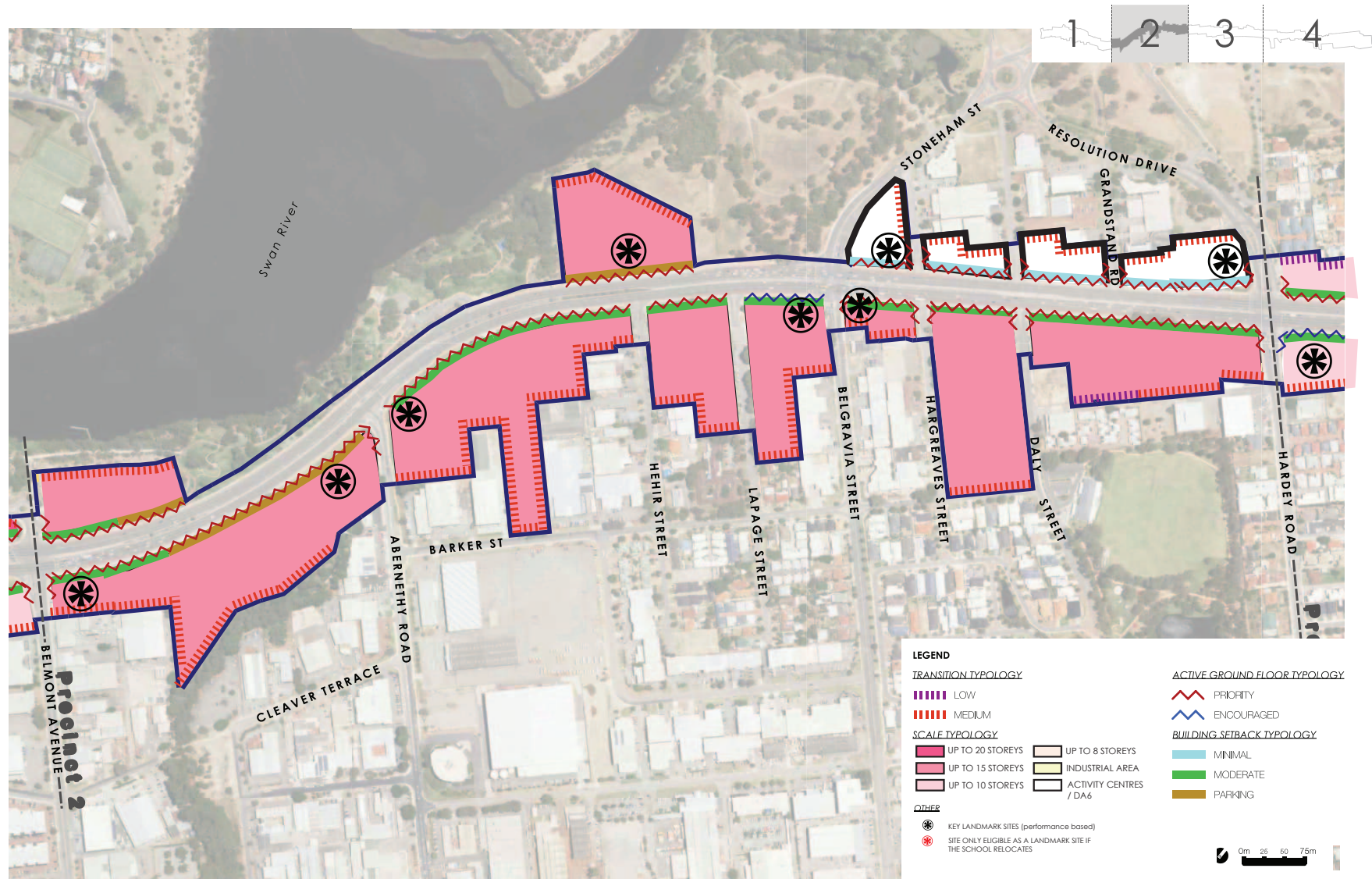


Figure 98: Precinct 2 Built Form Typologies

MOVEMENT

ACCESS AND PARKING

The access and parking within Precinct 2 comprises of predominantly Rear Access and Rear Parking. This will ensure there is safe and efficient vehicular movement along the Corridor, and allow for the safe movement of **cyclist bike riders** and pedestrians.

There are four sites within Precinct 2 where a Front Access, Front Parking Typology is identified, due to the restrictions on the ability to provide Rear Access and parking as a result of physical constraints of the Swan River and Severin Walk.

An indicative new pedestrian connection is proposed on the southern side of the Corridor, between Abernethy Road and Hehir Street, which will improve the permeability of the large street block, and improve accessibility to development within this area for pedestrians and **cyclist bike riders**.

NETWORK

Precinct 2 will be supported by an extensive movement network along the Corridor, comprising existing at-grade pedestrian crossings and an existing on-street cycle lane. Precinct 2 is also serviced by the **priority-rapid-public-transport-route-high frequency bus network** and associated bus stops.

The movement network will be supplemented with the provision of an underpass adjacent to Abernethy Road to enable a continuous pedestrian link from Severin Walk across the Corridor to the Swan River foreshore. The pedestrian underpass will provide a safe crossing opportunity for the significant volume of pedestrians associated within the Belmont Business Park, and will provide a convenient crossing point for commuters utilising the existing bus stops.

Pedestrian bridges will also facilitate safe crossing opportunities, with a pedestrian bridge proposed adjacent to the bus stops within the Golden Gateway Activity Node, and adjacent to the bus stops between Hehir Street and Abernethy Road.

The movement network will be enhanced with the provision of an off-street cycle lane in the form of a principle shared path on the northern edge of the Corridor and continuous pedestrian path on the southern edges of the Corridor, as demonstrated in the Landscape Zone Typologies.

The movement network surrounding the Corridor includes a key cycle route which provides a connection from the Corridor south along Abernethy Road towards the Belmont Business Park and the Belmont town centre.

The existing path network provides access along the Swan River, Severin Walk, across the Centenary Park Open Space and north throughout the Golden Gateway Activity Node.

Bus services also provide a connection from the Belmont Business Park south towards the Belmont town centre and from the Golden Gateway Activity Node south along Belgravia Street and Hardey Road, as well as to the north along Resolution Drive.

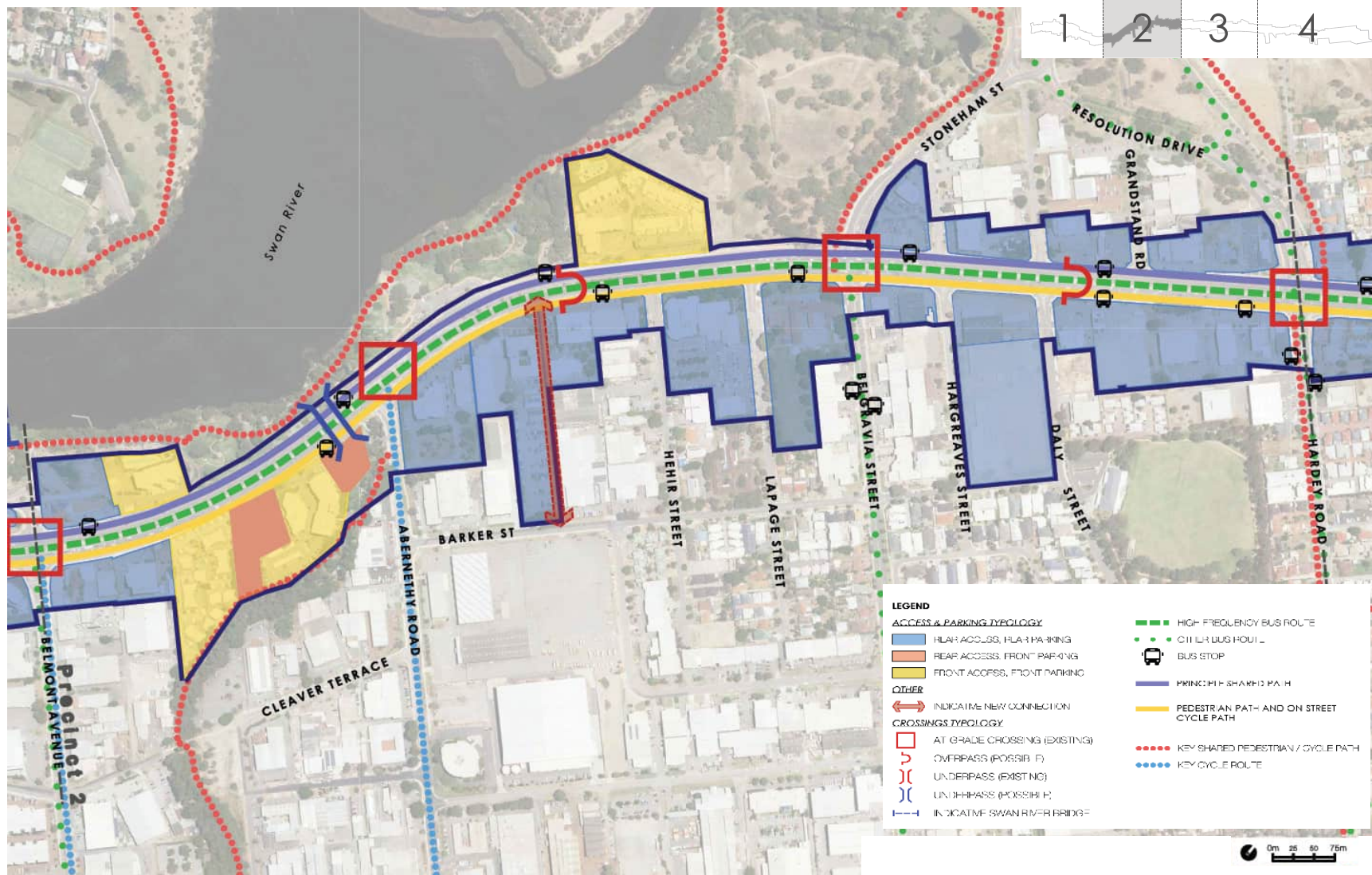


Figure 99: Precinct 2 Movement Typologies

PUBLIC REALM

SPACES

Precinct 2 will include a range of spaces to support the mix of land uses, built form and movement within the area, envisaged to complement the Precinct's extensive access to the Swan River and foreshore.

Severin Walk could be transformed as a Larger Green Space, providing an area of passive recreation for use by the office workforce as well as the residential population.

The Urban Gardens located on the southern edge of the Corridor will be retained and enhanced where redevelopment occurs to contribute towards the public realm, creating a pleasant environment for pedestrians and **cyclist-bike riders**.

Urban Plazas will be provided within the Activity Node creating places for people to gather and socialise in. Where provided along activity corridors, these will provide additional opportunities for people to interact and socialise.

A Pocket Park on the southern edge of the Corridor on Hehir Street will provide an additional place of recreation for the residential population to the south.

CONNECTIONS

An Urban Connection through Belgravia Street / Stoneham Street will provide the main north-south link across the Corridor for vehicles, **cyclist-bike riders** and pedestrians.

Green Connections will be provided through Severin Walk, Abernethy Road and Hardey Road/Resolution Drive, facilitating access to the Belmont Business Park to the south as well as to the Golden Gateway precinct and associated green space to the north, prioritising pedestrians and **cyclist-bike riders**.

Local Connections will provide minor links throughout the northern and southern sides of the Corridor within Precinct 2.

LANDSCAPE ZONE

The Landscape Zone Typologies in Precinct 2 comprises of:

- North – Orrong to East of Ivy Street
- South – Orrong to East of Ivy Street

North

This Typology is designed to span approximately 8.5m-10.5m in width, starting from the edge of the current on-street cycle lane (proposed to be removed) and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public Realm

Within the public realm, the existing on-street cycle lane is proposed to be removed to make room for a new off-street principle shared path. This is proposed at a width of 4m (2m in each direction).

Between Great Eastern Highway and the principle shared path, a 0.5m wide landscape buffer is proposed. This area provides for a level of separation between the path and passing vehicles travelling along the Highway. It is envisioned that this area will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private Realm

Within the private realm, between 4m-6m wide of consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.

South

This Typology is designed to span approximately 7m-9m in width, starting from the kerb of the Great Eastern Highway road reserve and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public Realm

The public realm is proposed to be 3m in width and comprise of:

- A 2m wide pedestrian path (1m in each direction)
- 0.5m of landscaping either side of the pedestrian path

The landscaping areas provide opportunities to achieve additional greenery and planting adjacent to the cycle lane and pedestrian path. It is envisioned that these areas will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private Realm

Within the private realm, a 4m-6m wide consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.

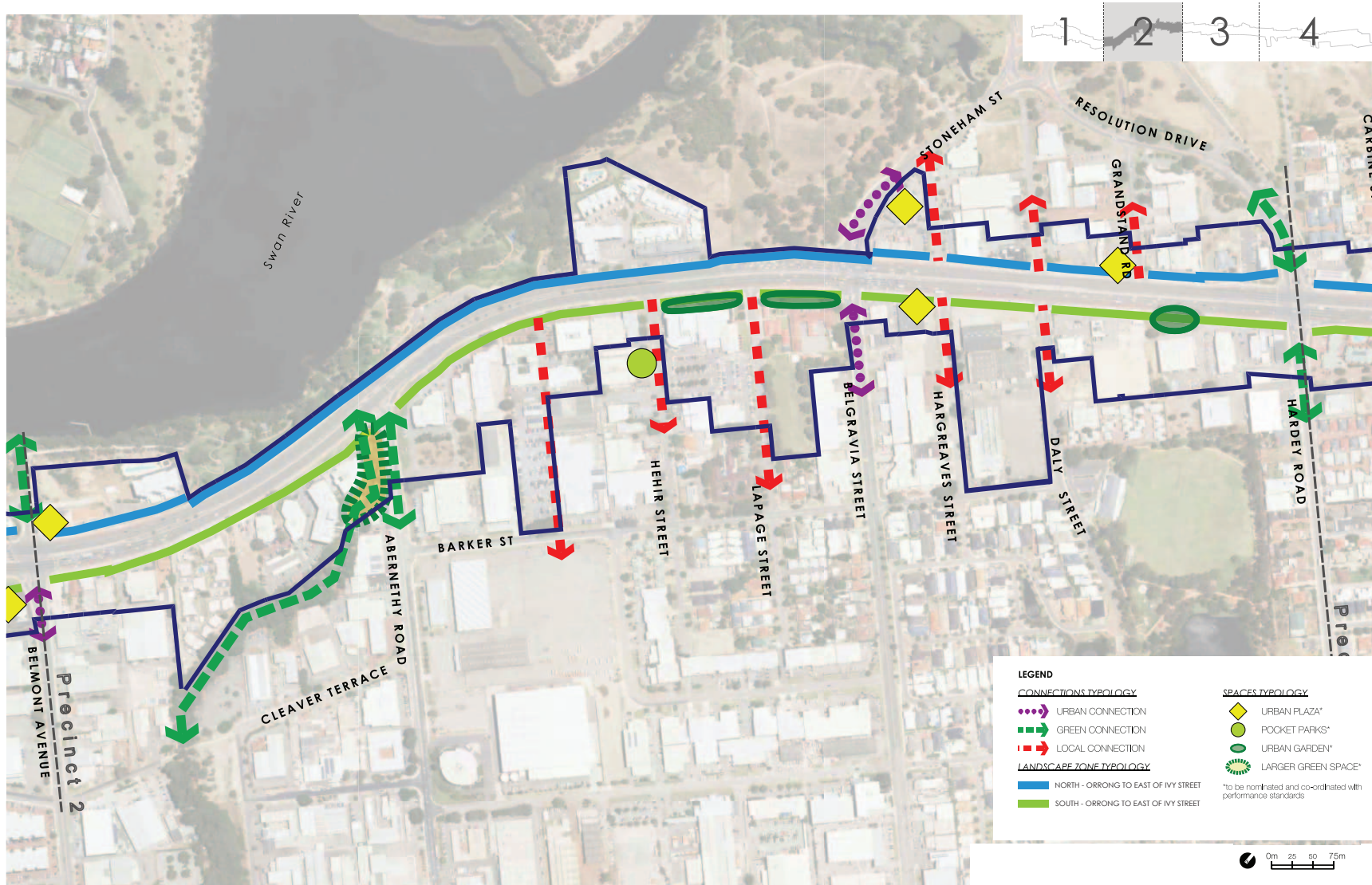


Figure 100: Precinct 2 Public Realm Typologies

PRECINCT 3: HARDEY ROAD TO TONKIN HIGHWAY

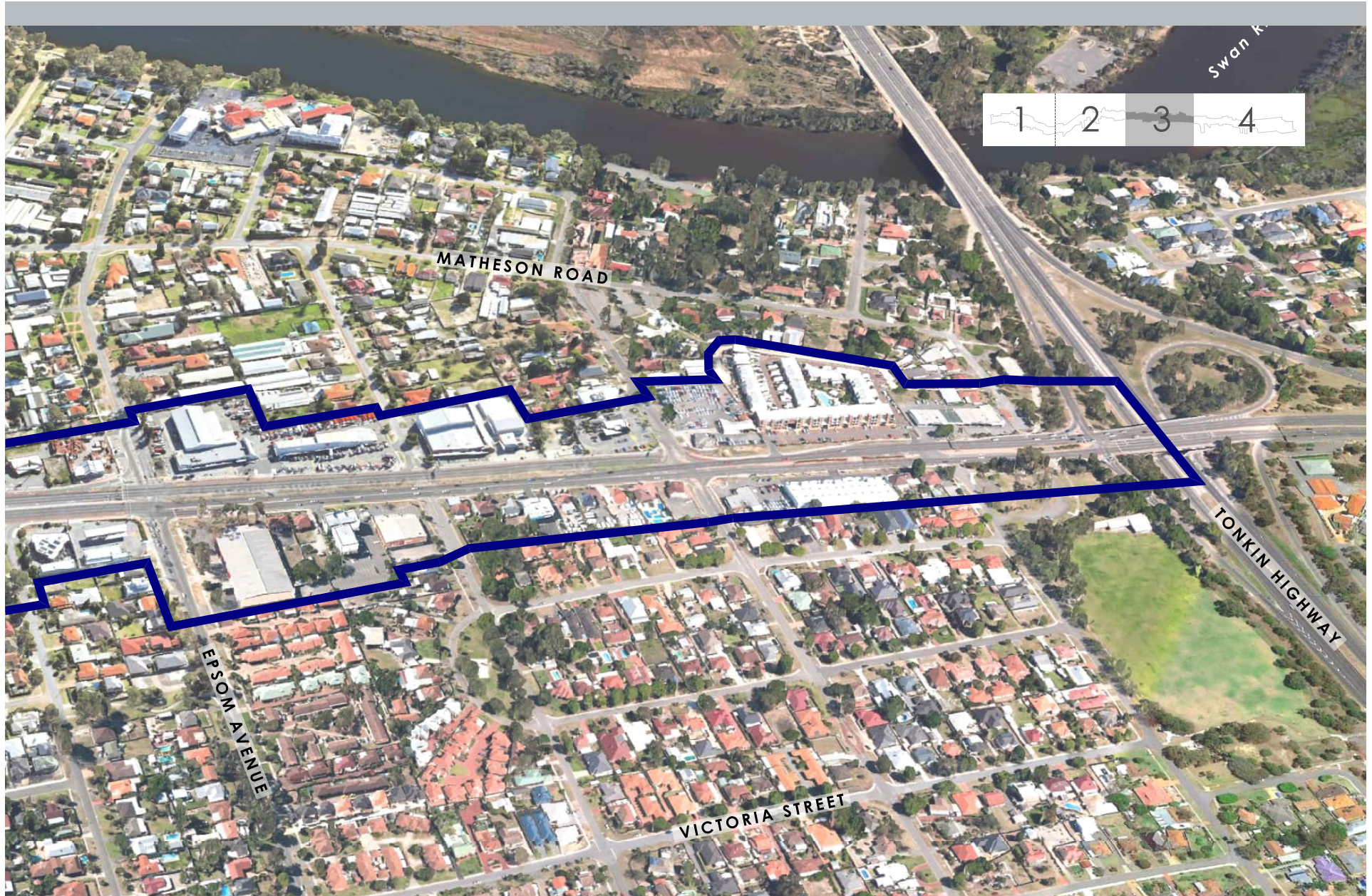
The Hardey Road to Tonkin Highway precinct will prosper from its proximity to a highly accessible movement network, facilitating access into and out of the precinct.

To the north, the precinct has access to the Swan River, Ascot Racecourse and Garratt Road bridge, facilitating access to Bayswater and surrounding residential development. Hardey Road provides a connection to Alexander Road, which facilitates access to the Belmont town centre to the south. The Tonkin Highway provides a connection south to the Perth Airport and further to the industrial area of Welshpool, and north into the industrial areas of Bassendean and Bayswater. Additionally, Stanton Road provides a secondary connection to the Perth Airport.

It may be appropriate for the precinct to accommodate additional short-stay accommodation uses in accordance with the findings and actions contained within the City's Local Housing Strategy or applicable Local Planning Policy. Development will be sensitive to the surrounding development, with the built form transitioning from the Corridor down toward the edges of the study area, adjacent to surrounding lower density residential neighbourhoods. An improved pedestrian and cycle network will enhance the amenity of the precinct and improve the accessibility to open space and adjacent precincts.



Figure 101: Precinct 3





ACTIVITY NODES

There are no activity nodes located in this precinct.

ACTIVITY CORRIDORS

The Activity Corridor spans the entirety of Precinct 3 and will constitute a variety of land uses catering to commuters and local residents in the area. This may include showrooms, residential and commercial uses.

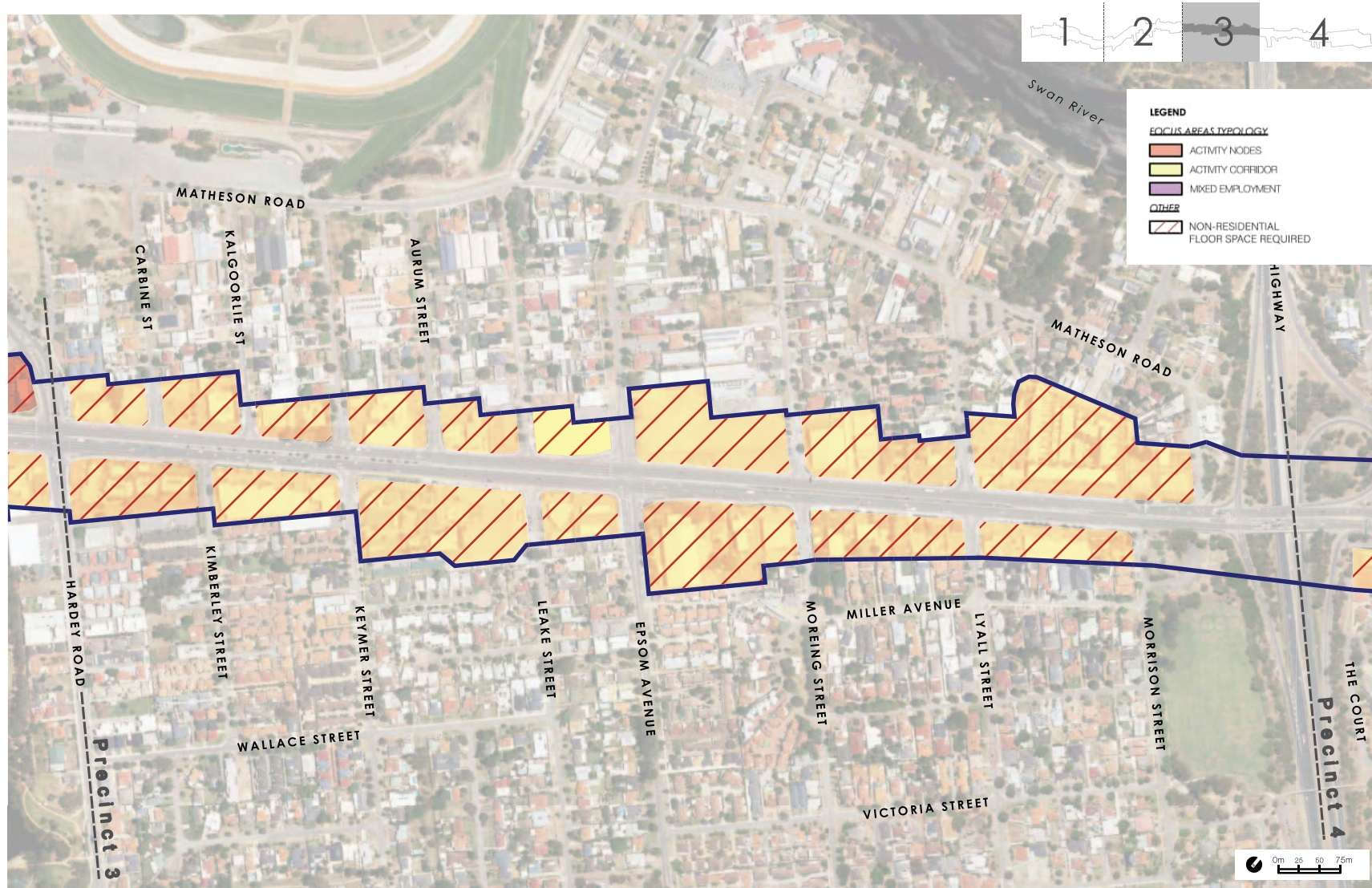


Figure 102: Precinct 3 Land Use Typologies



BUILT FORM

The Built Form in Precinct 3 will be categorised by buildings of a lower intensity to those in precinct 2, which will transition down towards the surrounding residential development.

BUILDING SETBACK

The building setback will be moderate for the entire precinct to allow for the provision of a wider public realm, which has sufficient room to support the growth of mature trees and landscaping. This is due to the entire precinct consisting of activity corridors and no activity nodes. It will be necessary for buildings to contain high quality facades which directly interact with the street through the inclusion of openings.

Within Precinct 3, there are several sites which will have a generous building setback due to either the shallow depths of these lots, or the requirement to provide access and parking at the front of the lot due to location or site characteristics.

SCALE

Buildings within Precinct 3 will generally maintain a lower scale throughout the entire precinct, to respect the nature of the surrounding residential development. Development will be up to 10 storeys in height, with a plot ratio of 3.0.

LANDMARKS

Various landmark sites are proposed within Precinct 3, providing the opportunity for increased scale subject to meeting the applicable performance criteria. Landmark opportunities are located within the larger parcels as well as on the northern corner of the Tonkin Highway and the Corridor, where this is the opportunity for greater scale given the characteristics of the site and the location of the site adjacent to open space.

TRANSITION

The buildings will generally transition to a low scale to respect the surrounding residential development to the north and south. Built form should provide a sensitive transition to the existing stables area north of the Corridor.

ACTIVE GROUND FLOOR

Along portions of the Corridor, the ground floor of buildings adjacent to Great Eastern Highway shall be designed to accommodate both an active land use and high quality built form edge.

Along the remainder of the Corridor, active land uses and an activated built form on the ground floor will be encouraged.

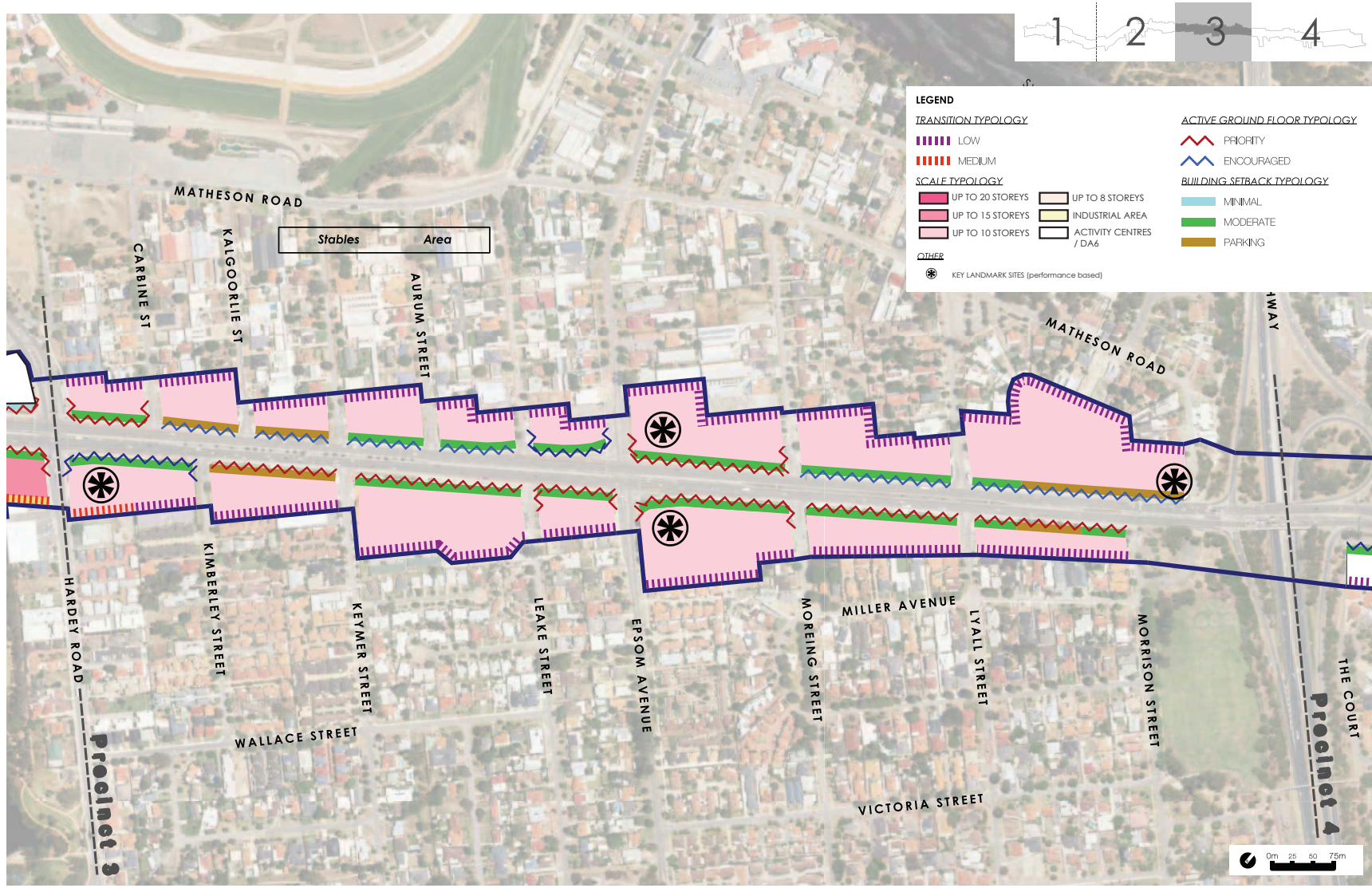


Figure 103: Precinct 3 Built Form Typologies

MOVEMENT

ACCESS AND PARKING

The access and parking within Precinct 3 comprises of predominantly Rear Access and Rear Parking.

The significant amount of Rear access and Rear Parking will ensure there is safe and efficient vehicular movement along the Corridor, and allow for the safe movement of ~~cyclist~~ bike riders and pedestrians.

There are several sites within Precinct 3 where the Rear Access and Front Parking Typologies has been identified to accommodate the small lots which have a narrow depth.

Sites towards the eastern end of Precinct 3 have the Front Access, Front Parking Typology identified, given the physical constraint to provide rear access and to be consistent with Main Roads WA Vehicle Access Strategy.

Access arrangements are to consider the existing stables area north of the Corridor.

NETWORK

Precinct 3 will be supported by an extensive movement network along the Corridor, comprising existing at-grade pedestrian crossings, an existing pedestrian underpass and existing on-street cycle lane. Precinct 3 is also serviced by the ~~priority-rapid public-transport-route-high~~ frequency bus network and associated bus stops.

The movement network will be enhanced with the provision of a pedestrian bridge between the Hardey Road and Epsom Avenue at-grade pedestrian crossings, adjacent to existing bus stops, facilitating a safe crossing point for the significant volume of pedestrians within the surrounding residential areas to the north and south.

The movement network will be supplemented with the provision of a principle shared path on the northern edge of the Corridor and a pedestrian path and on-street cycle lane on the southern edge of the Corridor, as demonstrated in the Landscape Zone Typologies. There is also a new principle shared path connection which was constructed adjacent to Tonkin Highway as part of the recent upgrades undertaken by Main Roads.

A network of shared pedestrian/ cycle paths exist south of the Corridor providing a connection from Epsom Avenue into the surrounding residential areas.

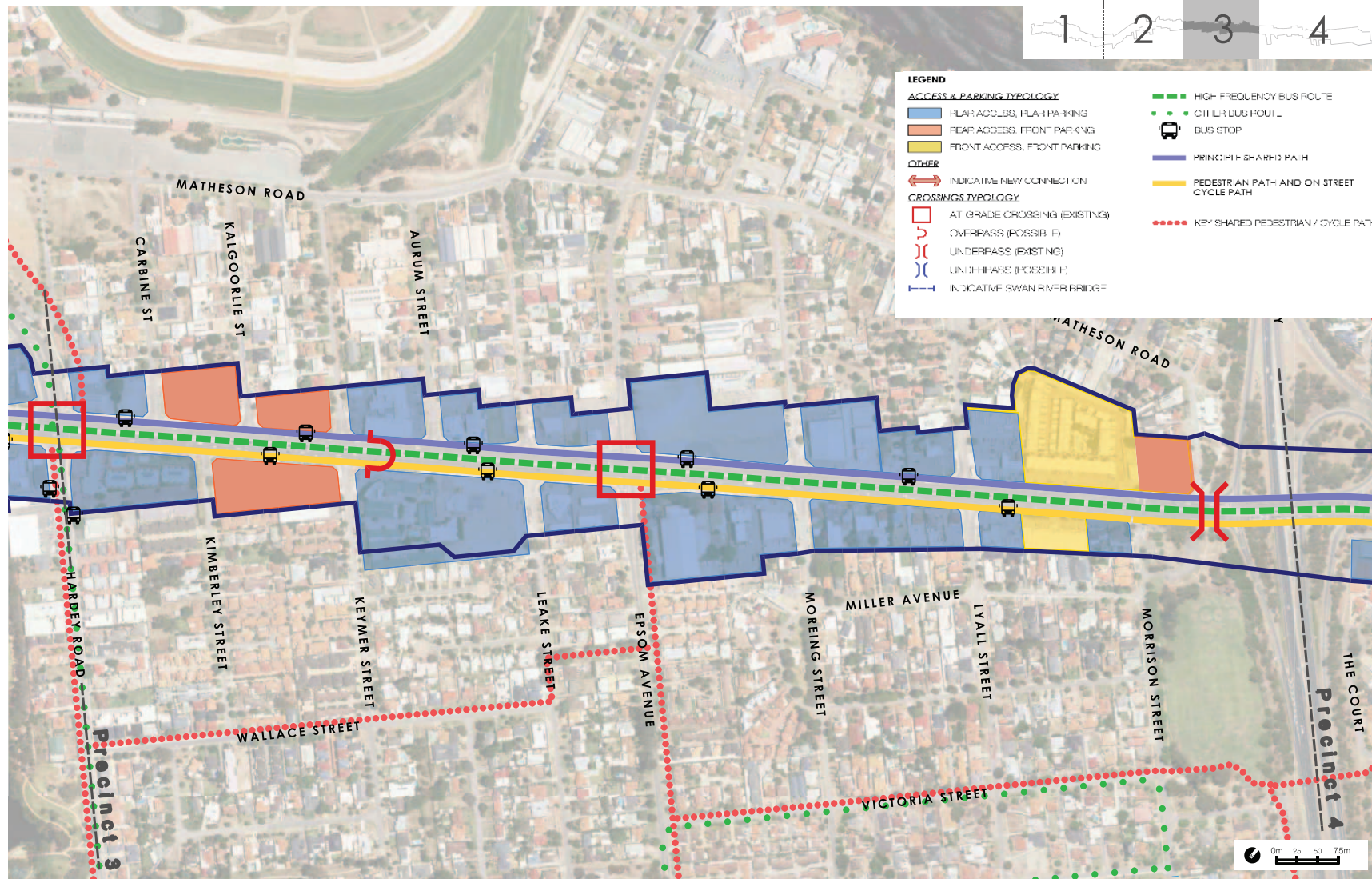


Figure 104: Precinct 3 Movement Typologies

PUBLIC REALM

SPACES

The provision of four Pocket Parks distributed within Precinct 3 amongst the existing network of open space will be easily accessible from the Corridor. These spaces will cater to the different needs of the community through the provision of various spaces and activities, supporting interaction and community cohesion.

CONNECTIONS

A Green Connection close to Morrison Street will provide a continuous pedestrian and cycling link from the residential area south of the Corridor to the Swan River, utilising the existing underpass. Green links will also be located along Hardey Road and on Matheson Road north of the study area providing a pedestrian and cycling prioritised connection from the Corridor to the Swan River.

An urban connection is located on the southern edge of the corridor along Epsom Avenue to provide a main link as a distributor road.

Local Connections will provide minor links throughout the northern and southern sides of the Corridor within Precinct 3.

LANDSCAPE ZONE

The Landscape Zone Typologies in Precinct 3 comprises of:

- North – Orrong to East of Ivy Street
- South – Orrong to East of Ivy Street

North

This Typology is designed to span approximately 8.5m-10.5m in width, starting from the edge of the current on-street cycle lane (proposed to be removed) and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public Realm

Within the public realm, the existing on-street cycle lane is proposed to be removed to make room for a new off-street principle shared path. This is proposed at a width of 4m (2m in each direction).

Between Great Eastern Highway and the principle shared path, a 0.5m wide landscape buffer is proposed. This area provides for a level of separation between the path and passing vehicles travelling along the Highway. It is envisioned that this area will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private Realm

Within the private realm, between 4m-6m wide of consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.

South

This Typology is designed to span approximately 7m-9m in width, starting from the kerb of the Great Eastern Highway road reserve and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public Realm

The public realm is proposed to be 3m in width and comprise of:

- A 2m wide pedestrian path (1m in each direction)
- 0.5m of landscaping either side of the pedestrian path

The landscaping areas provide opportunities to achieve additional greenery and planting adjacent to the cycle lane and pedestrian path. It is envisioned that these areas will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private Realm

Within the private realm, a 4m-6m wide consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.



Figure 105: Precinct 3 Public Realm Typologies

PRECINCT 4: TONKIN HIGHWAY TO EAST OF IVY STREET

The Tonkin Highway to east of Ivy Street precinct is located on the northern edge of the Redcliffe Airport development area.

It benefits from the accessibility to the Tonkin Highway, the Perth Airport, Redcliffe Train Station, as well as nearby areas of Hazelmere, Welshpool, Midland, Kalamunda and Guildford, enabling development of a range of commercial land uses which rely on being in proximity to such locations.

The precinct includes an area of Mixed Employment which will allow industrial uses to exist, whilst also accommodating a range of appropriate commercial uses, carefully considering the transition to abutting residential development.

The precinct will also provide a range of residential accommodation, with a dwelling diversity which will cater for all ages, incomes, lifestyles and families, supported by a mix of spaces for relaxation and enjoyment for the entire community.

A variety of spaces including Urban Plazas, Pocket Parks and Larger Green Spaces will ensure there is a range of areas to accommodate the differing needs of the community, workforce and visitors to the precinct.

Improved cycling and pedestrian connections will make it easier for the community to access the Redcliffe Train Station and surrounding development, as well as the Swan River.



Figure 106: Precinct 4





LAND USE

This precinct will be characterised by land uses which will benefit from the strategic location with high accessibility to the Perth Airport, the Redcliffe Train Station as well as nearby industrial areas such as Hazelmere and Welshpool.

This precinct will comprise of the Ascot Activity Node, a Mixed Employment focus area and an Activity Corridor to the north and west.

ACTIVITY NODES

Ascot Activity Node

The Ascot Activity Node will build upon the existing medical services and child care services on the northern edge of the Corridor.

The Ascot Activity Node is serviced by the ~~priority rapid public transport route~~ ~~high frequency bus network~~ along the Corridor.

The Activity Node will provide the opportunity to fulfil the development potential of this area, taking advantage of the proximity to the Redcliffe Train Station and associated population within Development Area 6 to the south.

ACTIVITY CORRIDORS

The portions of Activity Corridor will ensure there is a transition from the existing industrial nature of this area towards a mixed use area, reflecting the existing residential development on the northern portion of the Corridor, and south of the Corridor west of Coolgardie Avenue.

The Activity Corridors will be influenced by the development within Development Area 6 to the south.

MIXED EMPLOYMENT

Mixed Employment Area

The Mixed Employment area forms the eastern entrance to the Corridor, and with a strong connection to the Perth Airport, this portion of the Corridor will accommodate a variety of commercial and individual service businesses compatible with the surrounding mixed use area.

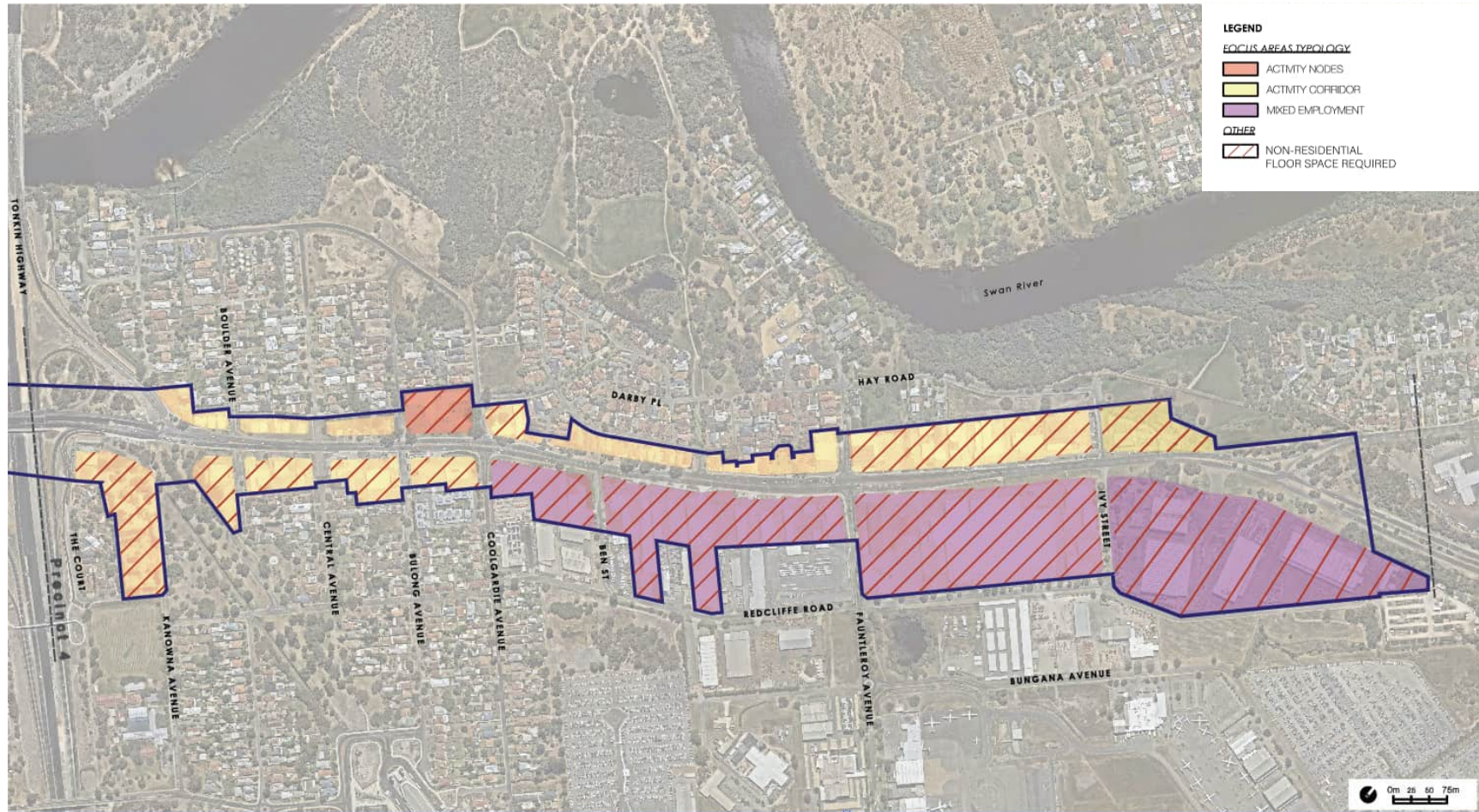


Figure 107: Precinct 4 Land Use Typologies

BUILT FORM

The Built Form in Precinct 4 will be categorised by a range of low and medium scale buildings, transitioning down from precincts 1, 2 and 3.

BUILDING SETBACK

The building setback will be the minimal typology within the Activity Nodes, to ensure the active ground floor uses within the Activity Nodes are closer to pedestrians, contributing to an activated street front. Land subject to the Redcliffe Station Improvement Scheme is anticipated to have a minimal building setback.

Within the Activity Corridor and Mixed Employment Area the building setback will be the moderate typology, to allow for the provision of a wider public realm which has sufficient room to support the growth of mature trees and landscaping.

Within Precinct 4, there is one site which will have a generous setback due to the requirement to provide access and parking at the front of the lot due to location or site characteristics.

SCALE

Precinct 4 will develop at a lower intensity, transitioning down from precincts 1, 2 and 3 and will accommodate the mixed employment land uses. Along the northern side of the corridor, either side of the Ascot Activity Node there will be buildings up to 8 storeys with a plot ratio of 2.5.

Lots abutting Development Area 9 will be developed slightly higher, with buildings up to 10 storeys and a plot ratio of 3.0. Development here can take advantage of the adjacent areas of public open space and views of the Swan River.

The ACPS reflects the Ascot activity node being designated with either an RAC1 or RAC0 density code. The most appropriate code and built form controls will be further explored through the preparation of a new local planning scheme, taking into account the ACPS and level of development proposed on adjacent land by this Strategy.

Future development within the DA6/Redcliffe Station Precinct will be in accordance with the Redcliffe Station Precinct Improvement Scheme.

Future development within the mixed employment area will be in accordance with the City's new local planning scheme.

LANDMARKS

Various landmark sites are proposed within Precinct 4. Three landmark sites are identified on the corner of the Tonkin Highway off-ramp and the Corridor, assisting with identifying Development Area 6 and the Redcliffe Train Station.

A landmark site is proposed east of Ivy Street, signifying the eastern entrance to the Corridor.

Additional landmark sites are located on the southern side of the Corridor on the either side of Fautleroy Avenue, further signalling a main entrance into Development Area 6.

TRANSITION

Where there is existing residential development to the north and south, buildings will have a low scale transition to adjoining properties. Where the Corridor abuts a road medium scale transition will be provided.

Where buildings are setback from existing residential development, the buildings will have a medium scale transition to rear and side boundaries.

ACTIVE GROUND FLOOR

Along portions of the Corridor, the ground floor of buildings adjacent to Great Eastern Highway shall be designed to accommodate both an active land use and built form edge.

Along the edge of the Mixed Employment area, active land uses and an activated built form on the ground floor will be encouraged.

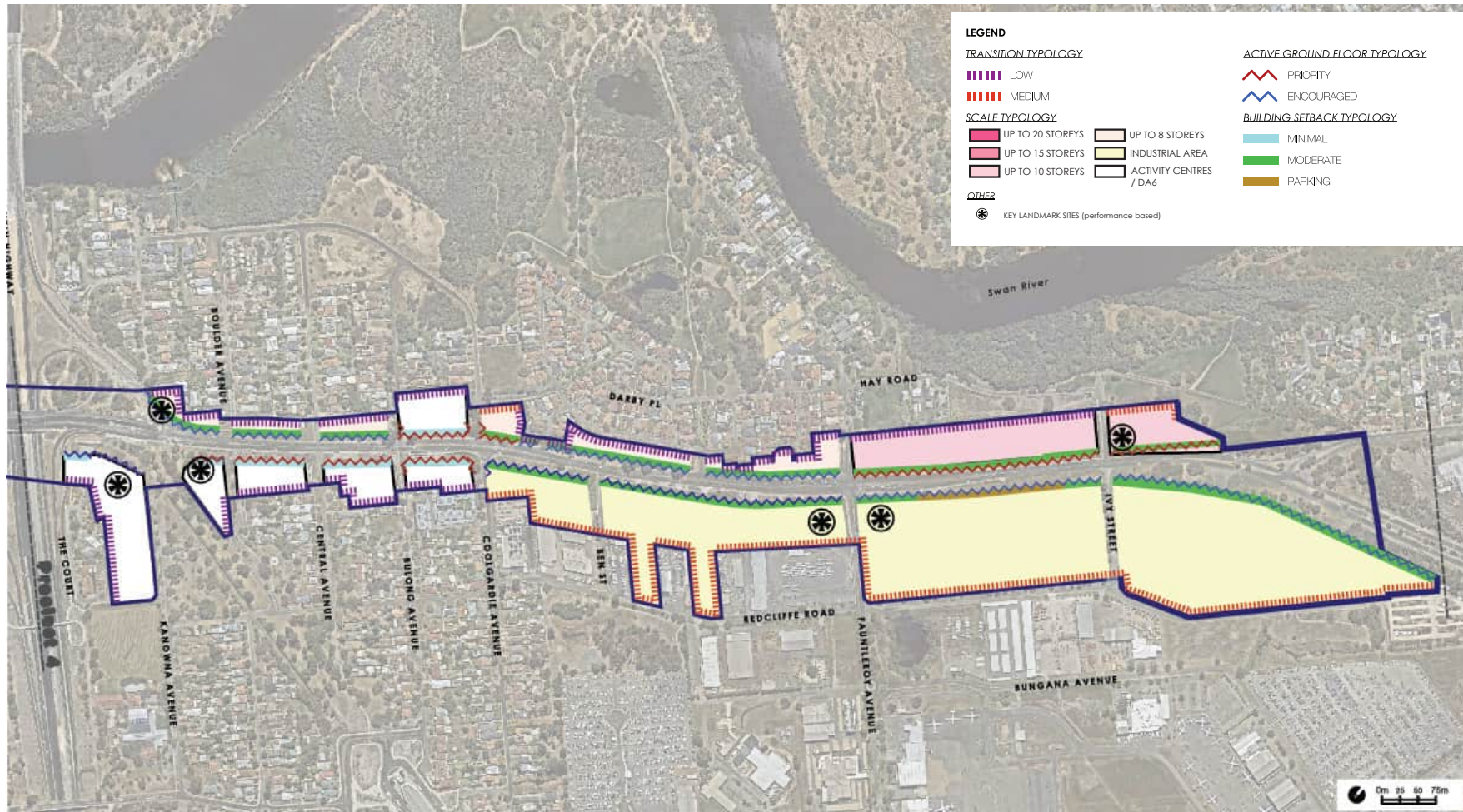


Figure 108: Precinct 4 Built Form Typologies

MOVEMENT

ACCESS AND PARKING

The access and parking within Precinct 4 comprises of predominantly Rear Access with Rear Parking to ensure efficient vehicular movement along the Corridor, and reduce the number of exiting crossovers, improving pedestrian and ~~cyclist~~ ~~bike rider~~ safety.

There is one portion on the southern side of the Corridor within the eastern end which is identified as access; Rear Access with front parking, due to the nature of the existing land use and parking on this site.

There are two proposed additional connections within precinct 4, which have been identified to facilitate pedestrian and cycling access.

NETWORK

Precinct 4 will be supported by an extensive movement network along the Corridor, comprising of three existing at-grade pedestrian crossings. Precinct 4 is also serviced by the ~~priority rapid public transport route~~ ~~high frequency bus network~~ and associated bus stops.

The movement network will be enhanced with the provision of pedestrian bridges between the Tonkin Highway and Coolgardie Avenue at-grade pedestrian crossings, in proximity to existing bus stops, to enable safe and convenient pedestrian crossing opportunities from the Corridor to the Redcliffe Train Station and surrounding area.

The movement network will be supplemented with the provision of an off-street cycle lane in the form of a principle shared path on the northern edge of the Corridor and a pedestrian path on the southern edge of the Corridor, as demonstrated in the Landscape Zone Typologies.

The movement network surrounding the Corridor includes a network of shared pedestrian/cycle paths which provide connections from the Corridor towards the Redcliffe Train Station to the south, and from the Corridor into the residential area and areas to the north. A shared/pedestrian path is also located along the edge of the Swan River.

Bus services also provide a connection from the Corridor south along Fautleroy Avenue towards the Redcliffe Train Station.

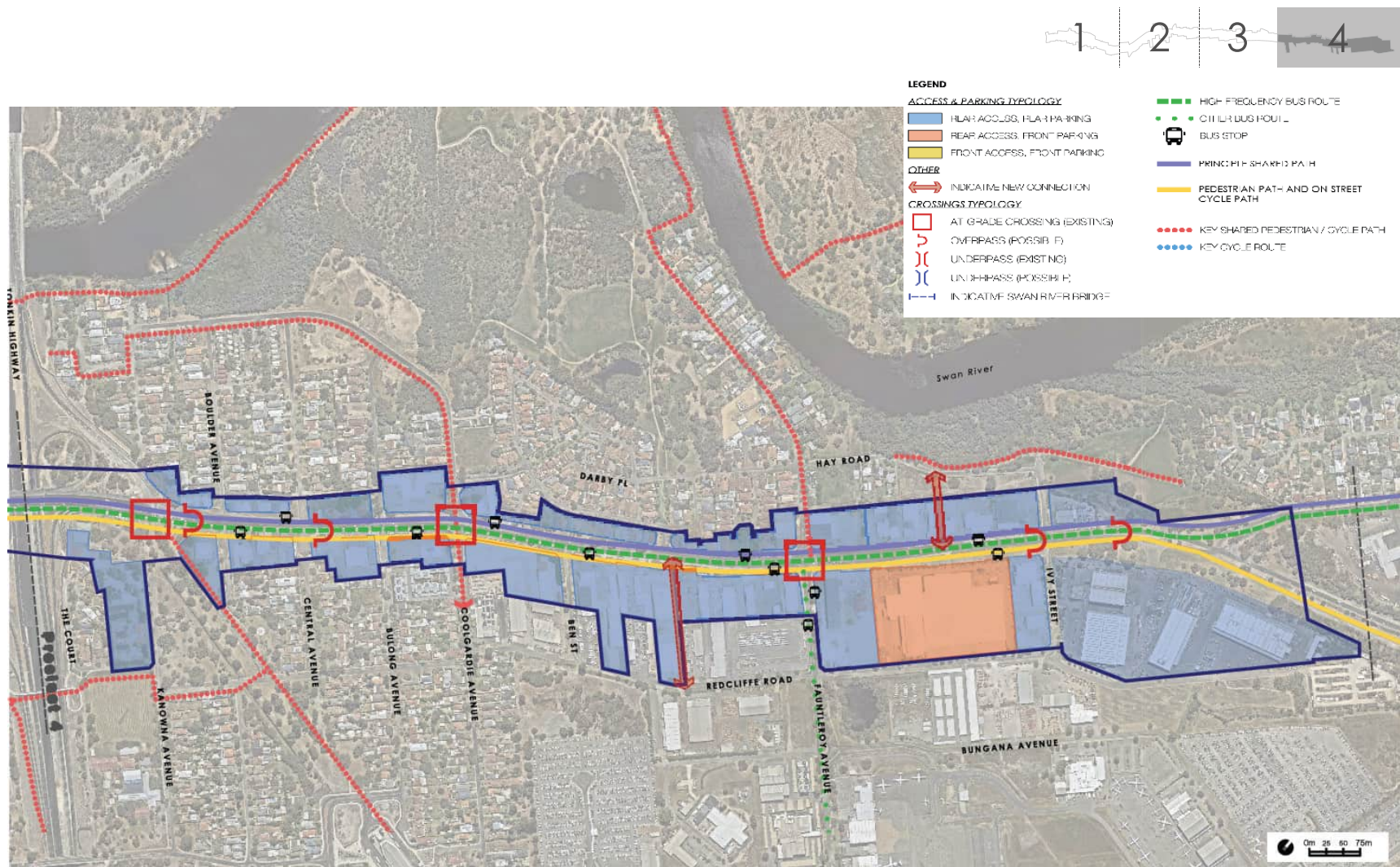


Figure 109: Precinct 4 Movement Typologies

PUBLIC REALM

SPACES

The spaces in Precinct 4 include two Urban Plazas adjacent to Coolgardie Avenue and one Urban Plaza adjacent to Fauntleroy Avenue. These will complement the Ascot Activity Node and the Mixed Employment area within the Precinct which will complement and integrate with the urban character of the adjacent built form.

A Pocket Park is identified north of the Corridor adjacent to Central Avenue. This is intended to supplement the existing open space by providing a green space for local residents within the area to utilise.

A Larger Green Space on the corner of the Tonkin Highway off-ramp and the Corridor will reinforce the green link within Development Area 6 towards the Redcliffe Train Station.

The Urban Garden located on the corner of Ben Street and the Corridor will be retained, contributing to the amenity of the public realm within this locality.

CONNECTIONS

An Urban Connection on the southern portion of Coolgardie Avenue will provide the main connection from the Activity Node with Development Area 6 for vehicles, **cyclist bike riders** and pedestrians.

A series of Green Connections will facilitate access to the Swan River, as well as provide access into Development Area 6, prioritising pedestrians and **cyclist-bike riders**.

Local Connections will provide minor links throughout the northern and southern sides of the Corridor within Precinct 4.

LANDSCAPE ZONE

The Landscape Zone Typologies in Precinct 1 comprises of:

- North – Orrong to East of Ivy Street
- South – Orrong to East of Ivy Street

North

This Typology is designed to span approximately 8.5m-10.5m in width, starting from the edge of the current on-street cycle lane (proposed to be removed) and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public Realm

Within the public realm, the existing on-street cycle lane is proposed to be removed to make room for a new off-street principle shared path. This is proposed at a width of 4m (2m in each direction).

Between Great Eastern Highway and the principle shared path, a 0.5m wide landscape buffer is proposed. This area provides for a level of separation between the path and passing vehicles travelling along the Highway. It is envisioned that this area will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private Realm

Within the private realm, between 4m-6m wide of consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.

South

This Typology is designed to span approximately 7m-9m in width, starting from the kerb of the Great Eastern Highway road reserve and extending between 4m-6m into the adjacent private property lot boundary. This will be further detailed below.

Public Realm

The public realm is proposed to be 3m in width and comprise of:

- A 2m wide pedestrian path (1m in each direction)
- 0.5m of landscaping either side of the pedestrian path

The landscaping areas provide opportunities to achieve additional greenery and planting adjacent to the cycle lane and pedestrian path. It is envisioned that these areas will accommodate a linear alignment of trees, and/or low lying plants and shrubs.

It is important to note that Main Roads WA approval is required for works within the public realm as Great Eastern Highway is under their care and control. The City will liaise with Main Roads WA following the adoption of the Strategy.

Private Realm

Within the private realm, a 4m-6m wide consolidated landscaping area is proposed. It is envisioned that this will provide opportunities for substantial planting of trees and other vegetation which provides a level of shade to the adjacent principle shared path and buildings.

Where parking and access requirements limit the implementation of trees and a landscaping zone at the front of private lots, consideration will be given to landscaping being provided elsewhere on the lot.

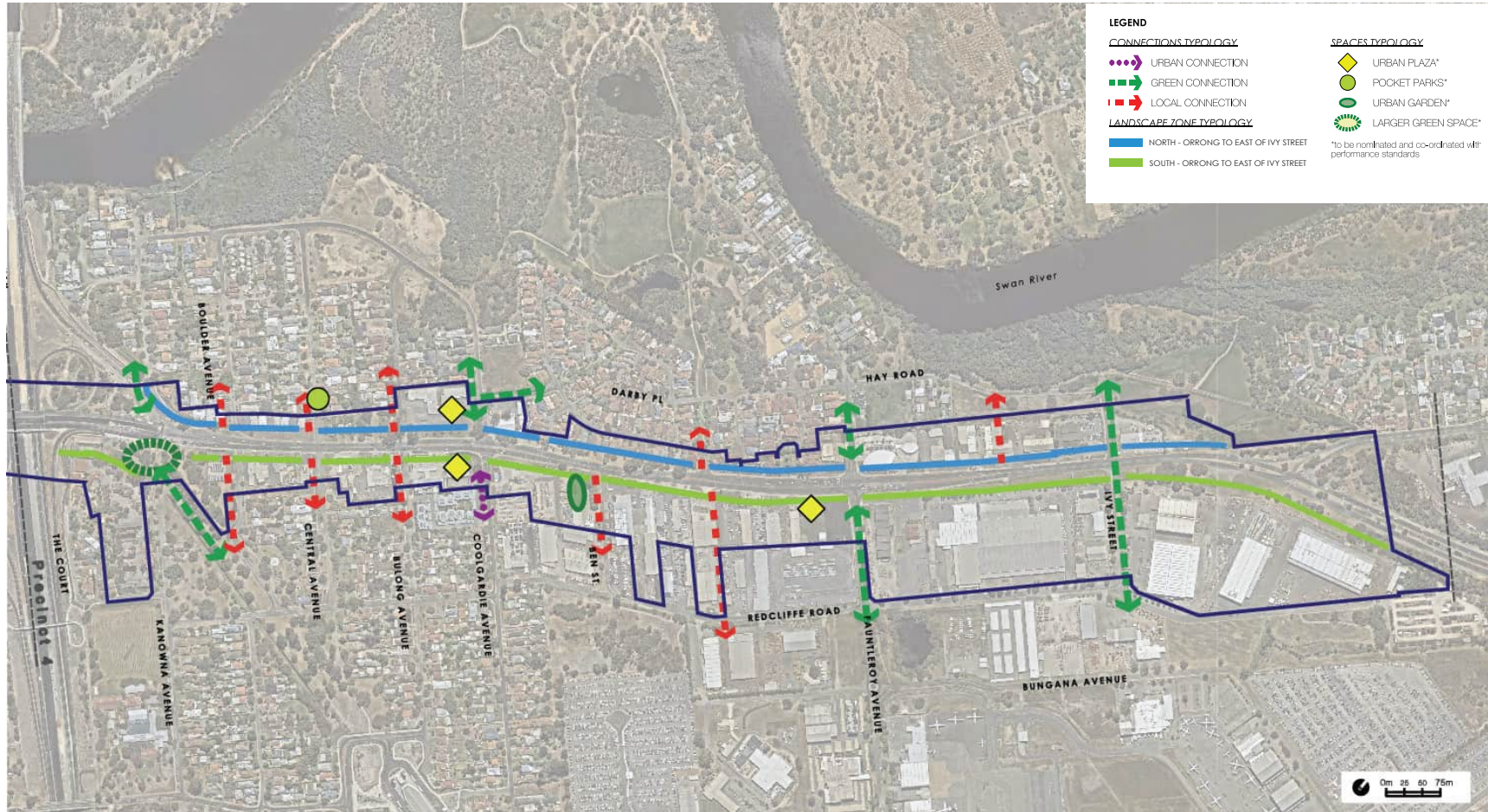


Figure 110: Precinct 4 Public Realm Typologies

STRATEGIES AND IMPLEMENTATION

The Strategy establishes a framework to guide, coordinate and facilitate the transformation of the Corridor in line with the established vision, themes, principles and strategies.

In order to realise the potential of the Corridor and achieve change, the Urban Corridor Strategy will need to be implemented over time, by a number of stakeholders.

Delivery of the Urban Corridor Strategy will rely on the cooperation of stakeholders including State Government, the City, the private sector and the community. The implementation timeframe will commence in the short-term, but will then roll out with medium and long-term actions.

Some initiatives will be implemented more readily than others. The study on the Corridor Transition Area can commence immediately, as well as the adoption of the Urban Corridor Strategy as an interim LPP, until such time the planning framework has been implemented.

Delivery of physical improvements will be more gradual over a longer period of time.

The Corridors transformation will not be immediate. Long term support, effort and attention from government, the private sector and the community will be needed to gradually implement the Strategy. The Strategy must identify an effective way to stage its implementation, considering factors such as market conditions, timing of infrastructure delivery, life-cycle of existing uses and prioritisation against need and nexus.

The Strategy aligns with the timeframes of Perth and Peel @ 3.5m to 2031, with population, housing and job projections. During this time, the Corridor will change dramatically. The population in the City will have increased by around 7,000 people and the demographics of this area will be different from what we see today.

The traffic and transport context will have changed and many planned infrastructure projects, such as Metronet and Light rail may have been completed. New industries will have emerged and business may be operating under different models from today. Technology will have advanced significantly, changing the way in which we live our lives and, subsequently the needs and aspirations of the community.

As a result, it would be unreasonable to assume that the Strategy could foresee these changes and predict an appropriate response. As such, it is better to view the Strategy as a dynamic and robust document that will be reviewed regularly and updated accordingly.

Formulation of an action plan that prioritises actions to be implemented in accordance with the Strategy to achieve coordinated land use, redevelopment and infrastructure objectives, should be a priority.

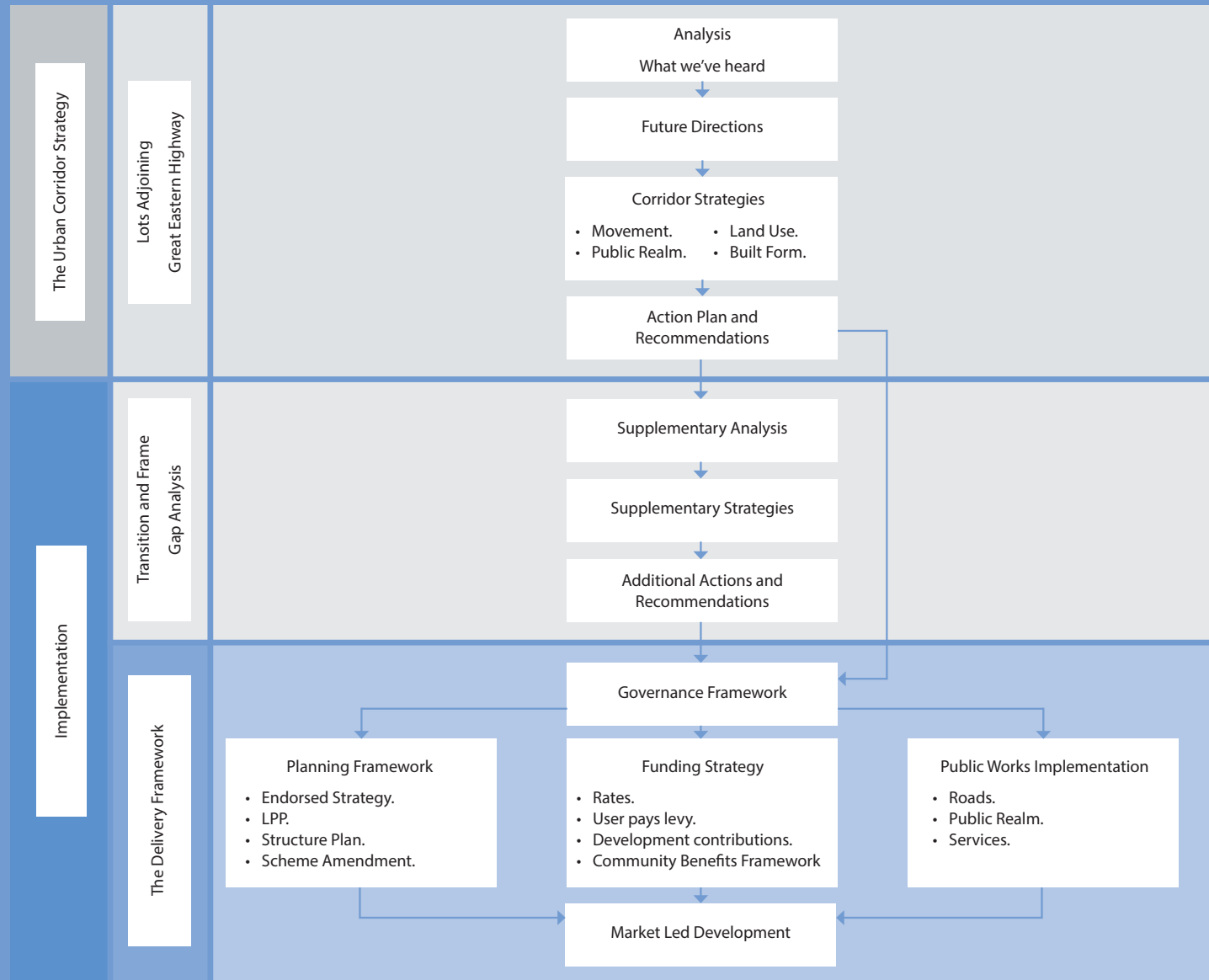


Figure 111: Strategy and Implementation Plan

THE URBAN CORRIDOR STRATEGY

LAND USE

The Urban Corridor Strategy includes a summary of background analysis, community and stakeholder considerations, planning directions and Corridor based strategies, actions and recommendations leading to delivery.

EXISTING LAND USE ZONING

The study area of the Corridor comprises a range of land use zonings under the Local Planning Scheme No. 15 (LPS 15). These include:

- Industrial – applies to land on the eastern end of the Corridor between Coolgardie Avenue and east of Ivy Street, on the southern edge of the Corridor.
- Mixed Use – applies to the majority of land within the study area, predominantly on the southern edge between Orrong Road and Belmont Avenue, on the northern and southern edges between Belgravia Street and the Tonkin Highway, as well as portions of land located between the Tonkin Highway and east of Ivy Street.
- Residential (R20) – applies to land located on the northern edge of the Corridor, generally between the Tonkin Highway and Fauntleroy Avenue.
- Residential (R100) – applies to land on the northern edge of the Corridor, generally between Kooyong Road and Acton Avenue.
- Service Station – applies to a portion of land between Acton

Avenue and Hampden Street, a portion of land between Leake Street and Epsom Avenue, and a portion of land between Central Avenue and Bulong Avenue.

- Additional uses (A9) – applies to a portion of land located between Bulong Avenue and Coolgardie Avenue, with the additional use 'Shop' up to a maximum floor area of 300m² permitted.
- Additional uses (A11) – applies to portion land located on the corner of Hardey Road and the Corridor, with the additional use of 'Convenience Store' and 'Motor Vehicle Wash' permitted, subject to design detail.
- Mixed Business – applies to the majority of land on the southern edge of the Corridor between Hampden Street and Daly Street, encompassing the Belmont Business Park.
- Commercial – applies to land between Kooyong Road and Fitzroy Road, encompassing the Eastgate Shopping Plaza.
- Special Development Precinct – applies to the Springs Special Development Precinct which is located in the western end of the Corridor, generally bound by the Graham Farmer Freeway, Corridor, Bright Road and the Swan River. Development within the Springs is subject to the compliance with the Springs Design Guidelines.
- The Special Development Precinct zone also applies to the Invercloy Estate, located between Fauntleroy Avenue and Tibbadden Circle, in which the Invercloy Estate Special Development Precinct Policy guides development.

There is also land reserved under the LPS 15 in the study area, consisting of the following reservations:

- Public Purpose (Primary School) – applies to the Belmont Primary School site, located between Lapage Street and Belgravia Street.
- Parks and Recreation – applies to various open space pockets along the Corridor.

REVIEW OF LAND USE ZONES

The current mix of zoning has resulted in a wide range of uses existing along the length of the Corridor.

The objectives of each zone outlined in Clause 3.2 of LPS 15 do not clearly distinguish each of the zones, and do not provide clarity on the intent of each zone.

- It unclear on the difference and intent of the Mixed Use and Mixed Business zones.
- The Scheme includes a Mixed Use zone and a Mixed Business zone, which have similar objectives. The main difference is the Mixed Business zone includes an objective: 'Uses can mix on adjacent lots of land or on the same lot and uses may mix horizontally on the same or separate lots and/or vertically in buildings, which is not included in the Mixed Use zone objectives.
- Generally, it is expected that uses could be mixed on adjacent lots of land, or on the same lot, and mix horizontally on the same or separate lots vertically in buildings within the Mixed Use zone too.
- The Land Use Permissibility differs between the Mixed Use zone and the Mixed Business zone, although, due to the unclear objective of each zone, it is unclear as to the land permissibility allocations. For example, a Convenience Store is listed as an 'A' use in the Mixed Use zone, although is an 'X' use in the Mixed Business Zone, though could be considered as a use which provides convenience to the workforce and so should be a permitted use the Mixed Business Zone.

- The Industry – Light land use is listed as a ‘D’ use in both the Mixed Business and Mixed Use zones, as well as in the Industrial zone, resulting in light industrial uses being located outside of the Industrial zone.
- There are a large number of service stations which are located along the Corridor; which are permitted under the current Scheme provisions.
- The Scheme includes a ‘Service Station’ zone, which is intended to allow for the development of service stations and appropriate support activities which do not generate nuisances detrimental to the amenity of the district and having particular regard for the health, welfare and safety of any residents and workforce associated with any immediately abutting zoned land.
- Although the Service Station zone exists, the land use of ‘Service Station’ is a listed as an ‘A’ use within the Mixed Use zone, meaning that the City of Belmont can exercise discretion by granting planning approval after giving special notice in accordance with the Scheme, reducing the integrity of having a separate Service Station zone if Service Stations have the potential to be developed outside of this zone, along the Corridor.

EXISTING LAND USES AND TRENDS

The majority of the land along the Corridor currently comprises a variety of non-residential land uses including fast food outlets, liquor stores, motels, motor vehicle hire, motor vehicle repairs, offices, restaurants, cafes, taverns, massage parlours, service stations, shops, industrial, showrooms and warehouses. The majority of the non-residential land uses are located in the vicinity of the Belmont Business Park Area in the centre of the Corridor and the Redcliffe Industrial Area at the eastern end of the Corridor.

A number of tourist accommodation sites are scattered along the Corridor capitalising on the close proximity to both the Perth Airport, Crown Casino and greater entertainment precinct.

The Corridor also accommodates different forms of residential development in the form of single, grouped and multiple dwellings. It is noted in conjunction with the recent upgrade of Corridor the majority of existing residential development abutting the Corridor have had noise walls constructed between to provide noise amelioration.

There is only a small number of health care and sporting facilities along the Corridor and one School, being the Belmont Primary School. It is highlighted the Department of Education are currently investigating the existing site to determine the requirements for the future. Some existing land uses are inconsistent with the intent and land use permissibility of their relevant zonings in LPS 15; particularly in areas zoned Mixed Use, with several non-conforming uses which have been approved under old planning legislation. Examples include service stations, motor vehicle hire, motor vehicle sales, shops, marine sales shop and display rooms and industry located within in the Mixed Use zone.

WHAT WE’VE HEARD

The community and stakeholders have identified the following for consideration in the Strategy;

- Need for greater vibrancy and community focal points along the Corridor.
- Desire for greater diversity in housing.
- Desire for improved land uses along the Corridor to increase the vitality of the area.
- Value the location in terms of access to the Swan River, the City, Perth Airport and the Swan Valley, surrounding parks, public transport, the regional road network and employment.
- There is a lack of vibrancy at street level.
- Encourage people to stay in the area – tourist attractions/ accommodation.
- Introduce more hubs for community connection.
- Improve land uses to increase vitality – grocery stores, shopping for day to day needs, coffee shops, small bars, restaurants.
- Grossly underdeveloped given location, amenity, access to services and infrastructure.
- Incentivise to amalgamate to achieve better development outcomes.

EXISTING POLICY DIRECTIONS FOR LAND USE

The current context planning framework includes;

- Central sub-regional framework of Perth and Peel@3.5 million requires the City of Belmont to accommodate an additional 10,410 dwellings.
- There is limited guidance on land use from the City of Belmont's existing Local Planning Policies. The Local Planning Policies relevant to the study area which guide land use include:
 - The Springs Design Guidelines - prepared to guide and control development within the Springs, Rivervale.
 - Invercloy Estate Special Development Precinct Policy – prepared to ensure a high standard of development in recognition of the presence and cultural significance of 'Invercloy' (the principal building).
 - LPP No. 14 – Development Area 6 Vision – prepared to assist in providing direction for the future planning and progression of detailed structure planning for the precinct.

FUTURE LAND USE OBJECTIVES

The following land use directions are established to achieve the Vision and themes for the precinct.

Fostering Employment and Liveability

- Enable employment growth to occur whilst enabling additional residential development.
- Enable significant mixed-use development throughout the Corridor with a particular focus within Activity Nodes.

- Retain the industrial area at the eastern end of the Corridor, providing the opportunity for appropriate commercial uses to be sensitively mixed with industrial development, carefully considering the transition to the abutting residential development. Industrial uses should be limited within the rest of the Corridor.
- Retain permissibility of office and commercial uses, providing the opportunity for employment within the proximity to the main residential suburbs within the City of Belmont. The ability to incorporate a mix of retail, office and residential with leisure and entertainment in a highly landscaped setting will help to transform the Corridor.
- Enabling employment opportunities will also support the development of local convenience retailing to meet the daily shopping needs of residents and workers.
- Encourage more efficient use of land within the precinct, through redevelopment of underutilised sites for new residential or commercial development.

Creating a Great Place to live

- The Corridor provides a strategic opportunity to accommodate housing growth in key locations which will benefit from the proximity to the CBD, Activity Nodes, the Airport, the Swan River and the high-frequency bus network, and Redcliffe Train Station.
- A greater diversity of housing types and tenure is sought by the community to attract a range of housing types including families, singles, young couples, people seeking to work from home, and older people who are wishing to age in place.
- Provide a range of community spaces to accommodate the needs of residents, workers and visitors.
- Ensure the interface between commercial and residential uses is designed and managed to protect residential amenity.

Creating a Corridor for People

- Encourage land uses that contribute to the identified Activity Nodes, providing community focal points for local residents and workers.
- Require active land use edges at street level within the Activity Nodes to contribute to a vibrant street-life and enhance the pedestrian experience.
- Encourage a range of extended hours of operation (evening and morning) in new land uses to contribute to a longer period of street activation.

LAND USE STRATEGIES

The recommended Strategies to provide a framework which will enable the Vision for the Corridor to be realised, in relation to achieving the desired land uses along the Corridor include:

Mixed Use

- LU1 - Create a place that offers new and exciting activity and living opportunities, while also providing an appropriate level of compatibility and support for existing and future businesses in the Corridor and City of Belmont.
- LU2 - Facilitate mixed-use residential development that responds to the proximity to the Swan River and associated parks, Belmont Town Centre and nearby employment destinations of public transport stops.

Open Space

- LU3 - Coordinate the development of new public spaces, small parks and linkages with new adjacent private development to ensure the best possible interface.
- LU4 - Ensuring sufficient land is reserved under the scheme for local parks and recreation.
- LU5 - Provide development incentives for developers to provide publicly accessible spaces on private land.
- LU6 - Facilitate the creation of strategically located Office Garden developments, which have generous building setbacks and high quality landscaping around the buildings.

Commercial

- LU7 - Create a land use framework that recognises its role in supporting the City's economic growth and contributes to the evolution and ongoing improvement of the area.
- LU8 - Promote local convenience retail intensification at existing and future planned activity nodes.

Residential

- LU9 - Introduce residential densities to the Corridor that activate the area, provide choice of diversity in the City's residential stock and enable appropriate population growth whilst having regard for the amenity of existing residents.
- LU10 - Guide and manage the relationship between residential and non-residential development.

Active Ground Floor

- LU11 - Ensure new development is oriented to the pedestrian interface through appropriate site planning, active interaction between ground floor uses and the public realm, well-detailed street frontages, and integration with adjacent transit nodes and stops.

Transition Area

- LU12 - Optimise the integration of the surrounding urban fabric with Corridor and the Swan River foreshore.

Environmental Impact

- LU13 - Ensure the environmental impacts of future development are effectively and appropriately managed.

Land Use Zones

- LU14 - Review the range of zones included in the LPS 15 to determine if the existing zones are appropriate and if any additional zones are deemed necessary to guide development along the Corridor.
- LU15 - Review the objectives of each of the zones, particularly the Mixed Use and Mixed Business zones, to ensure clarity is provided and each zone has a distinct set of objectives to guide development in the City.
- LU16 - Review Table 1 – Zoning Table of LPS 15 to ensure land use permissibility listed aligns with the intent of each of the

relevant zones.

- LU17 - Ensure land within the Study Area is appropriately zoned to reflect the intent of the Vision of the Urban Corridor Strategy.
- LU18 - Review the intention and locations of the Service Station zone with the City to appropriately guide the locations of Service Stations.
- LU19 - Review the land use table to assess the permissibility of the Service Station land use within zones other than the Service Station zone to determine if it is appropriate for Service Stations to still be listed as 'A' uses in the Town Centre and Mixed Use Zone.
- LU20 - Development Area provisions may be applied via a Special Control Area to ensure development occurs as intended within the Corridor study area prior to the review of LPS 15.
- LU21 - The adoption of the Urban Corridor Strategy as an interim LPP will ensure due regard and acknowledgement is given to the Strategy, and will discourage planning decisions made contrary to the Vision until such time either LPS 15 is amended or a new LPS is gazetted to guide the development.

General

- LU22 - Introduce a provision or requirement that clarifies the treatment of amalgamating adjacent lots not included in the Strategy area. This will explain that amalgamating land **outside the scope of this Strategy with 'Residential' zoned land or with lots adjacent to, abutting or across the road from 'Residential' zoned land** will not result in these benefitting from development at a higher scale in accordance with the Strategy.

PUBLIC REALM

The quality of the public realm, including informal and formal spaces along the Corridor and the adjoining streets, has a major influence on the identity and functioning of the Precinct and how it is experienced by users.

EXISTING PUBLIC REALM

Overall, the existing Corridor is limited in informal and formal public spaces where people can enjoy outdoor life. The high volume of traffic, lack of public space and generally low quality of existing public realm, impacts the street life and liveability of the Corridor.

Corridor

The road reserve of Corridor generally ranges from 40-45m and in some locations increases to 50m to accommodate intersection requirements.

On the northern side of the Corridor, verges generally range from 4.5m-6.0m. On the southern side of the Corridor, verges are generally 6.0m but can be as little as 2.0-3.5m.

Streets

The Corridor and the connecting side streets are the principle elements of public space within the Corridor. Generally, the level of landscaping and street trees within the Corridor is underwhelming. In a number of locations the verges are wide enough to develop new informal public spaces.

Trees

Large parts of the Corridor are devoid of street trees, and in some locations the Highway includes only a median tree, or a verge tree, rarely both.

Open Space

There are a number of locations where larger open space areas exists

adjacent the Corridor including Adachi and Hardey Parks and nearby including Centenary, Selby and Garvey Parks.

The Swan River also meanders parallel to Corridor and makes contact adjacent Adachi and Hardey Parks.

Generally, there are no smaller parks or urban spaces along the Corridor, which can provide an opportunity for outdoor social activity.

Development frontage

Large parts of the Corridor frontage are impacted by inhospitable edges, in the form of noise walls, property fences or unsuitable building frontages/treatments. This contributes negatively to the public realm experience along the Corridor.

Other areas comprise landscaped frontages with increased building setbacks and with a built form that presents as an active edge to the Corridor.

WHAT WE'VE HEARD

The community and stakeholders have identified the following for consideration;

- Need to enhance first impression for visitors to Perth.
- Poor quality streetscapes – landscaping and trees.
- Lack of street trees.
- Lack of open space along the Corridor.
- More trees and landscaping on the Corridor.
- Enhance the village feel within Precincts along the Corridor.
- Improved pedestrian amenity.
- Need to enhance connections to and use of the Swan River.
- Value parklands: Adachi Park, Garvey Park, Baseball Park, along the Swan River.
- Improve quality of parklands.
- Reduce traffic noise through landscaping.

EXISTING POLICY

The City of Belmont LPS 15 provisions relating to the public realm, include:

- Different requirements for pedestrian and garden areas, depending on the zone.
- Requirements for setbacks and use of setback areas, dependent upon the zone.

There is limited guidance on public realm from the City of Belmont's existing Local Planning Policies. The Local Planning Policies relevant to the study area which guide public realm include:

- LPP 11 Public Art Contribution Policy prepared to protect and enhance the utility, amenity and identity of the public domain of places such as centres, main streets, squares and parks.

The City of Belmont has also developed a series of supporting documents in producing Local Planning Scheme No. 15 as follows:

- Local Planning Scheme No. 15 Scheme Report, incorporating the Local Planning Strategy.
- LPS No. 15 Public Open Space Strategy prepared to recognise the value of its parklands as an important community asset.
- LPS No. 15 Environment Strategy prepared to incorporate consideration of the environment into its strategic plan and develop and implement an Environment Plan to guide its actions in fulfilling its strategic objectives.
- LPS No. 15 Safety and Security prepared to identify key issues facing the city and identifies opportunities for improvement and ensure community safety and crime prevention are given central consideration in all planning and development projects and programs.
- LPS No. 15 Tree Register prepared to outline the requirements of the Tree Preservation Order.

FUTURE PUBLIC REALM OBJECTIVES

The following public realm directions are established to achieve the Vision and themes for the precinct.

Connecting People and Places

- Improve the connectivity of the Corridor to adjoining activity areas and open spaces including the Swan River.
- Improve the connectivity between public spaces.

Making Captivating Streets and Spaces

- Provision of new urban spaces that are well located along the Corridor and within urban centres, have diverse uses and which improve public amenity.
- Ensure that all streets are safe, pedestrian friendly and accessible.
- Ensure that public realm spaces are well-defined, attractive, usable and safe.
- Improve the amenity and function of Corridor as a key pedestrian spine.

Strengthening Identity and Place

- Create a strong sense of place and identity for each precinct and within Activity Nodes.
- Ensure that new development contributes positively to the amenity, vibrancy and preferred built form character of each precinct.

Creating Streets and Spaces for People

- Ensure that open space and the public domain enhance the quality of the local environment.
- Ensure the design of streets and adjoining development promotes street-life and a safe, conducive environment for walking.
- Create new public space opportunities that are integrated with the wider open space, public realm and pedestrian and cycle network.
- Establish a series of spaces along the Corridor which function as neighbourhood spaces for people to meet and recreate.
- Ensure streets and spaces promote connections with the Swan River.

Strengthening Urban Greening

- Enhance the Corridor as a major green gateway.

- Enhance north-south connections as green linkages via Urban, Green and Local Connections.
- Improving linkages within and between the open space network to illustrate how the whole can be greater than the sum of its parts.

PUBLIC REALM STRATEGIES

The above objectives will be delivered in part through the specific public realm strategies. They are also dependent upon an integrated approach with relevant land use, built form and movement initiatives. There are opportunities to improve the public realm through a range of initiatives to provide a more amenable urban environment and support a vibrant community life. The strategies respond to the community feedback that the Precinct needed to be a high quality landscaped entrance to the City with a stronger sense of place and general amenity. The following strategies are recommended:

Corridor Wide

- PR1 - Establish a comprehensive and high-quality streetscape Strategy that incorporates the design philosophies of the Urban Corridor Strategy, prioritising pedestrian and cycle access and amenity.
- PR2 - Create a sense of arrival into the Corridor through the coordinated design of buildings, landscape and streets. Once people have arrived, the experience of moving through the area must be pleasant and captivating for all street users.
- PR3 - Commence the creation of a green Corridor that can accommodate the future introduction of priority rapid public transport and more extensive public transport infrastructure.
- PR4 - Create a pleasant streetscape along the existing Corridor and associated streets and open space linkages.
- PR5 - Create links to adjacent public open space for more intense public enjoyment and enhanced community amenity.
- PR6 - Enhance public realm amenity of Corridor to support the introduction of new, or enhancement of existing, residential development.

- PR7 - Coordinate the development of new public spaces, small parks and linkages which cater for workers, residents and visitors, with new adjacent private development to ensure the best possible interface.
- PR8 - Enhance the urban fabric with elements such as feature structures, public art, built form, lighting and landscaping.
- PR9 - Seek to create enhanced landscape amenity within the Corridor, through the combined effect of the landscape and building setback zones.

Pedestrian Interface

- PR10 - Create low-rise building edges to all of the streets to generate an appropriate scale for pedestrian appeal, and to integrate sensibly with adjacent residential areas.
- PR11 - Design ground floors to relate well to the public domain, and facilitate ground floor uses that help to create activity in streets and spaces.

Transit Stops

- PR12 - Create a safe, appealing environment around transit stops throughout the Corridor through street activation and natural surveillance and safe crossing points.

Parking

- PR13 - Design off-street car-parking to have little or no impact on the visual amenity of the public realm, as per movement Typologies identified in the Urban Corridor Strategy.

Public Art

- PR14 - Prepare a distinctive public art program to enhance the identities and character of the Corridor, building on the existing public art policy.

Implementation

- PR15 - Support development of a funding model to provide additional public realm and community facilities in accordance with population growth.

BUILT FORM

EXISTING BUILT FORM

- The built form of the area comprises a variety of single storey industrial buildings, commercial buildings, offices, multiple dwellings, grouped dwellings and single storey housing. The height of buildings ranges from single storey dwellings and commercial uses with apartment and office buildings ranging from 1-20 storeys.
- The residential development is predominately multiple and grouped dwellings. Majority of the residential development is separated from Corridor by noise amelioration walls. The majority of the multiple dwellings are 4-6 storeys, with the grouped dwellings predominantly 1-2 storeys. There are also several single storey single dwellings on the eastern end of the Corridor with the majority to the north side east of Tonkin Highway.
- There are several modern apartment buildings constructed in the last 10 years, ranging from 14-20 storeys, located on the western end of the Corridor closer to the Graham Farmer Freeway.
- The material of the residential buildings includes brick veneer, concrete and glass, with roofing predominantly tiles and colorbond.
- The commercial and non-residential built form varies in age and style. There are some recently constructed developments, consisting of 2-3 storey concrete offices. A number of buildings are tourist accommodation and are far ranging in both age and aesthetics. Several non-residential buildings are set back from Corridor, with car parking located in front of buildings.
- The setback of buildings along Corridor varies along the length of the Corridor.

EXISTING POLICY FOR BUILT FORM

- Height is subject to the requirements of the Westralia Airports Corporation Height Control Contours Map.
- The Springs Design Guidelines includes built form controls within the Springs including building height, depth, setbacks, architectural character features, and detailed controls such as balconies, terraces, acoustic separation requirements.
- Invercloy Estate Special Development Precinct Policy includes built form guidelines for the Invercloy Estate including materials and colours, site coverage, setbacks, housing style, roofscape and window treatment.

REVIEW OF BUILT FORM

- The majority of the existing built form within the study area contributes to the poor quality of the public realm of the Corridor for pedestrians, cyclist/bike riders and vehicles.
- The existence of noise walls along large sections of the Corridor removes opportunities to activate the street fronts, reducing pedestrian movement in the locality and reducing opportunities for passive surveillance.
- Many of the buildings are significantly setback from the street, with a priority on car parking at the front of buildings, creating an aesthetically unpleasant environment for pedestrians to walk through. The large setbacks also remove opportunities to provide protection to pedestrians in terms of shade from awnings, shelter from buildings and surveillance from windows, entranceways and shopfronts.
- Many of the buildings do not address the street front of the Corridor with significant opportunity for improvement to contribute to an active street front.
- The built form controls do not provide appropriate measures to ensure positive built form outcomes are achieved along the Corridor.

WHAT WE'VE HEARD

The community and stakeholders have identified the following for consideration in the Strategy;

- Value high quality aesthetics of some buildings.
- Need to leverage views and exposure to the Swan River.
- Enhance quality of building architecture.
- Enhance interface between mixed use development and existing residential adjacent.
- Enhance visual appeal of buildings.
- Avoid noise walls – consider built form response.

EXISTING SCHEME REQUIREMENTS

Residential Design Codes (R-Codes) control built form of residential development.

- Clause 4.3.2 and 4.3.3 includes variations to the R-Codes applicable to R10 and R20 zoned land.
- Clause 4.3.4 permits the requirements of the R-Codes within Special Development Precincts (the Springs and Invercloy Estate) to be varied by Local Planning Policies.
- Section 4 of LPS 15 includes built form requirements for development within each zone in relation to lot area, lot coverage, setbacks, building facades, fencing.
- Clause 4.19 identifies that development of multi-storey buildings along the Corridor must have regard to:
 - The purpose of the proposed building,
 - The bulk and height of adjoining and nearby buildings.
 - Potential impact of overlooking and/or overshadowing,
 - Potential impact of the proposal on the existing and proposed streetscape.
 - The effect of the proposed building on the amenity of adjoining and nearby properties.

FUTURE BUILT FORM OBJECTIVES

The following built directions are established to achieve the Vision and themes for the precinct.

Creating a Memorable City Fabric

- Enriching the urban fabric through the composition of building heights and scale, architectural expression, use of materials and innovative design responses, activating the interface between buildings and the public realm, and providing for strategically located landmark buildings.
- Introduce cohesion to the urban fabric, which helps to improve the status, identity and appeal of the area.
- Provide taller commercial and mixed-use development at key nodes which will have good access from the main connecting side streets.

Strengthening Identity and Place

- Reinforce the established urban structure and built form elements to strengthen the legibility and identity of the Corridor and each of the Precincts.
- Reflect topographic points adjacent to Swan River to where buildings may be able to provide valuable views towards the Swan River, Optus Stadium and the Perth CBD.
- Taller buildings in landmark locations to create a memorable gateway into Perth, and contribute to nodal expression.
- Ensure new development is of a high architectural standard in terms of form, scale, separation, massing, articulation, and use of materials. that these elements responds appropriately to streetscape and neighbourhood context.

Creating a Corridor for people

- Ensure the design, siting and setbacks of buildings provides a high standard of internal amenity for residents, including through outlook, access to sunlight and natural light, natural ventilation, visual and acoustic privacy, and adequate living space and storage.
- Provide a diversity of dwelling types and sizes within new

residential development.

- Ensure new development provides passive surveillance of the public realm.

BUILT FORM STRATEGIES

There are numerous opportunities to improve the built form within the Corridor. Many of the recommended improvements will be delivered through the public realm, land use and movement network initiatives.

The following strategies are recommended:

Policy and Controls

Introduce built form policy and controls to implement the detailed design objectives of the Strategy in the form of: Precinct Plans and Design and Development Guidelines.

- BF1 - Ensure new development is of a high quality and is oriented to the pedestrian environment through appropriate site planning to achieve active interaction between ground floor uses and the public realm, well-detailed street frontages, and integration with adjacent transit nodes and stops.
- BF2 - In the placement and design of buildings, consider their impact on solar access, shade and wind in public spaces.
- BF3 - Create a safe, appealing environment around transit stops throughout the Corridor through street activation and natural surveillance and safe crossing points.
- BF4 - Additional building height may be supported through bonuses for the provision of residential use, public spaces and new pedestrian and cycling connections.
- BF5 - Create low-rise building edges to all of the streets to generate an appropriate scale for pedestrian appeal, and to integrate sensibly with adjacent residential areas.
- BF6 - Facilitate the creation of strategically located Urban Plazas, which have generous building setbacks and high-quality landscaping around the buildings.

- BF7 - Create a sense of arrival into the Corridor through the coordinated design of buildings, landscape and streets. Once people have arrived, the experience of moving through the area must be pleasant and captivating for all street users.
- BF8 - Design ground floors to relate well to the public domain, and facilitate ground floor uses that help to create activity in streets and spaces.
- BF9 - Insist on the best possible architectural design through development of Design and Development Guidelines.
- BF10 - Design buildings with a distinct form, and ensure that the new built form contributes to the Vision of the Corridor.
- BF11 - Prepare detailed design guidelines that reflect and direct the intentions of the final Vision in regard to urban design, architecture, environmentally sustainable design, parking Strategy, land-use overlays, and the context within the Corridor and its adjacent transition zone.
- BF12 - Require new development to present an active edge (land use and built form) to the public realm at street level to contribute to a vibrant, safe and attractive pedestrian environment.
- BF13 - Facilitate the implementation of appropriate building height, scale and setbacks for the Corridor to lower density residential areas to minimise negative impacts associated with bulk and scale on adjacent existing dwellings.
- BF14 - Ensure advertising signage is appropriate for its location, doesn't adversely impact on the amenity of the surrounding area and complements buildings on the land.
- BF15 - Ensure an appropriate building interface is achieved adjacent to the Swan Canning Development Control Area, in accordance with the Department of Biodiversity, Conservation and Attractions requirements. Require new developments to achieve an appropriate interface, to protect the amenity of the control area.
- **BF16 - Serviced apartment and hotel development, where located adjacent to 'Residential' zoned land, will be assessed against the visual privacy and orientation requirements of the Residential Design Codes Volume 2 - Apartments.**

MOVEMENT

EXISTING MOVEMENT NETWORK

The Great Eastern Highway is classified as a Primary Distributor Road under the Main Roads WA Road Hierarchy. It currently provides a connection between the Perth Airport and the Perth CBD, performing a through traffic function for a significantly large number of vehicles.

As outlined in the Transport Strategy (Appendix B), roads serve two primary roles for users; they facilitate the movement of people and goods; and act as places for people. The Corridor currently has a significant movement function although it has a limited place function. The nature of the Corridor influences the character of the adjoining properties and neighbourhoods along the Corridor, the experience of those who travel along it and how the community feel about their sense of place around it.

The objective of the Strategy is to maintain the significant traffic movement function but enhance the place function within the Activity Nodes along the Corridor as well as the Activity Corridor and surrounding transition areas.

There are two essential movement component functions of a road which are:

- Mobility, which is concerned with the movement of through-traffic and is focused on the efficient movement of people and freight.
- Access, which relates to the ease with which traffic from land abutting.

While there is good mobility to the CBD by car or bus service along Great Eastern Highway, the Corridor and neighbouring access streets feeding into the Corridor are busy, resulting in a poor-quality environment for pedestrians, cyclist-bike riders and residents in the area.

The Corridor hosts a wide variety of land uses and has a large

number of crossovers, meaning that there are a large number of vehicles entering and exiting the Corridor at various points, which has implications for its effective function as a major artery. Concerns about access to properties along the Corridor and access to adjacent neighbourhoods by existing residents have been raised as important issues to be addressed.

Walking

The Corridor is currently a hostile environment for pedestrians. In terms of pedestrian crossings, there are existing at-grade pedestrian crossing facilities at traffic signal-controlled intersections and by grade-separated pedestrian underpasses. The Highway is a major barrier for pedestrians, requiring them to cross between 45 and 50m of road reserve, and in some locations, several signal phases are required to cross the road.

Footpaths are typically located adjacent to the on-road cycle lanes with no buffer in between.

On the northern side of the Corridor between Orrong Road and Tonkin Highway there is typically no buffer between the footpath and the property boundary and the footpath typically runs adjacent to a property fence, wall or sound wall.

Along the southern side of the Corridor between Orrong Road and Tonkin Highway there is typically a planted buffer between the footpath and the property boundary.

Cycling

There are existing on-road cycling lanes along Corridor from the Graham Farmer Freeway to the Tonkin Highway. The cycle lanes are typically 1.5m wide, adjacent to the kerb.

Public Transport

The Corridor is serviced by various bus routes. The bus services provide access to the Perth CBD, Kings Park, Perth Airport, Midland and High Wycombe.

During the weekday AM peak period buses along the Highway travel to Perth CBD approximately every 5-8 minutes and towards Redcliffe Station approximately every 10-12 minutes. During the weekday PM peak period, buses along the Highway travel to Perth CBD approximately every 9 10-12 minutes and towards Redcliffe Station every 5-8 minutes.

Many bus stops do not have adequate shelter or facilities such as seats, lighting and bins.

The introduction of the Forrestfield Airport link rail connection from central Perth to Perth Airport saw the removal of four of the five existing bus routes operating along the GEH corridor (bus routes 36, 295, 296 and 299) and caused a renumbering and change of route for another bus route (bus route 40). These routes have been consolidated into high frequency routes 935 and 940 and the local feeder bus network connecting to High Wycombe, Midland and Redcliffe Station.

Parking

The existing parking arrangements along the Corridor include:

- Direct lot access from the front of lots with parking at the front (and including rear parking in some circumstances).
- Lot access from the rear with rear parking.
- Lot access from the rear with multi-storey parking.

Traffic

The Corridor currently accommodates average weekly traffic of around 44,000 vpd at the eastern end of the Corridor, 56,000 vpd through the central area of the Corridor and 73,000 vpd at the western end of the Corridor.

Freight

Great Eastern Highway is classified as a secondary major freight route in the State Government's Perth and Peel @ 3.5 million - Transport Network. This is based on the significant and forecast volumes of freight traffic relative to other transport routes. This is also due to the strategic functionality of the Corridor within the overall network and overall suitability of the road infrastructure to support both existing and forecast freight traffic volumes. As such, it is expected that the Corridor will accommodate significant road freight movements in the future. The section of the Corridor between Orrong Road and Tonkin Highway does not carry Restricted Access Vehicles, due to heavy permit vehicle requirements.

For a comprehensive outline of the movement network, refer to the Great Eastern Highway Transport Strategy (Appendix B).

WHAT WE'VE HEARD

- Need to improve the pedestrian and cycle network on and connecting with the Corridor.
- Improve pedestrian environment – crossing points, accessibility, walkability and shade.
- Improve cycle network – preference for better cycle paths parallel to the Corridor, separate cyclist-bike riders from the road.
- Need to enhance River walks, cycle paths and connection to and along the Swan River.
- Value access/location to airport, CBD, Swan Valley, regional road network, employment and facilities, to good public transport.
- Value exposure for business.
- More pedestrian overpasses.
- Wider footpaths.
- Improve pedestrian/cycle access to Stadium.
- Enhance access to public transport within Corridor.
- Improve bus connections to local hubs within adjacent neighbourhoods.
- Reduce traffic noise.
- Enhance traffic flows, particularly in peak hour.
- Manage control of access into adjacent neighbourhoods.
- Enhance movement and safety.
- Traffic lights to include U-turns to enhance access to businesses and for residents in adjacent neighbourhoods.
- Upgrade Great Eastern Highway east of Tonkin Highway.

EXISTING PLANNING SCHEME REQUIREMENTS

- Great Eastern Highway is identified as a Primary Regional Road Reservation within the Metropolitan Region Scheme.
- LPS 15 includes a provision (Clause 4.7.1) which states that vehicular access shall not be permitted where residential land abuts a regional road reserve, other than for a single house, unless a vehicular access plan has been approved. Clause 4.19.2 limits the number of crossovers to the Highway, requiring development applicants to gain the approval of a vehicular access plan.

EXISTING POLICY FOR ACCESS AND PARKING

Perth and Peel @ 3.5m - Transport Network identifies the Corridor:

- As a proposed priority rapid public transport route.
- As a secondary freight road, with the portion east of Tonkin Highway requiring an upgrade to 6 lanes consistent with the western portion.

Main Roads WA Access Strategy

LPP No. 13 – Vehicle Access for Residential Development

- Intended to minimise the number of vehicle crossovers for residential development.

MOVEMENT

FUTURE MOVEMENT OBJECTIVES

The following directions are established in relation to movement to achieve the Vision and Themes for the precinct:

Connecting People and Places

- Improve the connectivity of the Corridor to adjoining activity areas and open spaces include the Swan River.
- Improve the connectivity between public spaces and places of residence and employment.

Creating Streets and spaces for people

- Facilitate and encourage walking, cycling and public transport to and within the Corridor.
- Ensure the design of streets and adjoining development promotes safe pedestrian and cycling networks along and through the Corridor.
- Ensure access and parking within the Corridor is managed to reduce impact on Corridor functionality and improve and enhance amenity.

Providing managed access for all

- Pursue enhanced access and transport choices for a growing worker and resident population.
- Achieve a fully endorsed vehicle access management Strategy for properties along Corridor.
- Achieve a fully integrated and connected pedestrian and cycle network.
- Promote the use of public transport by enhancing accessibility to services within Corridor and increase connecting services to the adjoining neighbourhoods.
- Improve the amenity and function of the Corridor as a key pedestrian spine and adjoining streets that connect with Corridor.

- Define and upgrade key north-south pedestrian connections that may include consideration of at-grade and grade-separated crossing options.
- Define a safe and connected cycling network.

Creating a great place to live

- Mitigate the impacts of through traffic to enhance the adjacent residential neighbourhoods.
- Limit traffic speed and volumes in adjacent residential streets.
- Ensure that public realm spaces are well-defined, attractive, functional and safe.
- Ensure new development is self-sufficient in on-site parking.

RECOMMENDED STRATEGIES

There are numerous opportunities to improve the movement network within and to the Corridor. Many of the recommended improvements will be delivered through the public realm initiatives.

The following strategies are recommended:

Vehicle Movement

Capacity

- M1 - Optimise the integration of the surrounding urban fabric with Great Eastern Highway and the Swan River foreshore.

Managing access through adjacent Residential Neighbourhoods

- M2 - Vehicle access for new development must:
 - Limit direct access from Great Eastern Highway through the application of alternative access arrangements to minimise crossover locations to Great Eastern Highway and the impact on its functionality.
 - Comply with the requirements of the access and parking Typologies in this Strategy.

- Improve the capacity and network connections of laneways (including through rear building setbacks, where appropriate).

Managing access through adjacent Residential Neighbourhoods

- M3 - Require traffic and parking assessments for new developments to assess and address impacts on the network in adjacent residential neighbourhoods.
- M4 - Investigate the opportunities to manage the impacts of through traffic, including traffic volumes and speed in the adjacent neighbourhoods.

Pedestrian

Improved Pedestrian Network

- M5 - Identify priorities for the development of physical road, bicycle and pedestrian linkages and infrastructure.
- M6 - Provide infrastructure for pedestrians that enables safe and convenient movement.
- M7 - Upgrade the pedestrian network to improve accessibility and pedestrian amenity.

Improved pedestrian crossing points

- M8 - Create safe crossing points at intersections that do not have traffic signals and in mid-block locations between the signalised intersections.
- M9 - Work with MRWA to improve signalised pedestrian crossing times.
- M10 - Improve pedestrian crossing opportunities at the following locations.
 - Precinct 1 – a pedestrian/bike overpass to the east of the Great Eastern Highway and Armadale Road intersection.
 - Precinct 2 – a pedestrian/bike underpass to the west of the Great Eastern Highway and Abernethy Road

intersection.

- Precinct 2 – a pedestrian/bike overpass to the west of the Great Eastern Highway and Hehir Street intersection.
- Precinct 2 – a pedestrian/bike overpass to the east of the Great Eastern Highway and Daly Street intersection.
- Precinct 3 - a pedestrian/bike overpass to the east of the Great Eastern Highway and Keymer Street intersection.
- Precinct 4 - a pedestrian/bike overpass to the east of the Great Eastern Highway and Brearley Avenue intersection.
- Precinct 4 - a pedestrian/bike overpass to the east of the Great Eastern Highway and Central Avenue intersection.
- M11 - Review and upgrade all side-street/laneway crossings to achieve a greater consistency of design and optimise accessibility.

Streetscape/Footpath Amenity

- M12 - Implement public realm upgrades to improve pedestrian amenity in the Corridor, side streets and within key connections, including through verandas (within retail/commercial areas), shade trees, seating and wayfinding signage.

Cycling

Improved Cycling Network

- M13 - Improve the cycling network and facilities within the Corridor and connections to the surrounding cycle network. **These may provide connections to other connections identified in the Department of Transport's Long-Term Cycle Network.**
- M14 - Facilitate connections to key cycle routes with priority given to the following locations:
 - Great Eastern Highway Corridor – retention of existing on-road bike lanes along the southern edge of the Corridor (eastbound and westbound). Supplemented with a principle shared path along the northern edge of the

Corridor

- Precinct 1 – connection either side of the exiting pedestrian/bike underpass at the Springs – providing connection to Surrey Road Bike Boulevard and connection through the Springs to the Swan River shared path and the Graham Farmer Freeway principal shared path.
- Precinct 2 – Connection to the Belmont Avenue shared path and access south towards Belmont town centre.
- Precinct 2 – connection to the Abernethy Road shared path and access south towards Belmont town centre
- Precinct 2 – Connection Stoneham Street shared path and access north towards Ascot Water and the Swan River foreshore path network.
- Precinct 2 – connection to the Raconteur Drive shared path and access north towards Ascot Racecourse and the Swan River foreshore path network.
- Precinct 3 – connection to the Epsom Avenue on-road sealed shoulders and off-street shared path, south towards Epsom Avenue Shopping Centre.
- Precinct 3 – connection to the Morrison Street shared path and access south through the residential suburb of Redcliffe.
- Precinct 4 – connection to the Brearley Avenue shared path and access towards Redcliffe Station precinct.
- Precinct 4 – connection to the Coolgardie Avenue local cycle friendly route and access north towards the Swan River foreshore path network.
- Precinct 4 – connection to the Fautleroy Avenue local cycle friendly route and access north towards Garvey Park and the Swan River foreshore path network.
- M15 - Provide infrastructure for **eyelist-bike riders** that enables safe and convenient movement.
 - Investigate the longer-term potential for protected bike lanes.

- Review the suitability of on-road cycling on Great Eastern Highway.

- Support the proposed local cycling network with appropriate infrastructure and signage.

This may also be in accordance with the Department of Transport's Long-Term Cycle Network.

Indicative New Connections

- M16 - Identify potential for new connections through the urban structure to provide greater pedestrian and cycling amenity and safety. The form of these connections is to be determined during detailed planning and design, though possible locations for new connections are:
 - Precinct 2: connection between the Highway and Barker Street at a midpoint between Abernethy Road and Hehir Street intersections with the Highway.
 - Precinct 4: connection between the Highway and Redcliffe Road at a midpoint between Ben Street and Fautleroy Avenue intersections with the Corridor (opposite Lillian Grove)
 - Precinct 4 – Connection between the Corridor and Hay Road at a midpoint between Fautleroy Avenue and Ivy Street intersections with the Corridor.

MOVEMENT

Landscape Zones Providing Opportunities for Pedestrian and Cycle Infrastructure

- M17 - The fundamental aspects of the public realm strategy for the Corridor is the creation of quality spaces and connections. It is vital that these spaces and connections provide for a Landscape Zone which includes footpaths, bike paths and landscaping. The design of these elements is fundamental in promoting social interaction, physical activity and developing a high quality urban environment.
- M18 - The aim of providing enhanced connections through the Landscape Zone is to support ease of access, and an enjoyable experience through the Corridor for pedestrians and **cyclist bike riders** with a network of high-quality connections. Within the study area, these connections essentially occur through the side streets, with important routes aligned with existing and proposed crossing points. There are a range of connections that have been identified as requiring enhancing in order to improve the public realm of the Corridor.
- M19 - The City will advocate for Main Roads WA to support and deliver upgrades to the landscape zone.

Public Transport

Improved network services from the Corridor to adjoining neighbourhoods (including Redcliffe Train Station)

- M20 - Advocate for increased bus services to connect adjoining residential neighbourhoods with the existing services provided for within the Corridor.
- M21 - Commence the creation of a green Corridor that can accommodate the future introduction of priority rapid public transport and more extensive public transport infrastructure.

Improved Accessibility to Public Transport Stops

- M22 - Enable direct and safe access to public transport stops.
- M23 - Improve pedestrian access bus stops within and adjacent the Corridor, with priority given to the following improvements:
 - Precinct 1 – the proposed overpass to the east of the Great Eastern Highway and Armadale Road intersection would provide access to the pair of bus stops at the east of the overpass.
 - Precinct 2 – the proposed underpass to the west of the Great Eastern Highway and Abernethy Road intersection would provide access to the bus stops either side of the underpass.
 - Precinct 2 – the proposed overpass to the west of the Great Eastern Highway and Hehir Street intersection would provide access to the pair of bus stops to the east of the overpass.
 - Precinct 2 – the proposed overpass to the east of the Great Eastern Highway and Daly Street intersection would provide access to the pair of bus stops to the east of the overpass.
 - Precinct 3 – the proposed overpass to the east of the Great Eastern Highway and Keymer Street intersection would provide access to the pair of bus stops to the east of the overpass and the pair of bus stops to the west of the overpass.
 - Precinct 4 – the proposed overpass to the east of the Great Eastern Highway Corridor and Brearley Avenue intersection and the proposed overpass to the east of the Great Eastern Highway and Central Avenue intersection, would provide access to the pair of bus stops located between these two overpasses.

Parking

Managing on-site parking within the Corridor

- M24 - Support management of car parking through parking policies and design guidelines.
- M25 - Design off-street car-parking to have little or no impact on the visual amenity of the public realm.
- M26 - Managing on-street parking in adjacent access streets.

IMPLEMENTATION

The Strategy establishes a framework to guide, coordinate and facilitate the transformation of the Great Eastern Highway Corridor in line with the established vision, themes, principles and strategies that will lead to the Corridor's transformation over time.

This section outlines a Strategy for implementing the recommended actions of the Strategy in the form of a delivery framework, which will result in market led development. This includes:

- Transition and Frame Gap Analysis.
- Governance Framework.
- Planning Framework.
- Funding Strategy.
- Public Works Implementation.

Implementation of the Delivery Framework will be led by Council and require cooperative involvement of the State Government, private sector and community stakeholders. It is recommended that the Delivery Framework is closely linked with Council's Strategic Community Plan, Planning Framework and Capital Works Program.

GAP ANALYSIS

The Urban Corridor Strategy covers the lots immediately adjacent to Great Eastern Highway but identifies the need to cover the context lots which will form the transition areas between more intensive development along the Corridor and the established suburban areas. The Urban Corridor Strategy identifies the need through gap analysis for additional studies to be undertaken to support the Strategy.

SUPPLEMENTARY ANALYSIS

In order to support the Urban Corridor Strategy, additional analysis will be required for the transition area identified adjacent to the immediate Corridor development lots in order to ensure transition is appropriately designed and made provision for.

SUPPLEMENTARY STRATEGIES

Following on from the additional analysis, a future planning instrument may need to consider land use, built form, public realm and movement in further detail.

ADDITIONAL ACTIONS AND RECOMMENDATIONS

Corresponding to the additional strategies a series of well-conceived actions and recommendations would be developed in conjunction with Stakeholders to ensure the ultimate development process is efficient and delivers good urban outcomes.

Study boundary

The Urban Corridor Strategy refers to the lots immediately adjacent to the Great Eastern Highway. The lots are of varying dimensions, depths, ownership and potential for redevelopment as described in the Strategy.

The transition area and the ultimate frame of the Corridor and its context is also identified.

Node and mixed-use transition

The nodes identified in the Urban Corridor Strategy are indicative and boundaries are the subject of additional studies. Similarly, it is appropriate to define the context, transition area around the

nodes in future studies to ensure the integration of nodes into the established fabric of the Corridor and to respond sensitively to adjacent uses.

Residential transition

The Urban Corridor Strategy identifies areas which may be suitable for additional residential development. The City should strive to balance any density increase with community aspirations and additional housing needs. A potential increase in residential density should be explored in more detail through the preparation of the City's Local Housing Strategy and Local Planning Strategy. Further work will need to be undertaken to ensure appropriate transitions are achieved between highway development and the suburbs.

Established projects

There are a number of locations along the highway where structure plans are already prepared or underway, including Golden Gateway, The Springs and some of the development Areas to the eastern end of the Corridor. These locations require only high-level review and integration with the overall Strategy to ensure consistency of objectives and assumptions.

Employment transition

The Urban Corridor Strategy identifies areas which may be suitable for additional employment generating commercial and service/light industrial development. The lots adjacent to these locations require additional study to ensure there is provision for adequate transition between the Highway development and the suburbs.

Priority Development Areas

Priority should be given to development occurring on the northern edge of the Corridor within Precinct 4 to coincide with the development surrounding the Redcliffe Train Station and to utilise land within the 400m walking catchment of the Redcliffe Train Station.

Priority should also be given to the southern edge of the Activity Node identified Precinct 1, to capitalise on the proximity to the the Springs, Optus Stadium, Burswood and the Perth CBD.

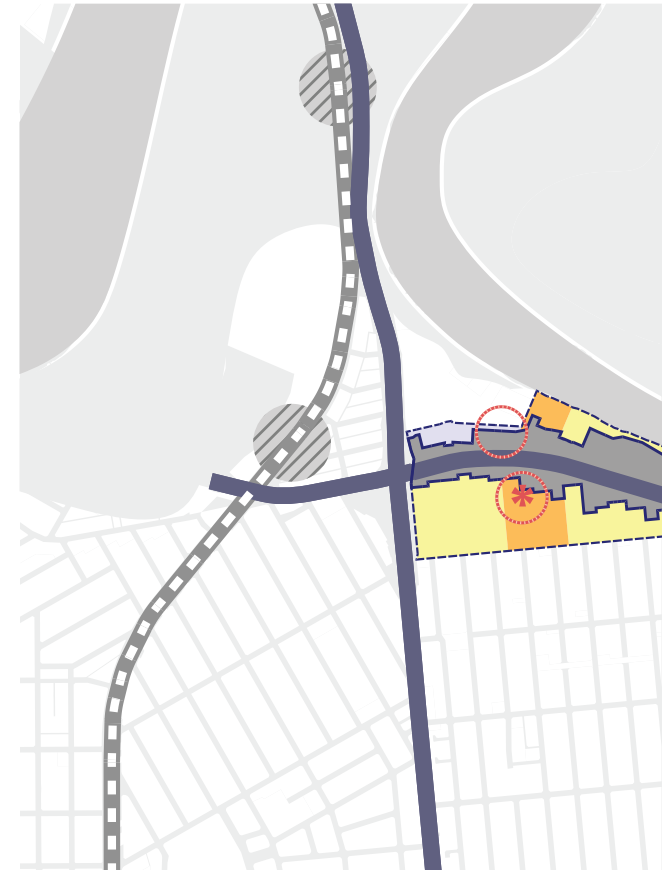
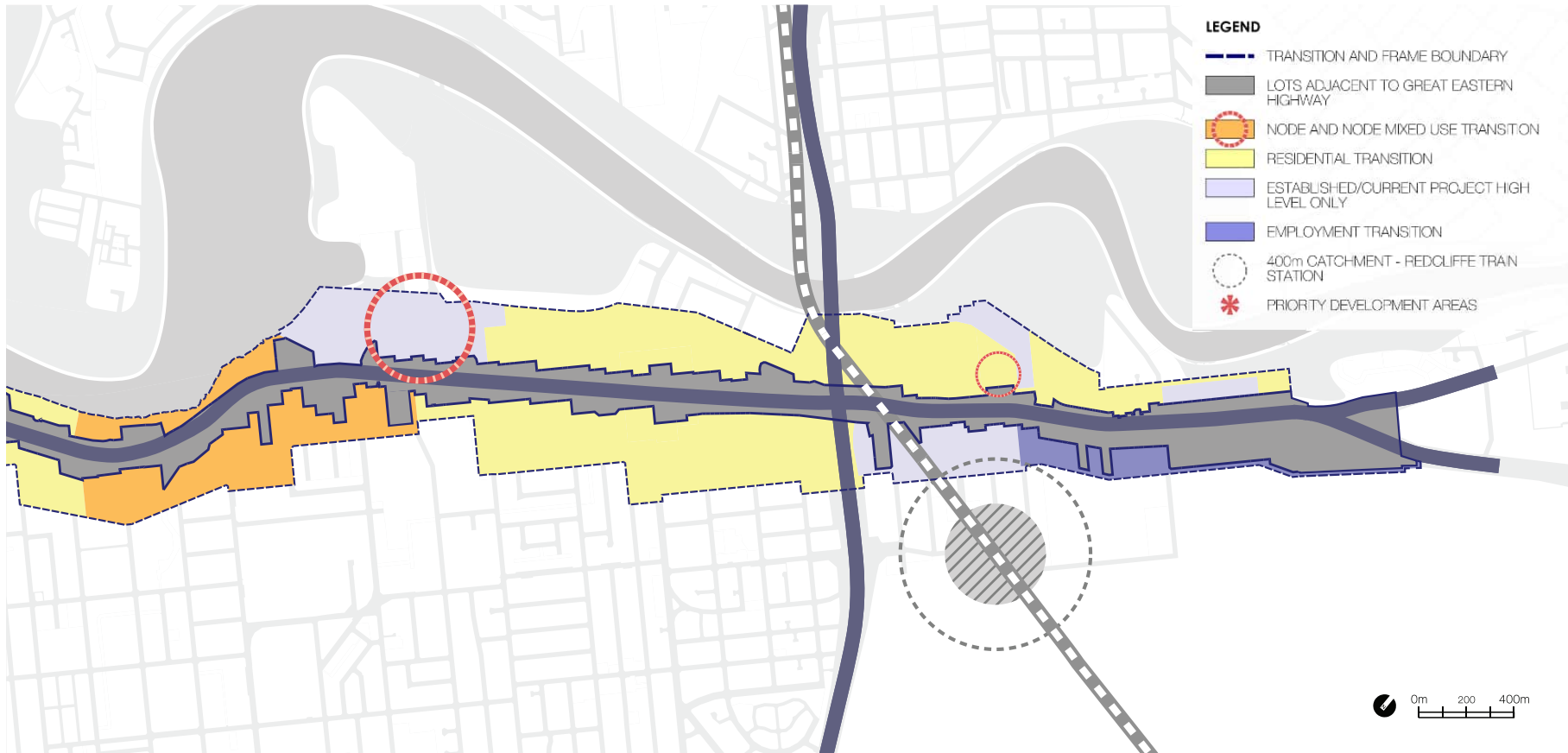


Figure 112: Gap Analysis



GOVERNANCE FRAMEWORK

The Corridor is a critical part of the urban fabric of the City of Belmont, providing vital transport connections between the Airport and the Perth CBD and linking a series of unique neighbourhoods and places.

The scale and significance of the Corridor requires a governance framework that promotes collaboration between State and Local Government, efficiency and transparency, integrated and considered decision-making and coordinated implementation of actions.

The Governance framework targets actions at five levels:

1. Policy direction and administration.
2. Infrastructure delivery.
3. Structure/Precinct plans.
4. Local planning and development.
5. Monitoring and Review.

Governance Level	Key Actions and Responsibilities	Delivery Lead
Policy direction and administration	Coordinated delivery of planning and transport actions from the Strategy Strategic and statutory planning for land use change and development controls within identified Precincts	City of Belmont, Department Planning Lands and Heritage, Main Roads, Public Transport Authority
Infrastructure delivery	Delivery of new and upgraded transport infrastructure in line with growth and development Delivery of new and upgraded open space and community infrastructure	City of Belmont, Main Roads, Public Transport Authority, Developers
Structure/Precinct plans	Development of the Urban Corridor Strategy into Structure and Precinct Plans	City of Belmont, Department Planning Lands and Heritage
Local planning and development	Development assessment and approval in accordance with the Strategy, Structure/Precinct Plans, local planning controls	City of Belmont, Department Planning Lands and Heritage, JDAP
Monitoring and Review	Regular monitoring of the delivery of outcomes of the Strategy in accordance with the Vision, themes, principles and strategies Periodic reviews of the document will be undertaken as required. A major review will be undertaken five years from the gazettal of a new local planning scheme.	City of Belmont, Department Planning Lands and Heritage

Figure 113: Governance Framework



PLANNING FRAMEWORK

Significant modifications to the existing planning framework are required to achieve the Corridor Vision and desired outcomes of the Urban Corridor Strategy.

Due to the extensive timeframes required to achieve the modifications to the ultimate planning framework, interim measures are recommended to be progressed immediately to guide decision making for development along the Corridor.

PLANNING IMPLEMENTATION OPTIONS

Two options have been provided in terms of the statutory planning implementation. It is recommended Option 1 is pursued, however Option 2 has been included to provide flexibility to the City of Belmont. The Options are outlined in the Statutory Planning Recommendations flow chart, and the steps in each option are explained below.

The key difference between the options is that Option 1 proposes a Structure Plan which will guide development over the entire Corridor, whereas Option 2 proposes Structure Plans for the Activity Nodes only, and development along the remaining segments of the Corridor will be guided by a suite of Local Planning Policies.

OPTION 1

LOCAL PLANNING POLICY

The adoption of the Urban Corridor Strategy as an interim Local Planning Policy under the provisions of the Local Planning Scheme will ensure it is given due regard and acknowledgement and discourage planning decision making contrary to the Vision, until such time an amendment to the Local Planning Scheme or the new Local Planning Scheme is in place to guide the development.

ENDORSEMENT OF REVISED PLANNING FRAMEWORK

A written request to the WAPC should be made to endorse the requirement for a Structure Plan.

The Structure Plan is to be generally consistent with a Precinct Structure Plan as it will contain a level of built form detail. The Structure Plan should cover the entire Corridor and may be split into different precincts which are completed in different stages.

DEFINE AND INCORPORATE TRANSITION / FRAME AREA

Planning work needs to be undertaken to identify Transition and Frame areas that complete the extent of the Activity Corridor and ensure a comprehensive approach of the strategic guidance for development within the Corridor occurs. The planning work undertaken should:

- Define Transition and Frame Area - the transition area beyond the corridor boundary needs to ensure an appropriate interface is achieved between development within the corridor and areas outside of the Strategy boundaries.

The Transition and Frame areas will require planning and urban design consideration and analysis, development guidance and strategies, additional engagement with the community, and to be prepared in the context of this Urban Corridor Strategy.

The outcomes of the planning work may result in amending the Urban Corridor Strategy or establishing the areas identified through another planning framework. For example, a Structure Plan, Local Planning Policy or the Local Housing/Planning Strategy could potentially identify the Transition / Frame areas without needing to formally change the Strategy document.

PLANNING FRAMEWORK

INTERIM STATUTORY CONTROLS (STAGE 1)

Depending on the timing of the City's Scheme Review, the City may consider utilising this process to incorporate Scheme requirements to achieve the required planning framework to facilitate the desired development along the Corridor.

If the timing of the Scheme Review aligns with the timing of progressing the framework for the Corridor, the City may consider introducing new zones into the Scheme such as 'Development' or 'Centre', which could be applied to the Corridor to allow the Structure Plans to designate appropriate land use zones which align with the Scheme, which are then normalised at a later date. Alternatively, if the timing of the Scheme Review is considered to be delaying the progression of the framework for the Corridor, the City may utilise the current Development Area provisions of Local Planning Scheme No. 15 to designate a Development Area via a Special Control Area to the Corridor, to facilitate the requirement for Structure Plans to guide development.

The interim statutory controls should also consider the permissibility of land uses under Local Planning Scheme No. 15, prior to the overall Scheme Amendment. It is noted that consideration would be required to be given to the permissibility of land uses, including service stations in the wider Belmont locality as well as within the Corridor.

STRUCTURE PLAN

Once the Transition Area of the Corridor has been defined, and the appropriate mechanism under the Scheme has been applied, the Structure Plan should be prepared and endorsed. The Structure Plan should be generally consistent with a Precinct Structure Plan, containing an appropriate level of built form detail.

This Structure Plan may be split up based on Precincts with the potential to group multiple precincts together.

Priority should be given to redevelopment within Precinct 1 on the southern edge of the Corridor, to capitalise on the proximity to the Springs, Optus Stadium, Burswood and the Perth CBD. Additionally, within Precinct 4 to coincide with development surrounding Redcliffe Train Station.

Additionally, the recent development of the Springs on the northern side of Precinct 1 has resulted in increased residential population in this locality, increasing the demand for redevelopment and improved facilities on the southern edge. Depending on development pressures at the time of preparing the Structure Plan, Council may prioritise other precincts or Activity Nodes.

The Structure Plan should take into consideration the outcomes of the Local Housing Strategy and the Activity Centre Planning Strategy the City is currently preparing, in terms of Activity Nodes and residential densities.

ULTIMATE STATUTORY PROVISIONS (STAGE 2)

The City of Belmont will prepare statutory provisions to update the zonings, density codings and development control provisions in the area in line with the development Vision.

The amendment should include normalisation of the Structure Plan.

ITEMS TO CONSIDER IN STATUTORY PROVISIONS

The statutory provisions to be prepared should:

- Review the range of land uses zones included in the Scheme to determine if the existing zones are appropriate and if any additional zones are deemed necessary to guide development along the Corridor.
- Review Table 1 – Zoning Table of the Scheme to ensure land use permissibility aligns with the intent of each of the relevant zones.
- Ensure land within the Study Area is appropriately zoned to reflect the intent of the Vision of the Urban Corridor Strategy.
- Review the objectives of each of the zones, particularly the Mixed Use and Mixed Business zones, to ensure clarity is provided and each zone has a distinct set of objectives to guide development in the City.
- The Scheme includes a Mixed Use zone and a Mixed Business zone, which have similar objectives. The main difference is the Mixed Business zone includes an objective: ‘Uses can mix on adjacent lots of land or on the same lot and uses may mix horizontally on the same or separate lots and/or vertically in buildings’, which is not included in the Mixed Use zone objectives.
 - Generally, it is noted that a range of uses are capable of approval in both zones.
 - The zone objectives are relatively similar, however the land use permissibility differs between both zones. For example, a Convenience Store is listed as an ‘A’ use in the Mixed Use zone, although it is an ‘X’ use in the Mixed Business Zone, though could be considered as a use which provides convenience to the workforce and be a permitted use in the Mixed Business Zone.
 - The Industry – Light land use is listed as a ‘D’ use in both the Mixed Business and Mixed Use zones, as well as in the Industrial zone, resulting in light industrial uses being located outside of the Industrial zone.
- Ensure that an appropriate interface is achieved between development along the corridor and adjacent lower scale

residential development.

- Review of Service Station permissibility and zone.
 - There are a large number of service stations which are located along the Corridor; which are permitted under the current Scheme provisions.
 - The Scheme includes a ‘Service Station’ zone, which is intended to allow for the development of service stations and appropriate support activities which do not generate nuisances detrimental to the amenity of the district and having particular regard for the health, welfare and safety of any residents and workforce associated with any immediately abutting zoned land.
 - Although the Service Station zone exists, the ‘Service Station’ land use is listed as an ‘A’ use within the Mixed Use zone. Therefore, the City can exercise discretion by granting planning approval, reducing the integrity of having a separate Service Station zone if this use has the potential to be developed outside of this zone along the Corridor.
 - Therefore, a review of the land use table in zones other than the service station zone should be undertaken to determine if it is appropriate.
 - If it is determined service stations are incompatible within the Mixed Use zone, the Scheme Amendment will have to address existing service stations within the Mixed Use zone to allow the ongoing operation as service stations and minor upgrades to existing structures, prior to significant redevelopment. The provision of Additional Uses assigned to these lots and included in Schedule 2 – Additional Uses in the Scheme should be considered as option.
 - The Additional Use provisions should be conditional to ensure any upgrades to existing structures on the service station sites are in accordance with certain built form standards, to ensure the Vision and objectives of the Urban Corridor Strategy are achieved. The provisions of each Additional Use will vary depending on the location of the service station, and if it is located within an Activity Node within the Strategy.

PLANNING FRAMEWORK

OPTION 2

LOCAL PLANNING POLICY

The adoption of the Urban Corridor Strategy as an interim Local Planning Policy under the provisions of the Local Planning Scheme No. 15 will ensure it is given due regard and acknowledgement and discourage planning decision making contrary to the Vision, until such time an amendment to the Local Planning Scheme No. 15 is in place to guide the development.

ENDORSEMENT OF REVISED PLANNING FRAMEWORK

A written request to the WAPC should be made to endorse the requirement for separate Structure Plans for the Activity Nodes identified in this Strategy.

The Precinct Structure Plans are to contain an appropriate level of built form detail as per the requirements in SPP 4.2 Activity Centres and guided by SPP 7.2 Precinct Design/Precinct Design Guidelines.

DEFINE AND INCORPORATE TRANSITION / FRAME AREA

Planning work needs to be undertaken to identify Transition and Frame areas that complete the extent of the Activity Corridor and ensure a comprehensive approach of the strategic guidance for development within the Corridor occurs. The planning work undertaken should:

- Define Transition and Frame Area - the transition area beyond the corridor boundaries needs to ensure an appropriate interface is achieved between development within the corridor and areas outside of the Strategy boundaries.

The Transition and Frame areas will require planning and urban design consideration and analysis, development guidance and strategies, additional engagement with the community, and to be prepared in the context of this Urban Corridor Strategy.

The outcomes of the planning work may result in amending the Urban Corridor Strategy or establishing the areas identified through another planning framework. For example, a Structure Plan, Local Planning Policy or Local Planning Strategy could potentially identify the Transition / Frame areas without needing to formally change the Strategy document.

INTERIM STATUTORY CONTROLS (STAGE 1)

Depending on the timing of the City's Scheme Review, the City may consider utilising this process to incorporate Scheme requirements to achieve the required planning framework to facilitate the desired development along the Corridor.

If the timing of the Scheme Review aligns with the timing of progressing the framework for the Corridor, the City may consider introducing new zones into the Scheme such as 'Development' or 'Centre', which could be applied to the Corridor to allow the Structure Plans to designate appropriate land use zones which align with the Scheme, which are then normalised at a later date.

Alternatively, if the timing of the Scheme Review is considered to be delaying the progression of the framework for the Corridor, the City may utilise the current Development Area provisions of Local Planning Scheme No. 15 to designate a Development Area via a Special Control Area to the Activity Nodes, to facilitate the requirement for Structure Plans to guide development.

The interim statutory controls should also consider the permissibility of land uses under Local Planning Scheme No. 15, prior to the overall Scheme Amendment. It is noted that consideration would be required to be given to the permissibility of land uses, including service stations in the wider Belmont locality as well as within the Corridor.

STRUCTURE PLAN

Once the Transition Area and Frame area of the Corridor has been defined, an alternative to the Precinct Structure Plan in Option 1 is for Precinct Structure Plans to be prepared for only the Activity Nodes identified along the Corridor.

Priority should be given to development occurring on the northern edge of the Corridor within Precinct 4 to coincide with the development surrounding the Redcliffe Train Station and to utilise land within the 400m walking catchment of the Redcliffe Train Station.

Priority should also be given to the southern edge of the Activity Node identified in Precinct 1, to capitalise on the proximity to the Springs, Optus Stadium, Burswood and the Perth CBD. Additionally, the recent development of the Springs on the northern side of Precinct 1 has resulted in increased residential population in this locality, increasing the demand for redevelopment and improved facilities on the southern edge. Depending on development pressures at the time of preparing the Activity Corridor Structure Plan, Council may prioritise other precincts or Activity Nodes.

The Structure Plan/s should take into consideration the outcomes of the Local Housing Strategy and the Activity Centres Planning Strategy the City is currently preparing, in terms of Activity Nodes and residential densities.

SUITE OF SUPPORTING LOCAL PLANNING POLICIES

Given the extensive timeframes which may be required to prepare a Structure Plan, Option 2 proposes the City of Belmont prepare a suite of Local Planning Policies which will support the Urban Corridor Strategy, which will provide an additional level of guidance for development along the Corridor. The LPPs should address:

- Movement and Access.
- Land Use.
- Built Form.
- Public Realm / Landscaping.

ULTIMATE STATUTORY PROVISIONS (STAGE 2)

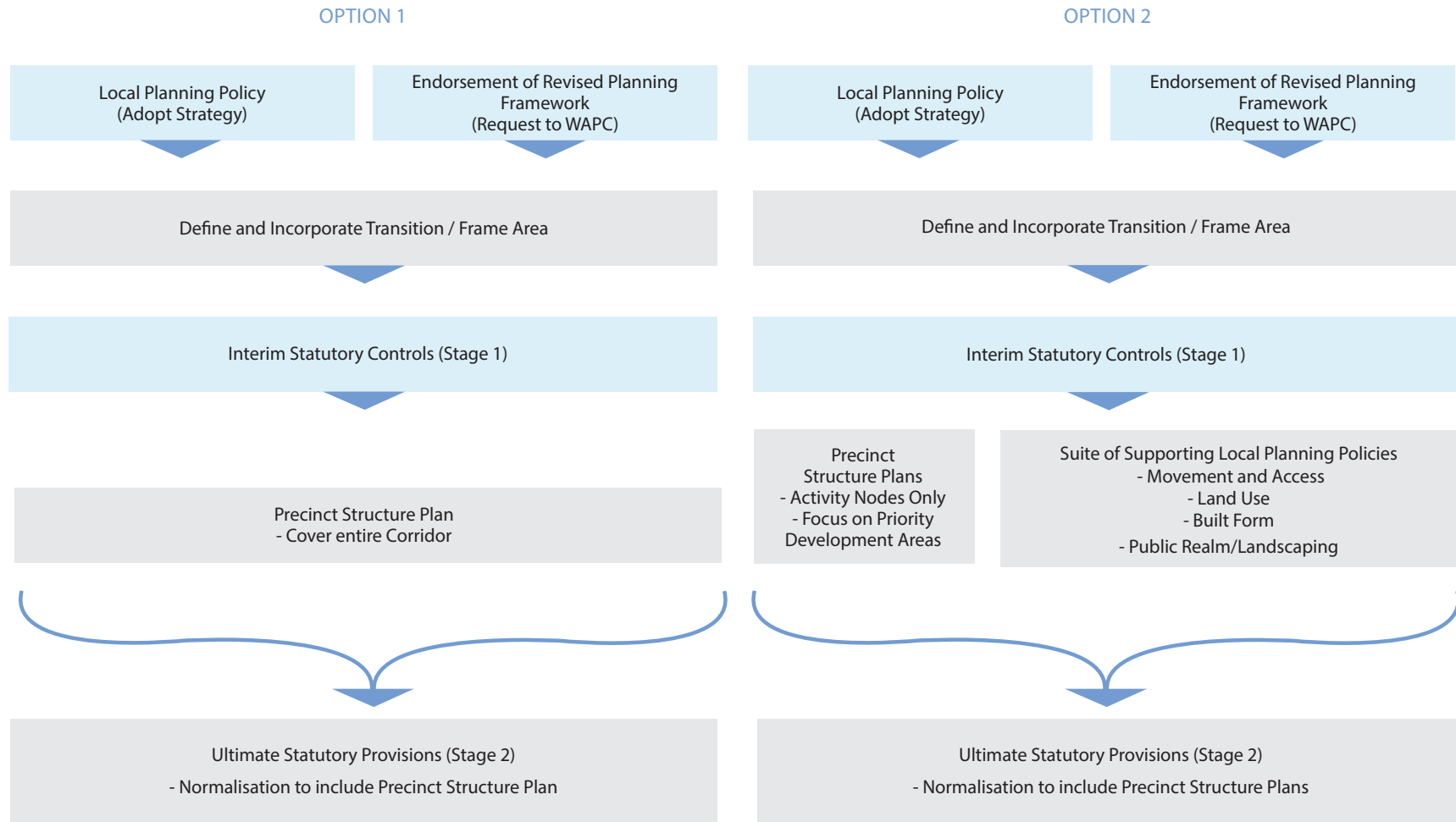
- The City of Belmont will prepare statutory provisions to update the zonings, density codings and development control provisions in the area in line with the development Vision.
- The amendment should include normalisation of the Structure Plan/s.

ITEMS TO CONSIDER IN STATUTORY PROVISIONS

The statutory provisions to be prepared should:

- Review the range of land uses zones included in the LPS 15 to determine if the existing zones are appropriate and if any additional zones are deemed necessary to guide development along the Corridor.
- Review Table 1 – Zoning Table of LPS 15 to ensure land use permissibility aligns with the intent of each of the relevant zones.
- Ensure land within the Study Area is appropriately zoned to reflect the intent of the Vision of the Urban Corridor Strategy.
- Review the objectives of each of the zones, particularly the Mixed Use and Mixed Business zones, to ensure clarity is provided and each zone has a distinct set of objectives to guide development in the City.
- The Scheme includes a Mixed Use zone and a Mixed Business zone, which have similar objectives. The main difference is the Mixed Business zone includes an objective: 'Uses can mix on adjacent lots of land or on the same lot and uses may mix horizontally on the same or separate lots and/or vertically in buildings', which is not included in the Mixed Use zone objectives.
 - Generally, it is noted that a range of uses are capable of approval in both zones.
 - The zone objectives are relatively similar, however the land use permissibility differs between both zones. For example, a Convenience Store is listed as an 'A' use in the Mixed Use zone, although it is an 'X' use in the Mixed Business Zone, though could be considered as a use which provides convenience to the workforce and be a permitted use in the Mixed Business Zone.
 - The Industry – Light land use is listed as a 'D' use in both the Mixed Business and Mixed Use zones, as well as in the Industrial zone, resulting in light industrial uses being located outside of the Industrial zone.
- Ensure that an appropriate interface is achieved between development along the corridor and adjacent lower scale residential development.
- Review of Service Station permissibility and zone.
 - There are a large number of service stations which are located along the Corridor; which are permitted under the current Scheme provisions.
 - The Scheme includes a 'Service Station' zone, which is intended to allow for the development of service stations and appropriate support activities which do not generate nuisances detrimental to the amenity of the district and having particular regard for the health, welfare and safety of any residents and workforce associated with any immediately abutting zoned land.
 - Although the Service Station zone exists, the 'Service Station' land use is listed as an 'A' use within the Mixed Use zone. Therefore, the City can exercise discretion by granting planning approval, reducing the integrity of having a separate Service Station zone if this use has the potential to be developed outside of this zone along the Corridor.
 - Therefore, a review of the land use table in zones other than the service station zone should be undertaken to determine if it is appropriate.
 - If it is determined service stations are incompatible within the Mixed Use zone, the Scheme Amendment will have to address existing service stations within the Mixed Use zone to allow the ongoing operation as service stations and minor upgrades to existing structures, prior to significant redevelopment. The provision of Additional Uses assigned to these lots and included in Schedule 2 – Additional Uses in the Scheme should be considered as option.
 - The Additional Use provisions should be conditional to ensure any upgrades to existing structures on the service station sites are in accordance with certain built form standards, to ensure the Vision and objectives of the Urban Corridor Strategy are achieved. The provisions of each Additional Use will vary depending on the location of the service station, and if it is located within an Activity Node within the Strategy.

FIGURE 114: STATUTORY PLANNING RECOMMENDATIONS



FUNDING STRATEGIES

Development Contribution Plan

A Development Contribution Plan may be prepared to provide a mechanism for the City to collect contributions for elements which may include road upgrades, utilities, infrastructure upgrades, public spaces, pedestrian paths/cycle paths or **investment in public transport services**.

Where used elsewhere in the Perth metropolitan area, a per lot (or per m² rate is used to calculate the contribution owing for a particularly development, with this being a condition of development approval.

The payment of this contribution discharges the landowner/developer obligations and provides the City with some funds to use on common works.

Community Benefits Framework

A community benefits framework may be prepared to facilitate the delivery of public spaces and new streets.

In exchange for specific works, the City may offer development bonuses. These works include the development of spaces or connections as proposed in this Strategy.

Development bonuses that could be offered by the City include but are not limited to height, plot ratio or residential density coding bonuses.

PUBLIC WORKS IMPLEMENTATION

Beyond the planning framework, delivery of the Urban Corridor Strategy will rely on the cooperation of a range of stakeholders including State Government agencies and the City in the delivery of public works.

Public works such as major road upgrades and improved road connections will require the input of State Government agencies to commence, whilst works such as minor connections, cycle paths, shared paths, landscaped verges and public spaces may be commenced by the City with input from State Government authorities as well as the private sector.

The Action Plan provides a framework which includes the actions required to realise the physical improvements as well as the statutory planning framework to achieve the Vision of the Corridor. Each action has specific mechanisms of delivery, responsibility assigned to the relevant stakeholder/s, and associated timeframes required to enable development to occur in a coordinated, timely approach.

MARKET LED DEVELOPMENT

It is likely that new development and redevelopment along the Corridor aligning with the Urban Corridor Strategy will occur over a protracted timeframe of a number of decades. This is because the development will be predominantly private sector led and associated with the incremental build out of individual lots. Private sector development may be encouraged as a result of public sector investment in infrastructure and major projects such as the completion of the Forrestfield to Airport rail link to the eastern end of the Corridor, future Priority public transit along the Highway and the potential future Knowledge Arc Light Rail project beyond the western edge of the Corridor. Other catalysts for redevelopment will be incentivised performance based development guidance within the local planning framework, improvements to the public realm as a result of public works program, which will need to give priority to key locations along the Corridor, and a general uplift in the regional economy and consistent population driven demand for increased services, facilities and trade.

Attachment 12.3.1 Draft Great Eastern Highway Urban Corridor Strategy

Action Plan						
Generic Item	Specific Item	Priority/ Timing I, S, M, L	Implementation mechanism	Action	Strategy Reference	Notes
Statutory Planning						
Corridor and Transition Area Local Planning Scheme Amendment	<ul style="list-style-type: none"> Transition Area Study Local Planning Scheme Amendment Precinct Structure Plans Design guidelines Developer Contributions/ Infrastructure Funding Strategy 	I, S	<ul style="list-style-type: none"> CoB /consultants to undertake Transition Area Study Interim LPP Scheme Review / Scheme Amendment Structure Planning Development Contribution Plan and Community Benefits Framework 	CoB/ DPLH/ WAPC	LU: All BF: All PR: All M: All	Commence Transition Area Study immediately Adopt Urban Corridor Strategy as interim LPP immediately Urban Corridor Strategy and Outcome of Transition Area Study will require Local Planning Scheme Amendment
Roads, Cycle Paths, Shared Paths						
Major Road Upgrades	Upgrade Corridor east of Tonkin Highway	I, S	<ul style="list-style-type: none"> MRWA Forward works 	MRWA	M: All	Linked to requirements in Landscape Zone regarding cycle paths, as identified in Urban Corridor Strategy.
Improved Connections	<ul style="list-style-type: none"> Urban Connections (Kooyong Road, Belmont Avenue, Belgravia Street, Coolgardie Avenue) Green Connections (various) Local Connections (various) 	L	<ul style="list-style-type: none"> City of Belmont to prepare preliminary concepts MRWA (consultation and endorsement of line markings and signage) 	MRWA/ CoB	PR: 1, 3, 4, 5 BF: 7 M: All	As redevelopment occurs

Figure 115: Action Plan

Attachment 12.3.1 Draft Great Eastern Highway Urban Corridor Strategy

Action Plan						
New minor pedestrian connections	<ul style="list-style-type: none"> Between Abernethy Road and Hehir Street Between Ivy Street and Fautleroy Avenue Between Fautleroy Avenue and Ben Street 	S, M, L	<ul style="list-style-type: none"> CoB forward works Potential LPS Amendment 	CoB/ Developers (Residential/ mixed use)	PR: 5 M: All	As redevelopment occurs
Cycle paths/ Shared paths	<ul style="list-style-type: none"> Corridor pedestrian/cycle crossings including overpass and underpass infrastructure 	S, M, L	<ul style="list-style-type: none"> MRWA forward works CoB forward works Potential for negotiated outcome at public/private property interface 	CoB/ MRWA/ Department of Transport / Private Developers	PR: 1, 2 BF: 1, 3, 12 M: 6-18, 21-23	linked to Corridor improvements east of Tonkin Highway
Lot accessways	<ul style="list-style-type: none"> As identified on Movement and Accessways plan 	I, S, M, L	<ul style="list-style-type: none"> CoB prepare detailed guidance on arrangements and requirements Land assembly Preparation of legal agreements or ceding of land for shared accessways 	CoB/ Developers / DPLH	M: 3	To take place as redevelopment occurs Potentially impacted by Transition Area Study
Public Transport						
Bus routes / Street Furniture	<ul style="list-style-type: none"> Review of bus routes associated with transition area Review of street furniture at existing bus stops in the Corridor 		<ul style="list-style-type: none"> PTA Business Case 	PTA/DPLH/CoB	PR: 3, 12 BF: 2 M: 19, 20	Linked to Transition Area Study

Attachment 12.3.1 Draft Great Eastern Highway Urban Corridor Strategy

Utilities and Infrastructure						
Sewer	<ul style="list-style-type: none"> Utility and Servicing Infrastructure Strategy to assess existing and future requirements for redevelopment of the Corridor Local Water Management Strategy to determine Urban Water Management Plan requirements 	The need for these strategies will be further considered as part of the next stage of planning.	<ul style="list-style-type: none"> CoB engage consultant services State Agency Forward Works 	Department of Water /WaterCorp		Discuss yields with State Agencies/ Service providers Dependent on Transition Area Study
Water				Department of Water /WaterCorp		
Power				Western Power		
Gas				Alinta/ATCO Gas		
National Broadband Network				Federal Government		
Drainage				Department of Water /WaterCorp		
Landscaping						
Spaces	<ul style="list-style-type: none"> Urban Plaza Pocket Parks Urban Gardens Larger Green Spaces 	I, S, M, L	<ul style="list-style-type: none"> CoB to prepare design for spaces located in public spaces CoB to prepare guidance on spaces located on private spaces CoB to prepare guidance on species selections 	CoB/ Developers	LU: 3, 4, 5, 6 PR: 1, 5, 6, 7 BF: 2, 6, 7, 8, 12	As redevelopment occurs

APPENDIX A
BACKGROUND REPORT

APPENDIX B
TRANSPORT STRATEGY

Schedule of Submissions

No.	Summary of Submission	Officer Comment
Landowners/Occupiers		
1	<p>Questions why the high-rise apartments on the western side of Tanunda Drive are not included in this plan. They are shown as outside of Precinct 1 and not included in Precinct 2.</p> <p>Notes being generally supportive of the proposal.</p> <p>States that a footbridge connection over (or under) Great Eastern Highway, at either Belmont Avenue or Acton Avenue would be very beneficial for this popular pedestrian route. This would provide access to the river foreshore and amenities such as public transport on Great Eastern Highway, similar to the underpass at Hawksburn and Surrey Roads.</p>	<p>The Strategy only applies to lots abutting Great Eastern Highway.</p> <p>For further information, refer to the 'Corridor Strategy Boundaries' heading in the report.</p> <p>Noted.</p> <p>Refer to the 'Crossings' heading within the report.</p>
2	<p>Concerned about the location and use of the urban plazas and pocket parks due to traffic noise.</p> <p>Notes living near Eastgate Shops and outlines that the noise is considerable when walking there.</p> <p>Considers the Strategy pays little attention to noise, with more discussion about how unsightly noise walls are. Considers the traffic noise is the worst part of living here (worse than the risk of crime). Agrees that noise walls are unsightly but believes that this Strategy should do more regarding noise.</p>	<p>As part of the consultation undertaken to inform the draft Strategy, feedback was received regarding the lack of open spaces and trees along the corridor.</p> <p>Well-designed public spaces provide opportunities for respite and both active and passive recreation along the Corridor. The Corridor currently lacks rest areas for pedestrians and bike riders, as well as informal spaces for general use by the community. These spaces can be designed to provide a level of separation and noise relief from Great Eastern Highway.</p> <p>Noise walls associated with Great Eastern Highway are the responsibility of Main Roads WA. The Strategy notes that as part of upgrades to Great Eastern Highway noise walls were constructed adjacent to existing residential development.</p>

Attachment 12.3.3 Schedule of Submissions

		<p>The Strategy also outlines that noise walls remove opportunities for street activation and reduce pedestrian movement and opportunities for passive surveillance.</p> <p>As part of preliminary consultation on the draft Strategy, members of the community and stakeholders wanted noise walls to be avoided and for the Strategy to consider other mechanisms to address noise such as building design and landscaping.</p> <p>The Strategy proposes the introduction of landscape zones which will assist in mitigating noise impacts whilst improving the amenity of the corridor. Furthermore, it should be noted that new buildings are required to meet the requirements of State Planning Policy 5.4 – Road and Rail Noise.</p>
	<p>Notes cycling to and from work using the ramp at the base of Brighton Road to access the river path rather than using the Safe Active Street further to the west as crossing Kooyong Road at-grade is difficult.</p> <p>Outlines that the current signals at Kooyong Road have poor crossing facilities. Considers that a staggered staged crossing would provide a better level of service.</p> <p>Notes that pedestrians commonly jaywalk, especially during peak periods. Understands that fencing/barriers in the median is not considered an acceptable option. However, notes that jaywalking is dangerous especially given the bus lane. Notes the footage of a teenager being hit by a bus by this location a few years ago.</p>	<p>Refer to the 'Crossings' heading within the report.</p> <p>Great Eastern Highway is managed by Main Roads WA, therefore concerns within the road reserve should be directly expressed to them.</p> <p>Individuals are ultimately responsible for ensuring they cross the road legally.</p>
	<p>States that the on-road cycle facilities are not appropriate for most people cycling due to the volume of traffic and the high percentage of heavy vehicles.</p>	<p>Noted. Refer to 'Pedestrian and Cycle Paths' section within the report.</p>

Attachment 12.3.3 Schedule of Submissions

	Supports the proposal to install better off-road cycle facilities.	
	Hopes that changes to the Eastgate precinct will include and prioritise native planting.	Specific landscaping improvements, including species selection will be considered at the development application stage.
	Concerned that the plan shows Fitzroy Road continuing to the south, which is currently closed off with a park/drainage. States they don't want road users to 'rat run' down this street to access Great Eastern Highway. Assumes this is just an error in the map rather than a plan to connect the northern and southern parts of Fitzroy in the ultimate design. Raises concerns for residents of other streets.	This error in the mapping has been corrected in the updated Strategy.
	States that Kooyong Road is very wide, and this encourages high speeds. Considers the installation of on-street parking bays or other narrowing may be an effective strategy and could be combined with tree planting.	Noted. Kooyong Road on approach to Great Eastern Highway is reflected as an 'urban connection' within the draft Strategy. The intention for 'urban connections' is for the verges to be landscaped with: <ul style="list-style-type: none"> • A formalised planting of trees that are spaced close enough to provide near-continuous canopy cover, including the potential for double rows of street trees. • A wide shared path, or paths, potentially located between a double row of street trees. • High quality streetscape landscaping. This is subject to detailed design and planning.
3	States they are waiting for Great Eastern Highway to be widened between Tonkin Highway and the Bypass.	Noted. This is under the control of Main Roads WA.
	Requests we don't focus on bike lanes or pedestrians on Great Eastern Highway due to considering that there are	Refer to 'Pedestrian and Cycle Paths' heading in the report.

Attachment 12.3.3 Schedule of Submissions

	fantastic paths on the river side for alternative modes of transport.	
	States we should keep the speed limit as high as possible.	Speed limits are under the control of Main Roads WA.
4	Questions if Belmont Primary school should be relocated to make space for commercial development. Queries where the school could be relocated, other than increasing student number of schools nearby which are probably already over loaded.	<p>The Strategy refers to a potential opportunity to relocate Belmont Primary School within the local area to serve a larger population catchment.</p> <p>The Strategy notes that this is subject to future planning and Department of Education requirements.</p>
	States it is difficult not knowing what exists and what is currently being developed within the immediate Great Eastern Highway corridor precincts, and to not consider traffic beyond the City's limits.	Noted.
	Questions to what extent will the relevance of the CBD for commercial rather than residential change future developments and how this might impact on the density of traffic along the highway in the future.	<p>The draft Strategy outlines a long-term vision for planning and development along the City's section of Great Eastern Highway, addressing matters of land use, vehicle and pedestrian access, buildings, and public spaces. This guides development along the Corridor to integrate commercial and residential development.</p> <p>A Transport Strategy was prepared to support the Strategy. This analyses the current and future movement networks, including transport, access and parking, and outlines strategies for improvement. A Traffic Impact Assessment (TIA) or Traffic Impact Statement (TIS) may be required to support future development applications adjacent to the Corridor.</p>

Attachment 12.3.3 Schedule of Submissions

<p>Queries if residential were to become the City’s main attraction would this substantially change the traffic density on the highway. Considers it might limit periods of high traffic density associated with daily work schedules.</p>	<p>Land uses have associated traffic which is often generated at different times.</p> <p>A Traffic Impact Assessment (TIA) or Traffic Impact Statement (TIS) may be required to support future development applications adjacent to the Corridor.</p>
<p>States that land use/developments within the prescribed Great Eastern Highway corridor pose and will continue to pose interesting considerations in the future development of the areas. States it seems inevitable that both sides of the highway must share in development opportunities for the traffic is equal in both directions.</p>	<p>Noted.</p>
<p>Considers the significance of Great Eastern Highway has three aspects;</p> <ol style="list-style-type: none"> 1) it’s the main highway from the east, as the most direct 2) its continuous proximity to the river and 3) provides access to Perth Airport <p>Outlines that it can only get busier, it’s inevitable there has to be a mix of commercial, commercial residential or residential - high rise or otherwise.</p>	<p>Noted.</p>
<p>Considers that the airport creates the following issues for Great Eastern Highway:</p> <p><i>Airport Business</i> Within the airport precinct either directly supporting aviation or adding/contributing to airport enterprises.</p> <p><i>Airport noise exposure</i> States that residential, in particular high rise, will have to take into consideration the noise exposure forecasts associated with the airport. It is possible to limit noise</p>	<p>In terms of Airport Business, Perth Airport manages all matters within the Perth Airport Estate.</p> <p>Regarding aircraft noise, Only two lots within the Corridor Strategy area are subject to the Australian Noise Exposure Forecast (ANEF) associated with Perth Airport. Both of these</p>

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<p>exposure inside 'sealed' buildings, but if outdoor elements prevail such as balconies, then noise will pose a problem.</p>	<p>lots are located within the Redcliffe Industrial Area and cannot accommodate residential development.</p>
<p><i>Airport Traffic</i> Considers that traffic issues for the airport to and from Great Eastern Highway could be resolved once QANTAS moves to the International Terminal. Thereafter access to and from the airport should be via the Tonkin Highway links.</p> <p>Considers that Ben St, Fautleroy Avenue and Ivy St could become two loop roads servicing adjacent businesses and not connected to the airport. This might be difficult because the airport vehicle holding businesses have been set up on Great Eastern Highway based on presumably the ease of access to Fautleroy Avenue. A lot will depend on if and when the two local operators have to move to the terminal 1 and 2 areas.</p>	<p>Noted.</p> <p>The City and Main Roads WA will continue to monitor traffic flows within the area to determine whether any modifications to the road network are required.</p>
<p><i>Great Eastern Highway Traffic</i> Considers that cars and commercial traffic can only increase as the City expands.</p>	<p>Noted.</p>
<p><i>Flooding</i> Considers that the proximity of the highway to the river presents its own problems. Outlines that drainage and flood forecasting has created a plethora of problems. Outlines that many places have been inundated by flooding either through excessive rainfall and inadequate drainage and/or river flooding. Notes that the highway, is above 100-year flood plain.</p>	<p>There is only one location within the Corridor Strategy area, along Abernethy Road which connects to Severin Walk, that is located within the 100-year flood fringe area. There is no land along the Corridor which is located within the Floodway.</p>

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<p><i>Current and future businesses</i> Considers the developments along the highway to date from Burswood to Ivy St, provide a good mix of commercial, hotel/motel and strata or similar residential facilities. This is in addition to parklands and river access points.</p> <p>States there has to be a balance of commercial, hotel/motel and strata type residential facilities managed by the City's policies. Commercial considerations are substantially determined by investor opportunities.</p>	<p>Noted.</p>
<p>Notes that if similar investment strategies continue to develop along Great Eastern Highway, it seems best to develop plot ratios:</p> <p>"x" m² of residential or commercial infrastructure requires "Y" m² of parking. If the proposed "X"m² is to be greater than a certain limit then the plan must incorporate multi-level parking facilities.</p> <p>Considers this would provide a suitable strategy for managing;</p> <ul style="list-style-type: none"> a) drainage b) heat sinks due to extensive open ground level sealed surface parking areas c) maximising the available area for commercial activities and incorporating green areas. 	<p>Parking provisions for residential and commercial development is guided by the City's Local Planning Scheme and the Residential Design Codes.</p> <p>Specific design of parking is considered at the detailed design stage of a development application.</p>

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<p><i>Pedestrians</i> Notes observing a reduction in pedestrian activity over the years. Outlines that the extent any new development has in relation to potential pedestrian activity is an unknown.</p> <p>Notes footpaths currently exist along most of the highway and where they don't exist, there is verge space to extend as required.</p> <p>Considers that if a development would result in a substantial increase in pedestrian traffic, then adequate provision should be made for pedestrian crossings to get to a bus stop or Redcliffe Station.</p> <p>Considers that to reduce risks to pedestrians, under passes could be planned for where the distances between two sets of traffic lights are an unreasonable distance bearing in mind the ages and abilities of people.</p>	<p>Noted.</p> <p>Noted.</p> <p>Refer to the 'Crossings' section contained within the report.</p>
<p><i>Cyclists</i> Notes there is already a cycleway that exists adjacent to the river and there are adequate streets to the highway and traffic lights for crossing the highway. Notes the highway also has dedicated cycle lanes, however these are hardly used.</p> <p>Considers it doesn't make sense to have cycle ways immediately associated with highway traffic lanes. Notes that if a cyclist or a vehicle inadvertently veers, the consequence would be catastrophic.</p>	<p>Noted.</p> <p>Noted. Refer to the 'Pedestrian and Cycle Paths' section within the report. The Strategy proposes the removal of the existing on-street cycle path and for this to be located within a dedicated space within the adjacent verge. A landscaping strip is proposed to provide a buffer between passing vehicles and bike riders/pedestrians.</p>
<p><i>Peak periods</i></p>	<p>Noted.</p>

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	<p>Considers that on/off business traffic is not likely to substantially increase as most of the traffic remain enroute traffic.</p> <p><i>Off peak periods</i> States that outside of peak hours, traffic on Great Eastern Highway is relatively free flowing and on/off business traffic does not appear to pose a significant impediment to general traffic flow.</p>	<p>Noted.</p>
	<p>Considers that the density of traffic will inevitably increase with adjacent business developments so it will be imperative for;</p> <p>1) access in - drive ways to be slanted to permit the free flow off the highway 2) access out - can remain subject to give way to the right. This is not vastly different to the access to the service stations on the highway as is. 3) The provisions for "back traffic" from exit points is an issue that may have to be resolved by NO RIGHT TURN i.e. "back traffic" must turn left with the left flow and U turn at the next available U turn signal intersection – this is currently in place at most traffic light intersections on the highway.</p>	<p>The Strategy predominantly proposes a 'rear access, rear parking' typology along the Corridor. This requires developments to be accessed from the back of the property, either from side streets connecting to Great Eastern Highway, or from an accessway at the back of abutting properties. This removes the need for slanted driveways and controlling access in and out of lots along Great Eastern Highway.</p>
<p>5</p>	<p>Requests more information about areas around Barker & Hehir Streets where there are current industrial properties that will be surrounded by new high-rise precincts.</p> <p>Questions if there are plans to change what industrial operations will be allowed opposite high-rise apartments.</p>	<p>The subject land is currently zoned 'Mixed Business' under the City's Local Planning Scheme. This zone provides for the development of a mix of varied but compatible business uses such as offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety or residents and workforce.</p>

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	<p>Questions if there are any plans to expand the areas of Hehir & Barker Streets to be included in the new redevelopments so that both sides of the Hehir Street are residential therefore avoiding a mix of residential and industrial uses.</p>	<p>This zone is however not reflected within the Model Provisions of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. As the Department of Planning, Lands and Heritage are requiring a high level of consistency between new Local Planning Schemes and these Regulations, the zoning of this land will be reviewed as part of the preparation of the City's new Local Planning Scheme. This review will have regard for the anticipated future character of the area in accordance with the draft Corridor Strategy.</p>
6	<p>Questions what happens to the single or low-level units lining each side of Great Eastern Highway such as at number 66 or 149.</p> <p>Questions if the City is planning on making claim to the first 6m of street frontages. Alternatively, queries if the City is taking all these sites to develop semi high rises in a forced buyout.</p>	<p>The draft Great Eastern Highway Urban Corridor Strategy is a strategic document that has been prepared to identify an overall vision for the Corridor and establish a series of implementation strategies to ensure the vision is realised.</p> <p>The City has no plans to acquire land to deliver development in accordance with the draft Strategy. The draft Strategy seeks to guide private landowners in the development of their land. As such, unless private landowners all agree to redevelop the complexes at 66 or 149 Great Eastern Highway, no changes will occur to these sites. Whilst the draft Strategy outlines provisions relating to setbacks, landscaping and parking within private lot boundaries, similar requirements already exist within the City's Local Planning Scheme.</p>
7	<p>Considers the draft Strategy is a great idea and something they would approve of.</p>	<p>Noted.</p>
8	<p>Considers that as more people are moving into Perth, Council should zone for higher density developments, ideally mixed to prevent one way traffic.</p> <p>Outlines that the Great Eastern Highway corridor would be an ideal location and will allow for more rate income for the Council.</p>	<p>Noted.</p>

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	<p>Considers that Council should get one of the major supermarkets to move into the corridor given the rising population density, especially near Rivervale and Ascot.</p> <p>Notes that the nearest shopping area is Belmont or Victoria Park and both are driving distance.</p>	<p>There is a general presumption against the approval of shop retail uses outside designated activity centre sites.</p> <p>However, there are four activity centre sites (existing and planned) in close proximity to the corridor. These include the Springs local centre, Eastgate neighbourhood centre, Golden Gateway local centre and Ascot Waters local centre.</p> <p>These centres are intended to provide local convenience amenities, which can include supermarkets, to support the residential population.</p>
	<p>Considers Council should push for a train or light rail line along the corridor, which the existing single bus route will not be able to handle. Currently the train line coverage south of the river is quite poor compared to the north, with zero east to west connection.</p>	<p>Refer to the 'Public Transport' heading in the report.</p>
<p>9</p>	<p>States they have contacted both Main Roads and Cassie Rowe previously regarding the intersection of Great Eastern Highway and Kooyong/Brighton Rd.</p> <p>Notes that soon another residential building will be finished with more residents and inefficient access into and out of the Springs. Notes that there is a pedestrian crossing at this location that affects the time of the right turn into the Springs (Westbound) and usually 3 cars can turn in before it turns amber then red. At peak times vehicles can wait up to three cycles of the green turn signal before being able to turn.</p> <p>Considers there is a lack of acknowledgement of the struggle for residents of the Springs in accessing Great Eastern Highway. A 17-storey apartment has also been approved for Riversdale Road and there is still some</p>	<p>Noted.</p> <p>Refer to the 'Traffic/Parking' heading in the report.</p> <p>Officers have been advised that concerns regarding vehicle access associated with Great Eastern Highway should be communicated to Main Roads directly.</p>

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	empty commercial blocks that will be developed in the future.	
	States that an underpass in this location is not advisable. Outlines that as a female they would not want to walk in an underpass late at night.	An underpass is not proposed at the intersection of Kooyong Road/Brighton Road and Great Eastern Highway.
	Considers a pedestrian overpass would allow not only residents but office workers within the Springs to cross Great Eastern Highway to access both the shops on Kooyong Road and westbound buses. Considers this would also help to improve the vehicle access.	Refer to the 'Crossings' heading in the report. Officers have been advised that concerns regarding vehicle access associated with Great Eastern Highway should be communicated to Main Roads directly.
	States the idea that the Springs is an area where residents would favour public transport is not the reality, both vehicle access and parking is an issue. Notes that the number of Uber transport and food delivery services in the Springs also increases the number of vehicles. Outlines in their building residents have parked a second car in a visitor parking spot. Considers this shows that even a 1 bed apartment with 1 parking bay is often occupied by two people both with vehicles.	Refer to the 'Traffic/Parking' heading in the report.
	States that from Graham Farmer Freeway to Belmont Avenue there are pedestrians jaywalking across Great Eastern Highway. Considers this section needs a fence down the centre to prevent people crossing wherever they like. Outlines that several pedestrians have been hit by vehicles here.	Great Eastern Highway and its associated intersections are controlled by Main Roads WA, therefore any requests for fencing within the median strip would need to be communicated to Main Roads directly.
10	States they recently emailed about the Kooyong/Brighton/Great Eastern Highway intersection, specifically how long it takes to get through the lights unless you are travelling straight along the highway. Highlights that the Springs is only going to get busier	Refer to the 'Traffic/Parking' heading in the report. Developments within the Springs have generally been submitted with traffic reports that identify the road network as having capacity to accommodate vehicle movements during AM and PM peak periods.

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	<p>and the situation will worsen with more residents as new apartment buildings are completed. Outlines that the one turning lane from the highway (heading towards Burswood) into Kooyong is especially shocking at peak times. Highlights that whilst the turning lane is long, you can safely only get 3-4 cars per green light. Notes that there are often cars going through red lights. Considers all lights (besides the through movement along Great Eastern Highway) need to be lengthened to allow more cars through.</p> <p>Considers there needs to be a second entry/exit to the Springs - even if it's one straight onto the freeway.</p> <p>States it would be ideal to build a wall where Nannine meets Brighton, so the residents and visitors to Nannine can't as easily access the Springs and cause issues. Considers they should have their own access on the far end of Nannine straight onto Great Eastern Highway. Alternatively, outlines that this land could be purchased to make way for new apartments, a better set of residents and lower crime rates.</p>	<p>Officers have been advised that concerns regarding vehicle access associated with Great Eastern Highway should be communicated to Main Roads directly.</p>
11	<p>States that the traffic light signal when turning right off Great Eastern Highway onto Brighton Road needs to be adjusted. Outlines that in peak hours, traffic turning right must wait anywhere from 3 to 5 sets of lights to turn right. Considers the right filter arrow needs to be left on for longer to allow more traffic through.</p> <p>Notes this issue has been raised numerous times previously but hasn't been sorted and that it is very frustrating for residents. Considers it a simple fix to leave the filter arrow on for another 20 to 30 seconds.</p>	<p>Refer to the 'Traffic/Parking' heading in the report.</p> <p>Officers have been advised that concerns regarding vehicle access associated with Great Eastern Highway should be communicated to Main Roads directly.</p>

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12	<p>States the right-hand turn at the Kooyong and Great Eastern Highway intersection only allows 3 vehicles at a time. Considers that with the new building on the corner (The Point) this turn will become unworkable.</p> <p>Notes that exiting the Springs will become congested with another 300/400 cars being injected into the roundabout then onto Great Eastern Highway.</p> <p>Queries whether the bus lane could be used as an on ramp heading east.</p>	<p>Refer to the 'Traffic/Parking' heading in the report.</p> <p>Officers have been advised that concerns regarding vehicle access associated with Great Eastern Highway should be communicated to Main Roads directly.</p> <p>Developments within the Springs have generally been submitted with traffic reports that identify the road network as having capacity to accommodate vehicle movements during AM and PM peak periods.</p>
13	<p>Notes that Hawksburn Road is already affected by noise and pollution from Great Eastern Highway.</p> <p>Outlines that any plans to increase the traffic, whether that is surrounded by trees or parks, reduces the quality of life in the area.</p> <p>States that Council need to pursue a stronger policy of public transport to reduce traffic, not just pretty-up existing or potential future traffic.</p>	<p>Refer to the 'Public Transport' heading in the report.</p> <p>Noise walls associated with Great Eastern Highway are the responsibility of Main Roads WA. The Strategy notes that as part of upgrades to Great Eastern Highway noise walls were constructed adjacent to existing residential development.</p> <p>The Strategy however also outlines that noise walls remove opportunities for street activation and reduce pedestrian movement and opportunities for passive surveillance.</p> <p>As part of preliminary consultation on the draft Strategy, members of the community and stakeholders wanted noise walls to be avoided and for the Strategy to consider other mechanisms to address noise such as building design and landscaping.</p> <p>The Strategy proposes the introduction of landscape zones which will assist in mitigating noise impacts whilst improving the amenity of the corridor. Furthermore, it should be noted that new buildings are required to meet the requirements of State Planning Policy 5.4 – Road and Rail Noise.</p>

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		<p>Improvements are also proposed to existing pedestrian and cycling infrastructure within the verge area.</p> <p>One of the Strategy’s guiding strategies is to commence the creation of a green Corridor that can accommodate more extensive public transport infrastructure.</p> <p>Notwithstanding, public transport along Great Eastern Highway is managed by the Public Transport Authority.</p>
14	<p>Notes living at Vantage Apartments.</p> <p>Raises concerns with the right turn arrow entering The Springs. Outlines that only 2-3 cars can get through before it turns amber and that cars are often waiting for up to 6 light changes in peak time.</p> <p>Outlines that the lights going across at Kooyong both directions are the same, which means many run the amber to red light. States that one day there will be a serious accident at this intersection. Requests serious consideration be given to longer time through peak and non-peak times at the arrows and going across at Kooyong both directions.</p> <p>Considers that with the new complex going up next to Aloft, more headaches will be caused. Recently the crane was taken down at this building everyone had to detour to the road further down near Anytime Deli, and you couldn’t turn left and right at the same time coming out into Great Eastern Highway when this has always been the case.</p>	<p>Refer to the ‘Traffic/Parking’ heading in the report.</p> <p>Officers have been advised that concerns regarding vehicle access associated with Great Eastern Highway should be communicated to Main Roads directly.</p>

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	<p>States that sport days at Optus Stadium with train and parking causes huge issues.</p> <p>States that this set of lights needs to be looked at as there are only 2 exits from all the apartments, breweries, restaurants, hotels, train stations etc.</p>	
	<p>States that not everyone is privy to using public transport to get to their jobs or their day-to-day activities, not to mention adding more hours to their day doing this.</p>	Noted.
15	<p>Considers the Springs is getting more congested with apartment blocks being built with no consideration to improve the access in and out of the area.</p> <p>States that both entrances are serviced with traffic lights, but the interchange time only allows 3/4 cars each lane to cross. Also considers that the pedestrian crossing at Brighton Road has inadequate time with the red warning sign appearing when the centre is reached.</p>	<p>Refer to the 'Traffic/Parking' and 'Crossings' headings in the report.</p> <p>Developments within the Springs have generally been submitted with traffic reports that identify the road network as having capacity to accommodate vehicle movements during AM and PM peak periods.</p> <p>Officers have been advised that concerns regarding vehicle access associated with Great Eastern Highway should be communicated to Main Roads directly.</p>
16	<p>Considers that when Great Eastern Highway was widened, a major mistake was having bus stops blocking the left lane traffic and bringing traffic to a standstill. Considers it is worse in peak hour with so many near misses and sudden bus stops, vehicles all have to stop or quickly merge to the middle lane slowing it down.</p> <p>Notes that the Springs Precinct only has one intersection on Great Eastern Highway and Brighton Road for main access to thousands of apartments.</p>	<p>It is acknowledged that there are bus lanes on both sides of Great Eastern Highway. As these are dedicated bus lanes unless a vehicle is turning, vehicles should not be travelling within this lane.</p> <p>Refer to the 'Traffic/Parking' and 'Crossings' headings in the report.</p>

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	<p>States that driving towards the City on Great Eastern Highway and turning right at Brighton Road in peak hour traffic, you can be waiting at least 20 minutes as the green arrow only allows about 3 to 4 cars at a time.</p> <p>Notes that crossing Great Eastern Highway is a nightmare for pedestrians, as the crossing signal turns red before you have reached halfway.</p>	<p>Officers have been advised that concerns regarding vehicle access associated with Great Eastern Highway should be communicated to Main Roads directly.</p>
	<p>States that so many people cross Great Eastern Highway where the Springs is and Nannine Place without going to the lights. Outlines that people have been hit by cars in that area and City of Belmont need to urgently build an overhead pedestrian and bike bridge.</p>	<p>Refer to the 'Crossings' heading in the report.</p>
17	<p>Concerned that the Strategy constitutes a sales pitch with the clear intent to obfuscate the direct impact this will have on existing residents in the affected areas.</p> <p>Requests that the Strategy be resubmitted with specific details of the properties which will be resumed and compensation details.</p>	<p>The draft Great Eastern Highway Urban Corridor Strategy is a strategic document that has been prepared to identify an overall vision for the Corridor and establish a series of implementation strategies to ensure the vision is realised.</p> <p>The City has no plans to acquire land to deliver development in accordance with the draft Strategy. The draft Strategy seeks to guide private landowners in the development of their land.</p>
18	<p>Raises concerns that if the building at the corner of Surrey Road and Great Eastern Highway is more than 4 or 5 storeys that it will overshadow the adjacent block.</p> <p>Raises concerns that if access is along Surrey Road, this will increase traffic along what is a major bike route to and from the City. Notes that this street is designed to be safe for children to play and be active. Considers</p>	<p>The Residential Design Codes contains requirements relating to overshadowing.</p> <p>For further information, refer to the 'Building heights' and 'Transitions' headings in the report.</p> <p>The Strategy does not propose a direct connection between Surrey Road and Great Eastern Highway.</p>

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	increased traffic would make riding and playing very dangerous.	It is acknowledged that previous graphics within the Strategy did not reflect the existing cul-de-sac in this location. Therefore, the Strategy has been updated to reflect this.
19	States they live in Spring View Towers in Homelea Court. Outlines that they are not supportive of much of the draft Strategy.	Noted.
	Considers there is no need for more bike lanes and dedicated bus lanes. Raises concerns that this would 50% more traffic into the two other lanes that are struggling with the volume of traffic now.	Refer to 'Pedestrian and cycle paths' section in the report.
	States that over the years of living here, they have observed how few people catch public transport or ride a bike to work. Notes using the bus service and considers this works fine. Outlines they no longer use the bus to the airport as it takes too long and you have to change buses.	Noted.
	Considers the area needs more parking, as every apartment block in the area is short of off-street parking. States that their building is short 20-30 bays on any given day. Considers that if every apartment block allowed for an extra level of parking bays the problem would be solved. Does not consider this will occur though because of costs.	Noted. Parking provisions for residential and commercial properties are guided by the City's Local Planning Scheme No. 15 and Volume 2 of the Residential Design Codes.

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	States that people will not pay for parking. Notes their building has extra bays at a weekly cost but only a few people have taken them up.	
	Considers that the Kooyong Road crossing with Great Eastern Highway needs two lanes and/or the light sequence changed. Notes that it takes two to three light changes to cross the road and it would be more if people were not running the amber/red light. Notes it is only four seconds in one sequence.	Refer to the 'Traffic/Parking' heading in the report. Main Roads Western Australia is responsible for the management of Great Eastern Highway and the adjacent intersections. Therefore, the responsibility for monitoring traffic flows and associated queuing and undertaking improvements to address issues to improve performance rests with Main Roads. Therefore, any requests need to be communicated to Main Roads directly.
	States that people live here as a steppingstone in life, they go to work and come home and you do not see them out and about much. Notes for them it was a downsize to lock and leave whilst I transition to retirement.	Noted.
20	Considers the draft Plan to be ok overall.	Noted.
	Considers that housing density could probably be better along the strip. Also considers there should be encouragement of mix-used zoning where residential is built above business at the bottom instead of segregation by location.	Noted. The draft Strategy aims to facilitate this form of development. Land adjacent to the corridor is predominantly zoned 'Mixed Use'. The draft Strategy provides for the ground floor of a development to contain an active land use and activated frontage to Great Eastern Highway. These land uses can include restaurants and cafes. On the upper floors, residential development and offices are encouraged.

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	<p>Considers there should be a push for better public transport options for the area, either heavy or light rail, and with land protected or planned out for such occasion. Considers this future planning would help encourage bigger and better development of the area.</p>	<p>Refer to the 'Public Transport' heading in the report.</p>
	<p>Considers there should be a plan to connect these high-density developments with the remainder of the City of Belmont and river.</p> <p>Highlights that Great Eastern Highway should not prevent access between the citizens and the river. Considers this can be done by providing a connecting boulevard of trees which help minimise the grandeur of the highway.</p>	<p>The Strategy classifies a number of local streets where they connect with Great Eastern Highway as either urban, green or local connections. Urban connections are located along main streets and propose tree planting for continuous canopy cover, shared paths and high-quality streetscape landscaping. Green connections provide links to parks and recreation along the Swan River foreshore and include improvements to the streetscape and pedestrian environment. Local connections are proposed to lower order side streets and include improvements to the streetscape and pedestrian environment.</p> <p>The draft Strategy aims to improve safety and connectivity for all users along the Corridor. By improving off-road bike and pedestrian paths along the corridor, we can provide safer designated areas for pedestrians and bike riders, separated from vehicular traffic. Landscaping areas are also proposed to be integrated with the path infrastructure as well as within the front of private lot boundaries.</p> <p>Regarding pedestrian crossing infrastructure, please refer to the 'Crossings' heading in the report.</p>
21	<p>Considers the draft Strategy is a great idea.</p>	<p>Noted.</p>

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	<p>Considers 60km/h speed limits along Great Eastern Highway are fine.</p> <p>States that six lanes are desperately needed from the Guildford turn off lights to the six lanes on Great Eastern Highway, as the traffic is at a crawl every morning and evening during rush hour.</p> <p>Requests enough off-road parking and six lanes, at 60 km, for this whole corridor.</p>	<p>Refer to the 'Traffic/Parking' heading in the report.</p>
22	<p>Considers that the documents, which are 300 pages, are beyond the grasp of mere people who live in the City.</p> <p>Requests that before any endorsements are made, Council holds a series of events where people from the Council present these plans to explain succinctly what the position is and what it hopes to achieve.</p>	<p>Community involvement has formed a critical component in both the preparation and progression of the draft Great Eastern Highway Urban Corridor Strategy. This includes the following:</p> <p><i>2017</i></p> <ul style="list-style-type: none"> • Two Community Visioning and Design Workshops, facilitated by TBB and attended by 48 community stakeholders, including landowners, residents and business owners. <p><i>2018</i></p> <ul style="list-style-type: none"> • Letters sent to relevant State agencies, landowners and occupiers of properties within 100m of Great Eastern Highway, advising them the draft Strategy was open for comment. • Public notice displayed in the Southern Gazette newspaper. • Public notice and information on the City's website, Belmont Connect and Civic Centre. <p><i>2023</i></p>

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		<ul style="list-style-type: none"> • Letters sent to previous submitters, advising them of the Strategy being referred to the ABF and OCM for consideration. • Letters sent to previous submitters of the outcome of the OCM. <p><i>2024</i></p> <ul style="list-style-type: none"> • Letters sent to relevant State agencies, landowners and occupiers of properties within 100m of Great Eastern Highway, advising them the draft Strategy was open for comment. • Public notice displayed in the Perth Now newspaper. • Public notice and information on the City’s website, Belmont Connect and Civic Centre.
	<p>States they have seen other plans such as this fall as evidenced by the plethora of gas stations and fast-food outlets on this strip.</p>	<p>The City sought to progress a scheme amendment to limit Service Stations along Great Eastern Highway, however this was not supported by the Department of Planning, Lands and Heritage.</p> <p>The City currently has a Local Planning Policy (No. 16 – Service Stations) which aims to ensure service stations are located in suitable locations, do not prejudice the potential for development of other land uses on properties along Great Eastern Highway, and ensure high quality design outcomes.</p> <p>Fast food/take-away outlets require development approval and these developments must meet the requirements of Local Planning Scheme No. 15.</p>

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	<p>Questions whether the City is confident that the Western Australian Planning Commission is going to care about this Strategy.</p>	<p>It should be noted that the Western Australian Planning Commission aren't responsible for endorsing this Strategy.</p>
	<p>Considers the City should instead focus energy on finishing the three lanes of Great Eastern Highway, so there is not a bottle neck between Boulder Avenue and the Bypass.</p>	<p>Great Eastern Highway and its intersections are controlled by Main Roads WA. Therefore, any upgrades are subject to Main Roads WA.</p>
23	<p>Raises concerns about and opposes the proposed change to rear access, rear parking for 339 Great Eastern Highway.</p> <p>States the property was originally 1052 m², however 3 meters was resumed from the front of the property by Main Roads for the widening of Great Eastern Highway. Notes being compensated for this, however the remaining property is now 987m².</p> <p>Opposes the proposal to provide the rear access road across the back of the property taking at least another 5 meters from the rear of the property that cannot be used for parking or any other purpose. States approximately that is 100 m² at a value of \$100,000, and if the City of Belmont or Main Roads want it, they would expect this in compensation.</p>	<p>Refer to the 'Vehicle Access' heading in the report.</p>
	<p>Understands that any new development would have to initially have Highway access until rear access was available from future development of neighbouring properties, thus compromising the design of the new development to have to allow for both.</p>	<p>Until all lots within a street block are developed, it is acknowledged that temporary access onto the highway will need to be maintained.</p> <p>It is considered that with the level of flexibility provided within the Strategy and clarification regarding interim access arrangements, that future development can be designed in a manner which is consistent with the intent of the draft</p>

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		<p>Strategy. Furthermore, future development applications will be assessed on a case-by-case basis, having regard to the draft Strategy and any potential site constraints.</p> <p>Ultimately, these sites can be developed with high quality designs that take both interim and ultimate access arrangements into consideration.</p>
	<p>Considers that a rear road linking all the properties from Lyall Street to Moreing Street would provide great hidden access to thieves to the rear of the commercial properties and also to the rear fences of all the residential properties behind.</p>	<p>All these properties between Lyall and Moreing Street (excluding 327 Great Eastern Highway) already have parking at the rear of the lots, which is easily accessible.</p>
	<p>Considers that access for truck deliveries and machinery deliveries would be very restricted, and this is not a desirable change to make.</p>	<p>Access from a front laneway should not differ from a rear laneway in a way that would limit certain vehicles from accessing the development. Laneways in any location should provide the same outcome. If a site requires alternative access requirements, this should be factored into the design of the development.</p>
24	<p>Appreciates the removal of the activity centre at Epsom Avenue from the last Corridor Strategy as they consider this makes sense.</p>	<p>Noted.</p>
	<p>Strongly urges the height limit north of Great Eastern Highway in precinct 3 to be lower than the proposed 10 stories.</p> <p>Considers 10 stories to be concerning given this area abuts land zoned R10 with single dwellings. Does not consider that most of the corridor lots within precinct 3 are large enough to accommodate 10 stories, a green setback as well as a stepped interface to rear lower density residential.</p>	<p>Refer to the 'Building height' and 'Transitions' headings in the report.</p>

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	<p>Considers that more could be done to explicitly outline protections for amenity of adjoining residences, such as preventing light spill and minimising noise by building design to prevent highway noise reflection into the R10 zone, carpark design to prevent wheel squeal and noisy drain grates, and storage and collection of rubbish.</p> <p>Considers further examination of overlooking restrictions into family homes is warranted and is important as most 10 story buildings will be hotels or serviced apartments, which are not subject to the R-codes that might normally govern these.</p>	<p>Refer to the 'Building height' and 'Transitions' heading in the Council report.</p>
	<p>States the importance of a reasonable interface with the adjoining low-rise residences in precinct 3 north of Great Eastern Highway. Raises concerns that developers will skirt the corridor plans' intentions. Considers that if a developer wishes to bend some of the rules due to corridor lot restrictions, the hierarchy of rules to be non-negotiable should start with the ones pertaining to preservation of amenity in the adjoining residences in this ultra-low density heritage zone.</p>	<p>This document is a guiding Strategy which will be implemented through either Local Planning Policies or Structure Plans.</p> <p>Once this is in place, future applications will be assessed against these requirements, one of which will include measures to ensure an appropriate interface is achieved.</p>
	<p>Notes recent poor outcomes of medium-rise development in precinct 3 affecting 52 Epsom Avenue. The Quest apartments 8-story wall abuts an R10 single story home. States this development was supposed to be subject to development restrictions similar to those proposed by the corridor plan, but still went ahead. Raises concerns that the current corridor plan may not go far enough to ensure this kind of poor interface, height and bulk does not become precedent and proliferate in precinct 3.</p>	<p>It is unclear which development restrictions are being referred to. Currently, there are no building height limits or interface control measures for lots fronting the Corridor. The draft Strategy aims to guide appropriate building heights and transition to adjacent lower density residential development.</p>
25	<p>States it has taken the City of Belmont eight years to get to the final draft Strategy. Notes being patient and</p>	<p>Noted.</p>

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<p>requests the City move forward with good redevelopment fast to improve the urban corridor.</p> <p>States that due to the sheer volume of information, it felt impossible to get across every page of the three documents.</p>	<p>Noted.</p>
<p>Considers the City failed in widely advertising to surrounding metro local government authorities, and should have consulted with the City of Kalamunda, Town of Bassendean, City of Bayswater, City of Vincent, and City of South Perth. Considers that many of these local governments' residents and workers use 'the Great Eastern Highway corridor'.</p> <p>Considers it extremely appropriate to email direct to more of the surrounding local governments and ask for valuable input.</p> <p>Requests the City stop being narrowly focussed. Considers that merely requesting comment from City of Swan and Town of Victoria Park was insufficient. Furthermore, considers that narrowly focussed metro local governments cause problems in Perth. Considers there is a lack of collaboration across local governments.</p> <p>States that if the City of Belmont cannot understand the implications of that, then they don't have a grasp of how to solve problems of 'the corridor', and improve it to reach stated goals (attract investment, thriving economy, innovative solutions, activation, appropriate redevelopment, alternate transport, reduce private vehicle transport reliance, strategic planning, create new destinations, attractive place to live/work/recreate).</p>	<p>The City requested comments from adjacent local governments who also have a section of Great Eastern Highway within their local government area. A notice was also put in the Perth Now newspaper which is circulated in the local government areas of South Perth, Victoria Park and Belmont. Additionally, information regarding the advertising of this Strategy was included on the City's website.</p> <p>It should be noted that the advertising period is open to anyone who wishes to make a submission, therefore there have been multiple chances for other local governments to provide input if they felt it was appropriate/necessary.</p>

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<p>States they are surprised in 2023 to find out City of Belmont staff had no idea of major strategic WA State Government transport document finalised in 2016 called Perth Transport@3.5m.</p>	<p>The City is aware of the Perth and Peel@3.5 Million document which you may be referring to titled – The Transport Network.</p>
<p>States knowing that there have been no discussions between City of Belmont and Town of Bassendean regarding pedestrian bridge over Swan River. Consider this to be a failure.</p> <p>States this clearly shows City of Belmont is not making an effort, and there is a lack of cooperation between City of Belmont and the adjoining local governmental areas nearby across the narrow section of river.</p>	<p>The indicative Swan River pedestrian bridge links the City of Belmont to the City of Bayswater, not Town of Bassendean.</p> <p>The Strategy is a guiding document, and it is stated in the Strategy that the indicative Swan River Pedestrian Bridge is a ‘potential future Swan River pedestrian bridge’. It is also stated that future implementation of this bridge would be subject to approval from relevant State Government agencies.</p>
<p>States generally there is a lack of new Swan River bridges.</p> <p>Notes the following regarding the indicative pedestrian bridge from Belmont Avenue to Maylands:</p> <ol style="list-style-type: none"> 1. No allowance has been made for public transit – buses, mid-tier transport. 2. The need for a Maylands bus bridge to Rivervale via Brighton Road has not been eliminated and it is necessary. Considers this would enhance the activity centres of The Springs, and Eastgate. Also considers all the Water and Biodiversity State agencies would love it. Questions where the other new/planned pedestrian bridges across the river are further east. Considers there needs to be additional river crossings. <p>States there is a need for an indicative Swan River pedestrian bridge from Ashfield to near Ivy Street or Fautleroy Avenue.</p>	<p>Refer to the ‘Public Transport’ heading in the report.</p>

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<p>States there are inappropriate development outcomes that have occurred. Notes large concrete retail/commercial businesses using the highway corridor to advertise their business to the vehicle traffic all day, and all night, with oversized signs lit up all night despite the business being shut.</p> <p>Recommends no longer allowing those large neon signs lit up all night merely for advertising. Also requests that any 3rd party advertising digital signs etc. not be permitted. Considers these are tacky, a visual distraction, visual pollution, and never go away.</p>	<p>Built form strategy No. 14 aims to ensure that advertising signage is appropriate for its location, doesn't adversely impact on the amenity of the surrounding area and complements buildings on the land.</p> <p>The City also has a Local Planning Policy (Local Planning Policy No. 12 – Advertisement Signs) which sets controls for different forms of advertising signs. The Policy does not permit third party advertising.</p>
<p>Outlines that the Strategy should not be limited to properties facing Great Eastern Highway. Considers it appropriate for properties along major side streets, that are adjacent to the corridor, to be included in the urban corridor as this will allow for new residential opportunities.</p>	<p>Refer to the 'Corridor Strategy Boundaries' heading in the report.</p>
<p>States that the City of Belmont and Main Roads WA need to ensure there is enough verge space from the older Great Eastern Highway properties to deliver bus lanes, tree space, and pedestrian/cyclist paths.</p>	<p>Noted.</p>
<p>Questions how many City of Belmont staff catch the bus to work from outside the local government area, how many City of Belmont staff catch the bus on evenings and weekends and what the City is doing to educate its staff on the limitations of the bus network in the area, and in/out of the boundaries?</p> <p>Notes the bus routes have been updated, though this is still misleading because staff still think there is ease of access to the corridor from the north and the south at all times of the day.</p>	<p>The Strategy is focused on lots fronting Great Eastern Highway, which is currently serviced by a number of bus routes providing connections to Perth CBD, Redcliffe Station, Kings Park, High Wycombe, Midland, and Guildford. There is also a circle route which provides high frequency connections around Perth, linking inner suburbs, activity centres, key land uses and public transport hubs.</p> <p>Concerns regarding bus frequency should be directed to the Public Transport Authority as they are ultimately responsible for routes and scheduling.</p>

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<p>Notes it is very important to continue to implement bus lanes along the entire length of Great Eastern Highway. Considers without these, car congestion prevails, and erodes the take up of easy, convenient public transit.</p> <p>States the only points the buses can cross north/south are the Causeway Bridge, then Garratt Road Bridge and considers this limited. Notes that due to the river, there are limits as to where buses can cross the Swan River to access the area. Considers this needs to be improved. Notes that Garratt Road bridge only has one bus route using it, the Circle route bus 998/999.</p> <ul style="list-style-type: none"> • 998 ends 7pm Saturday, ends 6.45pm Sunday. • 999 weekdays has 8.40pm, then last service 9.40pm. • 999 last service 7.30pm Saturday, 7pm Sunday. <p>Notes these are infrequent and end early. There is a nighttime lack of service during weekdays, and non-service on weekend nights. Does not consider that a lack of service is 'high frequency'. Considers this impacts the ability for people to live, work, recreate and visit the Great Eastern Highway Activity Corridor.</p> <p>States there is a need for more frequent bus routes to cross the highway corridor, a loop of the regional area, and to Maylands and Rivervale then to Garratt Road Bridge.</p> <p>Questions why bus frequency over Garratt Road Bridge is not being increased. Also queries why this is not being included in a frequent loop service across both sides of the Swan River.</p>	<p>Noted. Extensions to the bus lane require approval from Main Roads in consultation with the Public Transport Authority and Department of Transport.</p> <p>Noted.</p> <p>Refer to the 'Public Transport' heading in the report.</p> <p>This is under the care and control of the Public Transport Authority.</p>
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<p>States the City of Belmont needs to work harder, and have some real discussions, not narrow discussions.</p> <p>States that a bus route linking Maylands to Rivervale via Kooyong Road is needed. However also notes that there is a need for more connections, further than Maylands.</p>	
<p>Notes being aware of the City's Integrated Movement Network Strategy 2016.</p>	<p>Noted.</p>
<p>Agrees with the need for greater setbacks from foreshore reserve. Does not consider that the foreshore reserve setbacks done in Rivervale were not enough.</p> <p>States the Department of Biodiversity, Conservation and Attractions submission notes that setbacks from the river in Rivervale need to increase due to the foreshore reserve being narrow and the topography steep.</p>	<p>Noted.</p> <p>The Strategy does not provide specific setback requirements from developments onto the foreshore. However, Built Form Strategy No. 15 has been added to ensure an appropriate building interface is achieved to the Swan Canning Development Area, to protect the amenity of this area, in accordance with the Department of Biodiversity, Conservation and Attractions.</p>
<p>States the September 2023 submitter table had no landowners.</p>	<p>The 'Landowners/Occupiers' section of the 2023 Schedule of Submissions makes up 22 of the 28 submissions received.</p>
<p>Agrees with themes of Connecting People and Places, Making captivating streets and spaces, Fostering employment and liveability. Notes they can accept the final theme of Creating a Memorable City Fabric due to further explanations in the Strategy, plus Officer explanation in September 2023 submitter table.</p>	<p>Noted.</p>

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<p>States that Main Roads WA submission said they want more redevelopment across the corridor, not limited to the narrow linear limits of it.</p>	<p>Main Roads WA concerns at the time were with the Strategy being too linear in relation to movement considerations and integrating a larger area. Their submission did not mention wanting more redevelopment.</p> <p>The Corridor Strategy focuses on land immediately adjacent to Great Eastern Highway. Planning for areas outside of this scope will be reviewed as part of the City’s Local Housing Strategy and overarching Local Planning Strategy.</p>
<p>Considers the Epsom Avenue urbanisation reference could be related to the fact of there are warehouses at the corner and many single storey, detached residential alongside Epsom Avenue. Considers there are opportunities for residential redevelopment in this area, particularly as it is a close to the nearby IGA.</p>	<p>The density coding of this land will be reviewed as part of the City’s Local Housing Strategy and overarching Local Planning Strategy.</p>
<p>Notes that the Strategy states that change is needed if the full potential of the Corridor is to be realised. Agrees with creating more and higher quality public spaces and promoting alternative forms of transport.</p>	<p>Noted.</p>
<p>Regarding BF 15, considers that there needs to be a vast improvement from the recent residential development in The Springs.</p>	<p>Noted.</p>
<p>States that mid-tier Transport is the subject, and planning is quite open for this across the Perth metro area. Requests that the City stop getting stuck on outdated ideas/plans from 2012, 2014. States that it is clear the City hasn’t had any ‘high level discussions’ with the Public Transport Authority recently.</p>	<p>It is not considered the draft Strategy contains outdated ideas. One of the Strategy’s guiding strategies is to commence the creation of a green Corridor that can accommodate more extensive public transport infrastructure. This is however subject to detailed design, usage and Public Transport Authority approval.</p> <p>The Strategy proposes the removal of the existing on-street cycle path and for this to be located within a dedicated space within the adjacent verge. A landscaping strip is proposed to</p>

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		provide a buffer between passing vehicles and bike riders/pedestrians.
	Agrees with vision for the Corridor Strategy.	Noted.
	Agrees with the following Guiding Strategies: <ul style="list-style-type: none"> - Additional building height may be supported through bonuses for the provision of residential use, public spaces and new streets. - Design ground floors to relate well to the public domain and facilitate ground floor uses that help to create activity in streets and spaces. 	Noted.
	Considers it great that indicative overpasses have been put out there, for State Agencies, Local Government, and public citizens to consider now and into the future.	Noted.
	Notes the point: Encourage a range of extended hours of operation (evening and morning) in new land uses to contribute to a longer period of street activation.	Noted.
	States they look forward to the local government and WA State Government delivering better urban outcomes along the highway corridor, to deliver a more vibrant, quality, people spaces and residences. Considers there is plenty of appeal on this corridor for residents, workers, tourists, recreators, and visitors.	Noted.
26	States that not all residents received the letter. Notes that in a discussion with a planning officer, they were advised that the letter was distributed to residents living on the boundary of Great Eastern Highway and extending from the highway to approximately 50 metres; the draft changes will most impact these residents.	Community involvement has formed a critical component in both the preparation and progression of the draft Great Eastern Highway Urban Corridor Strategy. This includes the following: 2017 <ul style="list-style-type: none"> • Two Community Visioning and Design Workshops. These workshops were facilitated by TBB and were attended by 48 community stakeholders, including landowners, residents and business owners.

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		<p>2018</p> <ul style="list-style-type: none"> • Letters sent to relevant State agencies, landowners and occupiers of properties within 100m of Great Eastern Highway, advising them the draft Strategy was open for comment. • Public notice displayed in the Southern Gazette newspaper. • Public notice and information on the City’s website, Belmont Connect and Civic Centre. <p>2023</p> <ul style="list-style-type: none"> • Letters sent to previous submitters, advising them of the Strategy being referred to the ABF and OCM for consideration. • Letters sent to previous submitters of the outcome of the OCM. <p>2024</p> <ul style="list-style-type: none"> • Letters sent to relevant State agencies, landowners and occupiers of properties within 100m of Great Eastern Highway, advising them the draft Strategy was open for comment. • Public notice displayed in the Perth Now newspaper. • Public notice and information on the City’s website, Belmont Connect and Civic Centre. <p>It should be noted that the advertising period is open to anyone who wishes to make a submission.</p>
	<p>States that this is a draft Strategy. In keeping with State legislation, a report of proposed growth and improvements at the local government level has to be submitted to the State for consideration, response, and future planning, and does not mean all or any draft recommendations will go ahead.</p>	<p>This Strategy is a guiding document, which will inform the overarching Local Planning Strategy and Local Planning Scheme.</p> <p>The key recommendations from the draft Strategy will be implemented through a Local Planning Policy or Structure</p>

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<p>Notes that a residential block is highlighted as a future 8-10 storey development block. However, that would be a consideration in keeping with other building legislations and guidelines that would be considered for a development to be approved.</p>	<p>Plan, as outlined in the implementation section of the Strategy.</p> <p>Future development would be assessed against the relevant planning instrument.</p>
<p>States that they have been in contact with Main Roads regarding the difficulty exiting both Fauntleroy and Coolgardie Avenue during peak times and having to wait for 2-3 light changes. Considers this is impacted by a childcare centre on one corner and Gloria Jeans and petrol on the other.</p> <p>Notes that Main Roads referred them to contact the Belmont City Council. However, City Officers advised that to be misinformation on the part of Main Roads, and that the traffic lights along Great Eastern Highway are under Main Roads responsibility.</p>	<p>Refer to the 'Traffic/Parking' heading in the report.</p>
<p>Understands that there is no plan for units or any other future building for Garvey Park.</p>	<p>Garvey Park is not within the Corridor Strategy area.</p>
<p>States that the dying trees have been brought to the Council's attention and notes these are being replaced.</p> <p>Outlines that the planning was completed during the summer and the consulting staff did not think there would be a problem with water drainage. Notes the problem is being resolved with the replacement of more suitable trees.</p>	<p>Noted.</p>
<p>Comments that it is difficult to cross the road after exiting Lillian Grove to catch a bus destined for Perth. States a zebra crossing with lights should be considered. Notes Tibbradden houses multi-generational residents – younger mature more able residents find it difficult to cross; the danger it poses for school children who need</p>	<p>Refer to the 'Crossings' heading in the report.</p>

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	to catch a bus to school and elderly persons for social connection should be considered.	
27	Notes that the draft Strategy is a strategic planning document that establishes a long-term vision for future planning and development along Great Eastern Highway.	Noted.
	<p>Outlines that Serene Capital supports aspects of the draft Strategy and the foresight of the City to prepare a document of this nature.</p> <p>Specifically supports the following items:</p> <ol style="list-style-type: none"> 1. Increased housing choice and diversity – the subject site is suitable for increased residential density due to existing accessibility, urban amenity and services within the area. 2. Associated higher density built form – While noting the ‘activity node’ around Epsom Avenue, which previously included the subject site, has been removed in the modified version of the draft Strategy, remains supportive of the development potential for appropriately located and designed higher residential densities and associated built form at the subject site up to 10 storeys, particularly due to its size, depth, orientation and context. 	Noted.
	Serene Capital intends to lodge a development application for higher density residential development at the rear of the underutilised and strategically located subject site along the Great Eastern Highway Urban Corridor in the near future.	Noted.
28	<i>Background</i>	Noted.

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<p>Notes their Client’s land comprises an established camper sales and display business, located fronting Great Eastern Highway, Keymer Street and Aurum Street. The subject site is approximately 5,763m² in area and is afforded vehicle access from both Keymer and Aurum Streets.</p>	
<p>States their Client’s key interest in relation to the draft Great Eastern Highway Urban Corridor Strategy is ensuring that existing operations on the land continue, as well as ensuring the site can accommodate the highest and best use for development of the site for the foreseeable future.</p> <p>Wants to ensure the Great Eastern Highway Urban Corridor Strategy does not inhibit or restrict this goal.</p>	<p>Noted.</p>
<p><i>Key Considerations</i></p> <p><i>Zoning</i> Notes the subject site is zoned ‘Mixed Use’ under Local Planning Scheme No. 15 (LPS 15) and that the objective of the zone as follows: “Allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances and detrimental to the amenity of the district or to the health, welfare and safety of its residents. Buildings should be of a high standard of architectural design set in pleasant garden surrounds with limited vehicular access from properties to primary roads.”</p>	<p>Noted. The zone objectives and land use permissibility will be further reviewed as part of the preparation of the new Local Planning Scheme.</p> <p>It is acknowledged the subject site currently has non-conforming use rights for the land use and it can continue to operate in accordance with the relevant approval.</p>

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<p>Notes the Strategy includes recommendations to review the current zoning within the precinct and the objectives and land use permissibility, which are supported.</p> <p>Considers the objectives of the Mixed-Use zone are unclear and lack proper direction, particularly the suggestion that the zone allows for a mix of compatible land uses such as residential and industrial (amongst others). Does not consider this is an appropriate or a compatible mix of uses, regardless of the built form outcome.</p> <p>The recommendation to review this and apply an Activity Corridor designation to guide future decision making is supported, subject to more detailed consideration of land use permissibility. Strongly encourage consideration of an appropriate zoning to accommodate the camper sales and display business that occurs on site.</p>	
<p><i>Role of the Strategy</i></p> <p>Notes the Strategy is intended to guide future processes to assist with land use and development decisions of land abutting Great Eastern Highway, however, also includes implementation recommendations that include the adoption of the Strategy as an interim local planning policy.</p> <p>Acknowledge that an interim local planning policy is appropriate to ensure decision making is consistent with the intent and vision of the Strategy, however requests that the strategy be updated prior to adoption to include draft recommended local planning policies or provisions</p>	<p>It is not considered necessary for the Strategy to be updated to include draft policy provisions as this is not the role of the document. The document provides adequate provisions which will inform a future local planning policy. This policy will be prepared in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> and be in a similar structure and format to other existing local planning policies.</p>

<p>that are precinct based and reflect a traditional local planning policy format to ensure practical application.</p>	
<p><i>Implementation of the Strategy</i> Notes the Strategy acknowledges the extensive modifications required to the existing planning framework, acknowledging the time constraints to achieve this and therefore provides interim measures.</p> <p>Outlines the first stage of the recommended implementation includes the preparation or formation of a local planning policy, followed by endorsement of the requirement to prepare structure plans, preparation of strategic planning for the transition and frame area, preparation of interim statutory controls and finally structure planning followed by land use and development proposals by private landowners.</p> <p>Whilst supportive of the Strategy providing a recommended staged implementation, notes the following concerns regarding implementation:</p> <ul style="list-style-type: none"> • A local planning policy is not an appropriate tool to inform land use permissibility, especially given this will still be provided by the Scheme; • A local planning policy is only required to be given due regard and provides limited statutory weight; • The Strategy is not in a manner or form that is consistent with a typical local planning policy and therefore is not 'user friendly' for developing landowners to interpret; • Whether the interim statutory controls, including the designation of the land as a 'Development Area' will hinder redevelopment opportunities for a prolonged and potentially unknown period; 	<p>Noted.</p> <p>The draft Strategy will be informing the new Local Planning Scheme. Zoning and land use will be further applied through a new scheme.</p> <p>In the interim, the key provisions within the Strategy will be used to inform a future Local Planning Policy. Any future Policy will contain clear and concise imagery and diagrams to provide clarity and assist with interpretation. The Local Planning Policy will not be dealing with land use, as this is informed by the permissibilities in the zoning table in the Scheme. Where it is considered that statutory weight should be given to particular provisions (potentially such as vehicle access), these may be included, within the Local Planning Scheme.</p> <p>The City may utilise the current Development Area provisions of the Scheme to designate a Development Area via a Special Control Area to the Corridor, to facilitate the requirement for Structure Plans to guide development.</p> <p>Development can proceed subject to not being contrary to the principles of a Structure Plan.</p> <p>This will be investigated as part of the future planning stages i.e. local planning policy and structure plan. As this is a high-level planning strategy, it is not appropriate to detail requirements for future development and compliance with a strategy document.</p>

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<ul style="list-style-type: none"> • Whether the requirement to comply with the Strategy recommendations will be commensurate to the scale of development proposed. For example, will a minor change of use or building addition require compliance with the full suite of built form and public realm improvements suggested by the Strategy. 	
<p><i>Parameters</i> Notes the draft Strategy includes various built form controls that aim to improve the streetscape and connectivity of the area through provision of improved pedestrian access. Notes this is generally supported, however considers it is somewhat unclear on how this may apply to existing development within the Strategy area and how this is easily implemented.</p> <p>Query how increasing setbacks to lots to accommodate 'landscape zones' with existing structures or buildings will be assessed or imposed, particularly for small scale proposals that do not involve a comprehensive redevelopment. Considers greater thought needs to be given to the practical application and ability to achieve.</p> <p>Notes in addition to the built form controls, the draft Strategy provides significant infrastructure improvements to pedestrian connectivity including outlining responsibility for providing such improvements. Specifically notes the Strategy includes a pedestrian/bike overpasses within Precinct 3, east of Keymer Street. The Action Plan provided as part of the Strategy suggests that the City of Belmont and private developers are responsible for the provision of this</p>	<p>This will be investigated as part of the future planning stages i.e. local planning policy and structure plan. As this is a high-level planning strategy, it is not appropriate to detail requirements for future development and compliance with a strategy document.</p> <p>Refer to the 'Crossings' heading in the report.</p>

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<p>infrastructure with timing listed 'as redevelopment occurs'.</p> <p>Strongly resists the responsibility of this requirement being imposed on private developers 'as redevelopment occurs'. The need for improved pedestrian connectivity is a direct result of the upgrades to Great Eastern Highway creating an environment that is not conducive to pedestrian connectivity. It is not appropriate to pass this cost to individual landowners and should be reviewed by the City in consultation with Main Roads WA. Respectfully requests this recommendation be reconsidered, and greater consideration be given to specifically how this is implemented.</p> <p>Does not support the identification of a possible pedestrian overpass directly adjacent to the subject site. Strongly objects to the responsibility for providing this infrastructure being imposed on individual landowners and developers, particularly given this is a result of the upgrades to Great Eastern Highway.</p> <p>Considers this infrastructure is more appropriately provided by Main Roads or the City of Belmont given the benefit to the wider community and the requirement stemming from works undertaken to improve the road network to reflect its role as a strategically important transport route.</p>	
<p><i>Precinct 3 – Hardey Road to Tonkin Highway</i></p> <p>Notes the subject site is located within Precinct 3 of the Great Eastern Highway Urban Corridor Strategy. Further notes the land use typology identified for the subject site is 'Activity Corridor' with non-residential floor space required.</p>	<p>Noted.</p> <p>It is acknowledged the subject site currently has non-conforming use rights for the land use and it can continue to operate in accordance with the relevant approval.</p>

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	<p>Notes this identifies: "A variety of land uses catering to commuters and local residents in the area. This may include showrooms, residential and commercial uses." Supports this distinction at the subject site, specifically given the existing use of the site is commercial in nature and appropriately located. Notes the support for this distinction is contingent upon the land use permissibility of 'Motor Vehicle, Boat or Caravan Sales' being a permissible use, within an appropriate zoning.</p>	<p>Appropriate use permissibility will be considered as part of preparation of the new Local Planning Scheme having regard for the recommendations of the Corridor Strategy.</p>
	<p><i>Recommendations</i></p> <p>Considering the above, requests the City of Belmont not support the Great Eastern Highway Urban Corridor Strategy in its current form, on the basis that it requires significant contributions towards infrastructure that are required regardless of future redevelopment, to be borne by private developers.</p> <p>Considers many identified items require engagement and collaboration with Main Roads WA, prior to assumptions being made in relation to the involvement of private landowners.</p> <p>While outlines being supportive of the majority of the outcomes of the Great Eastern Highway Urban Corridor Strategy, consider the City should review the detail of how the recommendations are implemented.</p>	<p>These matters have been clarified in response to the points raised in the submission.</p> <p>The City has engaged with Main Roads on the draft Strategy and will continue to do so regarding its implementation.</p>
29	<p>Outlines that Belmont Forum Shopping Centre Pty Ltd are key stakeholders within the City and take a keen and active interest in the City's strategic planning</p>	<p>Noted.</p>

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	<p>objectives and the evolution of the associated planning regulatory framework. Notes Belmont Forum Shopping Centre Pty Ltd is very mindful of, and interested in, the continued evolution and development of the Great Eastern Highway corridor.</p> <p>Consider the draft Strategy could benefit from further refinement, to improve its clarity and usability particularly in relation to future retail development permissibility and consistency of terminology. Further suggests the future implementation of the Strategy via changes to the City's Local Planning Framework could also be clarified further.</p>	
	<p><i>Background</i></p> <p>1. Notes the Strategy was first advertised for public comment in 2018. element lodged a submission with the City, which outlined items within the draft strategy which were supported and identified items which may benefit from further investigation and/or amendment.</p> <p>2. Outlines the key issues raised in this earlier submission were:</p> <p>a) A lack of detail in relation to retail uses, nature and extent along Great Eastern Highway. This led to concerns regarding the potential for retail uses to be located outside of planned and proposed activity centres. There was also a concern that there was minimal distinction between the permissible land uses in activity nodes (otherwise known as activity centres) and activity corridors.</p>	<p>Noted.</p> <p>Noted.</p>

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	<p>b) Concerns in relation to the terminology used in the documents – particularly in relation to commercial land uses.</p> <p>c) The Local Commercial Strategy had not been considered as part of the Great Eastern Highway Urban Corridor Strategy.</p> <p>d) Concerns regarding the implementation of the Great Eastern Highway Urban Corridor Strategy.</p> <p>3. Notes the draft Strategy was then considered by Council at its meeting on 26 September 2023. Outlines that many of the issues raised in the earlier 2018 submission have been addressed in the Strategy.</p>	<p>Noted.</p>
	<p><i>Matters For Further Consideration</i> Requests that the Strategy be updated to address the following matters prior to being finalised:</p> <p><u>Activity Nodes</u> Notes the Strategy refers to Activity Nodes and Activity Corridors. The term Activity Node is not defined however these are identified in the Strategy as mixed-use areas with active uses such as retail and food and beverage uses on the ground floor, with residential, commercial or office uses above.</p> <p>Outlines that the use of the term Activity Node is not consistent with the rest of the applicable planning framework such as State Planning Policy 4.2 - Activity Centres and the City’s Activity Centres Planning Strategy which both use the term ‘Activity Centre’.</p>	<p>Noted. Whilst the terminology isn’t consistent, the locations of the activity nodes are consistent with the activity centres shown in the Activity Centre Planning Strategy. Ultimately, the Activity Centre Planning Strategy guides retail floor space provision across the City of Belmont.</p> <p>From the guidance the Strategy provides, it is clear what land uses can be considered within an activity node. This will inform the new Local Planning Scheme.</p>

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<p>Do not support use of the term Activity Node due to the potential for ambiguity about the types of land uses that are expected to be located in these areas. Requests that the Strategy be updated with the term Activity Node being replaced with Activity Centre throughout.</p>	
<p><u>Commercial Terminology</u> Outlines the City has indicated a strategic document such as the Strategy should not seek to define permissible land uses, and that this level of detail is more appropriately dealt with within structure plans and/or scheme amendments. This position is understood and acknowledged.</p> <p>Despite this, raises concerns that the Strategy regularly uses the term 'commercial' to describe the types of uses it expects within Activity Nodes and Activity Corridors. 'Commercial' is an all-encompassing term which can include a wide range of uses such as retail, bulky goods showrooms, food and beverage, medical and office uses. Considers the use of this terms leads to ambiguity about the future uses in the Activity Nodes and Activity Corridors and as the Strategy currently reads there is little distinction between the two areas.</p> <p>Requests that the Strategy be updated to identify the desirable land uses in Activity Nodes and Activity Corridors using common land use terms defined in the City's local planning scheme or planning regulations.</p>	<p>Noted.</p> <p>It is considered that the draft Strategy does appropriately differentiate between activity node and activity corridor.</p> <p>Firstly, the activity nodes are depicted in locations where there are current or future activity centres planned, in accordance with the Activity Centre Planning Strategy.</p> <p>The draft Corridor Strategy states that activity nodes should comprise of active ground floor uses which contribute to the activation of the public realm, such as retail, cafes and restaurants.</p> <p>The draft Corridor Strategy states that activity corridors can comprise of a variety of land uses, including commercial, showrooms and offices.</p>
<p><u>Local Activity Centre Strategy (LACS)</u> Notes the Activity Nodes in the Strategy have been updated to be consistent with the LACS. However, notes the background section of the report has not been</p>	<p>Noted. It is not considered necessary for the Activity Centre Planning Strategy (APCS) to be reference explicitly in the document as the two documents are aligned in terms of provisions and recommendations.</p>

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	<p>updated to demonstrate the relationship between the LACS.</p> <p>Requests further detail be provided regarding the relationship between the LACS and the Strategy, to ensure consistency between the two documents.</p>	
	<p><u>Implementation</u> Notes the Strategy refers to two possible approaches to implementation with Option 1 identified as the preferred approach in the initial submission.</p> <p>Highlights in the September 2023 Council report, the City has acknowledged the need to take a contemporary approach to implementing the Strategy however this has not been reflected in the updated document.</p> <p>We request that the Strategy be updated to clarify the implementation approach and strategy.</p>	<p>Noted.</p> <p>The Implementation section of the Strategy has been amended to reflect a more streamlined and contemporary approach to the implementation of the Strategy. In this regard, prior to advertising reference to a Local Development Plan being prepared was removed.</p>
30	<p>Notes that Major Holdings Pty Ltd owns multiple properties that are directly affected by the proposed Strategy, including:</p> <ul style="list-style-type: none"> • No. 225 Great Eastern Highway, Belmont, • No. 189 Great Eastern Highway, Belmont, • No. 187 Great Eastern Highway, Belmont, and • No. 33 Abernethy Road, Belmont. 	Noted.
	<p>Generally endorse the City’s vision for the area, including the desired built environment and development goals.</p>	Noted.

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	<p>Requests given their client's substantial landholdings within the Strategy area that the City of Belmont actively consults and engages at the earliest stages of developing any Precinct Structure Plans or Local Planning Policies.</p> <p>Considers this proactive involvement will ensure effective collaboration and aid in the establishment of a comprehensive planning framework that will be beneficial to the community and the City.</p>	<p>Noted.</p>
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	<p><i>General</i> Requests that all the maps are updated so that No. 225 Great Eastern Highway is included in its entirety. No. 225 Great Eastern Highway has been amalgamated since the original 2018 draft Strategy.</p> <p>Requests that No. 33 Abernethy Road, Belmont is included in the Strategy. Notes their client owns 189 and 187 Great Eastern Highway and 33 Abernethy Road. Notes 187 Great Eastern Highway is identified as "a landmark site". Considers the inclusion of No. 33 Abernethy Road into the study area would:</p> <ul style="list-style-type: none"> • allow the development of the corner lots to achieve a better development and built form, and • improve vehicle egress onto the side and secondary streets. 	<p>Refer to the 'General and administrative modifications' heading in the report.</p> <p>Refer to the 'Corridor Strategy Boundaries' heading in the report.</p>
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<p><i>Access and parking typologies</i> Requests to modify the `rear access, front parking` provision to state: <i>"Rear access, front parking, is allowed for a small number of properties that may be where [in instances where]:</i> <i>a) a physical constraint that prevents a continuous vehicle access connection from one side street to the other being achieved through the rear of the site, [and</i> <i>b) there are existing vehicle access easements (or similar) that allow the continuous vehicle movement to direct traffic onto secondary street]"</i> Reason: 1) The Strategy does not make reference any existing vehicle access easements (or similar) arrangements, and 2) The rear boundaries are not all uniform, hence achieving a trafficable vehicle safety outcome would not be achievable in the way the City has intended</p>	<p>Refer to the 'Vehicle Access' heading in the report.</p>
<p>Also requests that Figures 44 and 95 are modified so that: <ul style="list-style-type: none"> • No. 189 Great Eastern Highway has a "Front Access, Front Parking" typology • No. 187 Great Eastern Highway has a "Rear Access, Front Parking" typology Reason: The Strategy does not reference any existing vehicle access easements or similar arrangements.</p>	<p>Refer to the 'Vehicle Access' heading in the report.</p>

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<p><i>Signage</i> Notes the Strategy does not make reference to advertising signage other than on page 121, which states "BF14 - Ensure advertising signage is appropriate for its location, doesn't adversely impact on the amenity of the surrounding area and complements buildings on the land." Requests that the strategy is updated to recognise and acknowledge the role of advertising and signage along Great Eastern Highway.</p> <p>Reason: The strategy doesn't consider the role advertising signage as part of the urban streetscape interface. Considers effective and well-placed advertising forms part of any urban streetscape interface and is essential for any commercial business. This will also inform other development standards and provisions, such as landscaping.</p>	<p>It is not considered necessary to have that level of detail within the draft Strategy.</p> <p>Built Form Strategy No. 14 provides adequate guidance on signage along Great Eastern Highway.</p>
<p><i>Crossings</i> Requests the proposed overpass west of Grandstand Road is replaced with an underpass.</p> <p>Reasons: The overpass has the potential to block directional signage to cars travelling southwest towards 225 Great Eastern Highway onto Daly Street,; and The overpass will block the existing monolith sign on site and any other future signage for the businesses at 225 Great Eastern Highway.</p>	<p>Refer to the 'Crossings' heading in the report.</p>
<p><i>Landscaping zone</i> States the 2018 version acknowledged the "landscaping zone" to be shared within the public and private sphere.</p>	<p>Noted.</p>

<p>The 3 sites were given a landscaping typology “South – Orrong to Tonkin”, which recommended a 6m landscape zone measured from edge kerb line of road. This would comprise of</p> <ul style="list-style-type: none"> • Approx. 5m within the verge, and • Approx 1m within lot <p>States the 2024 version has changed the landscaping requirements emphasising a greater requirement within the private sphere The 3 sites have a landscaping typology “South – Orrong to east of Ivy Street”, which recommends a 9m landscape zone, comprising of</p> <ul style="list-style-type: none"> • 3m within the verge, and • 4m (Activity nodes) to 6m (Activity corridors). <p>Requests the strategy is modified such that:</p> <p>a) There is consideration of the height of tree species that do not block advertising signs, and</p> <p>b) the placement of trees does not obstruct vehicle or advertising sightlines, and</p> <p>c) integration of car parking within the landscape zone where there are existing vehicle access easements with a “Rear Access, Front Parking” and “Front Access, Front Parking” typology.</p> <p>Reason: The Strategy doesn’t consider existing vehicle access easements or advertising signage as part of the urban streetscape interface. Effective and well-placed advertising does forms part of any urban streetscape</p>	<p>The landscape zone in the public realm state that these will accommodate an alignment of trees, plants and shrubs of a low nature.</p> <p>Individual landowners shall consider appropriate placement of trees within the private realm with input from the City’s Parks team.</p> <p>The Strategy is a high-level document which guides future development and generally aims to facilitate better amenity, streetscape and access outcomes. This outcome can be achieved through provisions which require landscaping at the front of lots, and access and parking at the rear. Car parking located within the landscape zones does not meet the vision or proposed outcomes of the Strategy.</p>
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<p>interface and is essential for any commercial business to have a street presence. Furthermore, considers the location of the access easement constrains the placement of car parking bays, particularly for properties 187 & 189 Great Eastern Highway and the need to facilitate access across multiple boundaries. Therefore considers there should be allowance for car parking within the landscape zone.</p>	<p>Easements can also be amended when significant redevelopment occurs on a site. Please refer to earlier responses regarding advertising signage and access.</p>
<p><i>Land Use - mixed land use requirement</i> Requests additional text be provided to allow opportunities for non-residential (e.g. commercial and office) development specifically for sites that are identified as being within the Activity Corridor.</p> <p>Reason: States both the 2018 and 2024 versions required any future development to provide a non-residential component. Notwithstanding this however there is no clarity as to whether a completely commercial and office building (i.e. non-residential development) would be acceptable.</p>	<p>The Strategy states “If a development is not proposing to provide non-residential floorspace, ground level design should be adaptable to enable land use change over time”. This provides for developments to propose non-residential uses in the absence of residential development.</p>
<p>Notes there has been a minor modification to the “Preferred Land Uses” section wording and outlines not having objections to this.</p>	<p>Noted.</p>
<p><i>Setbacks</i> States that in the 2018 version building setbacks were to be measured from behind the landscape zone with the document stating: “The fundamental aspect of built form for the corridor are scale, frontage and building setback from the Landscape Zone, and transition to surrounding development.”</p>	<p>As this sentence is directly referencing built form it is considered not necessary for this particular statement to refer to the landscape zone or for figure 65 to be amended.</p>

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<p>States the 2024 version deletes this 'landscaping zone' instead stating: "The fundamental aspects of the built</p> <p>States that Figure 65 is a carryover from the 2018 version that doesn't reflect the 2024 statement.</p> <p>Requests: 1) The "Building Setback" paragraph is to reflect the 2024 introduction statement for Precinct 2 (as noted above). 2) Figure 65 to be updated to reflect the above.</p> <p>Reason: Notes being generally supportive of the change for the Landscaping Zone to form part of front setback area and that the building setback is to be measured from the cadastre boundary.</p> <p>States that different locations along the Corridor will have different requirements for building setbacks as well as building frontages. The building setback is the distance a new building should be set back from the Landscape Zone within private property and should consider the nature and character of the location and the uses within the building.</p>	
<p>States that the three sites have been designated a moderate setback requirement and notes the draft Strategy has been amended to provide additional clarity regarding this.</p> <p>Notes their clients sites do not have a parking setback requirement.</p>	<p>187 and 189 Great Eastern Highway are not considered to have any topographical or physical constraints which prevent the sites from meeting the requirements of the 'Rear Access, Rear Parking' typology. It is noted that both of these sites already provide a level of parking at the rear and that the access for 187 Great Eastern Highway is off Abernethy Road.</p>

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<p>Requests that Figures 71 and 94 are modified so that 187 and 189 Great Eastern Highway have a "Parking Building Setback" typology.</p>	<p>In light of this, it is not considered necessary for these sites to be designated with a parking setback typology.</p>
<p><i>Transitions</i> Notes their clients three sites are identified as having a 'medium' transition typology to the abutting southern neighbour.</p> <p>Requests the following regarding the transition provisions: 1) These be amended to include guiding development provisions for instances whereby adjoining lots are able to enjoy the same development rights as those within the Strategy, provided they meet the following criteria: a) the adjoining lot is proposed to be (or is in the process of being) amalgamated with a site which has been identified as a Landmark site, and b) the amalgamated portion shall have a maximum building height, bulk and scale that is reflective of the abutting lot, and c) it improves vehicle access and safety by promoting egress onto secondary streets, and d) excludes the "Residential and Stables" zone.</p> <p>Reasons: Objects to the introduction of LU22 as its intended purpose is to prevent land outside the initial scope of the Strategy from benefitting the redevelopment opportunities promoted by the Strategy. Considers this is counter intuitive to achieving good redevelopment outcomes, as the amalgamation of land is often a requirement by many metropolitan inner city local</p>	<p>Refer to the 'Amalgamation of adjacent land' heading in the report.</p>

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<p>governments to achieve a higher density bonus provision, particularly flexible coded areas. Given this, considers the Strategy should allow and encourage the amalgamation of adjoining lots outside the Strategy area, with supporting provisions regarding transition-built form outcomes.</p>	
<p><i>Scale</i> Note that whilst generally supportive of the height and plot ratio provisions, most modern planning frameworks are opting to move away from using "Plot Ratio" as a form to constrain development, instead using Building Heights and setbacks to establish a 3D building envelope. Suggests the City reconsiders whether maximum Plot Ratios are still necessary as a density and built form control within the Strategy area.</p>	<p>Refer to the 'Building heights' heading in the report.</p>
<p>Does not object to 187 Abernethy Rd being earmarked as a "Key Landmark Site."</p> <p>Requests that No. 225 Great Eastern Highway is identified as a "Key Landmark Site" Reason: 1) The site has a total land area of 22,280m2 and is one the largest site within Precinct 2 that is under single ownership, 2) The site is opposite the Golden Gateway precinct, 3) This site has four road frontages being Great Eastern Highway, Daly Street, Barker Street, and Hargreaves Street, and 4) The site is opposite Centenary Park and Centenary Park Community Centre</p>	<p>Noted.</p> <p>Landmark sites were determined by sites with strategic locations, and relationships to adjoining public streets, open spaces and by the potential for strong visual impact on the surrounding area.</p> <p>The proposed landmark sites surrounding this lot were chosen to be key landmark sites as they function as an entry/exit to and from the Golden Gateway precinct and will assist with wayfinding.</p> <p>Noting the above, it is not considered that an additional landmark site is necessary at 225 Great Eastern Highway. It is also noted that this site was recently developed for various showrooms.</p>

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<p>Objects to the introduction of LU22 as its intended purpose is to prevent land outside the initial scope of the Strategy from benefitting the redevelopment opportunities promoted by the Strategy. This position is counter intuitive to achieving good redevelopment outcomes, as the amalgamation of land is often a requirement by many metropolitan inner city local governments to achieve a higher density bonus provision, particularly flexible coded areas. It is widely acknowledged that fragmented ownership can stifle good urban redevelopment outcomes.</p> <p>Requests that we:</p> <ol style="list-style-type: none"> 1) Outline a set of criteria where an adjoining lot outside the Strategy could be incorporated in the Precinct Area where it achieves the objectives of the policy, for example: <ol style="list-style-type: none"> a) The overall development will transition will have a building height, bulk and scale that is reflective of the abutting lot, b) Improves accessibility and rear egress onto secondary streets (such as Barker Street) 2) The nature of the abutting lot where is the lot is amalgamated: <ol style="list-style-type: none"> a) has been identified as an Earmarked Landmark site, and b) excludes the "Residential and Stables" zone. 	<p>Refer to earlier comment.</p> <p>Refer to the 'Amalgamation of adjacent land' heading in the report.</p>
<p><i>Implementation</i></p> <p>Suggests that Option 1 would take longer to develop and implement, however it would be easier for Developers and the City if there was a Single Planning Policy framework, instead of having a "suite" of supporting policies.</p>	<p>It is unclear why the submitter considers that option 1 would take longer to implement noting this option proposes the preparation of one single local planning policy.</p> <p>The most appropriate implementation pathway will be further investigated once the draft Strategy is adopted.</p>

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<p>Suggests Option 2 is identified as the preferred pathway to implementing a planning framework over the Strategy area with the following modifications:</p> <p>i. A Single Local Planning Policy is prepared instead of a Suite of Supporting Local Planning Policies</p> <p>Reason: Considers it is easier for landowners, developers and the community to ensure consistency with a single statutory document, as opposed to multiple documents. Also considers there is a greater chance of inconsistencies between planning documents.</p> <p>ii. Where a LDPs/Precinct Plans has been developed for an Activity Node, the LDP/Precinct Plan prevails over the Local Planning Policy,</p> <p>Reason: Considers this provides a structural policy hierarchy and addresses any inconsistencies that may arise.</p> <p>iii. Local Planning Policy No. 10 (LPP 10) is amended to exclude No. 187 & No. 189 Great Eastern Highway, and No. 33 Abernethy Road.</p> <p>Reason: Their clients site is identified under LPP 10 as being able to have residential townhouse development at a maximum density of R80 within the Mixed Business zone. This is not consistent the recommendations of the strategy.</p> <p>Request:</p>	<p>Local Planning Policy No. 10 will be reviewed as part of the preparation of the new Local Planning Scheme.</p> <p>Noted.</p>
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	Regardless of which pathway, as a significant landowner within the Strategy, requests the City consults and engages their client early in the preparation of any Precinct Structure Plans and/or Local Planning Policies.	
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Agencies/Departments	Summary of Submission	Officer Comment
31 Perth Airport 32 Boud Avenue Perth Airport WA 6105	<p>Notes being generally supportive of strategy. Recognises the significant steps taken by the City to draft the Strategy for a road that serves as a critical access route to, and from the airport.</p> <p>Notes that the City is still using the old Structure heights Control Contour map from a few years ago, and recommends the City updates the contour maps from the Perth Airport website.</p> <p><i>Overview</i> Outlines that undertaking land use planning for such a large and diverse area such as Great Eastern Highway, which comprises multiple privately-owned land parcels, is a challenge. Notes that the level of consultation to get to this point has been important.</p> <p>Notes Perth Airports involvement in previous consultation and considers that these engagements were interactive and productive with community members and stakeholders contributing to real outcomes. Considers that the consultation undertaken to date will ensure that the Strategy is best placed to be created in</p>	<p>Noted.</p> <p>Noted. This will be updated during the preparation of the new Local Planning Scheme.</p> <p>Noted.</p>

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		<p>line with expectations and for successful implementation over time.</p>	
		<p><i>Airspace Assessment</i> Notes the three types of airspace that Perth Airport protects including; the OIS, PANS-OPS and CNS.</p> <p><u>OIS</u> Outlines that the Obstacle limitation Surfaces (OIS) protect aircraft operating under visual meteorological conditions. These surfaces can at times be infringed following an assessment by Airservices Australia and the Civil Aviation Safety Authority and the Department of Infrastructure, Regional Development and Cities. Any approval will generally be accompanied with conditions such as conspicuous colour bs and lighting to ensure the obstacle is visible to pilots.</p> <p>Notes that most of the subject area is underneath a part of the OIS called the inner horizontal, which is a horizontal plane at a height of 64 m AHD. Using a worst-case ground elevation, this would allow for construction up to approximately 35m above ground level. At the far south-west of the subject area the OIS begins to slope upwards, meaning that development in this area can be constructed to an increased height.</p> <p><u>PANS-OPS</u> Highlights that the Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS) protect aircraft operating under instrument</p>	<p>Noted.</p>

		<p>meteorological conditions. As pilots in these conditions do not have visual reference to the ground, infringements to these surfaces is prohibited. The PANS- OPS surfaces are more complex than the OIS, being the composite of the airspace associated with dozens of different instrument procedures that rely on differing technologies. However, in this area the PANS- OPS is generally higher than the OIS, meaning the OIS inner horizontal at 61 m AHD will be the controlling height.</p> <p><u>CNS</u> Outlines that the Communications, Navigation and Surveillance (CNS) surfaces protect the operation of infrastructure that facilitates air traffic control such as radars and microwave communications links. Infringement to these surfaces is sometimes allowable following assessment by Airservices Australia. Most of these surfaces are confined to the airfield or at least the airport estate. However, the surface that protects the operation of the Terminal Area Radar (TAR) extends far beyond the airport and is the most significant CNS surface. This surface slopes upward at 0.5 degrees from the radar site and varies from -50m AHD at the north-eastern edge to well over 100m AHD at those parts of the strategy area furthest from the radar's location to the north of the airport estate.</p> <p>Notes that technically all development that is proposed to be located under Perth Airport's</p>	<p>Noted. The City generally refers all proposals to the Perth Airport, as per State</p>
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		<p>airspace should be referred to Perth Airport for comment, however, acknowledge that this may be onerous for both parties. Recommends that City Officers contact Perth Airport by telephone, early in the planning process, to determine whether a specific development should be formally referred to Perth Airport for initial assessment, and for management of any further agency referrals.</p>	<p>Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport including:</p> <ul style="list-style-type: none"> • Increases in density or zoning in areas of ANEF 20 and higher. • Subdivision of land for residential purposes, where lot sizes enable density in excess under the policy • Development identified as unacceptable in the building site acceptability table • Development penetrating airspace • Development penetrating height contours • Non-structural activities • Use of land likely to attract significant birds
		<p><i>Assessment under the Perth Airport 2014 Australian Noise Exposure Forecast (ANEF) & 'noise above' contours</i></p> <p>Notes that the subject area is located outside of the Perth Airport Ultimate ANEF apart from the far north- eastern edges.</p> <p>Under State Planning Policy 5.1 (Land Use Planning near Perth Airport) areas outside of the ANEF contours are considered acceptable for all uses. Land within the 20-25 ANEF is considered conditionally acceptable for residential land uses, and acceptable for commercial and industrial land uses. However, it is noted that the area will still be exposed to high frequencies and levels of aircraft noise that may be unacceptable to some people.</p>	<p>Noted. Where applicable, proposals will be assessed in accordance with SPP 5.1 and appropriate conditions/footnotes included on subsequent approvals.</p> <p>As per State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport, all proposals within ANEF contours will be assessed according to the policy. Only a small portion of some adjacent lots to Great Eastern Highway are affected by this.</p>

	<p>Perth Airport produces additional 'noise above' metrics, which can assist in demonstrating the likely impact of aircraft noise exposure on an area at the ultimate airfield capacity. The N65 is one such 'noise above' metric and is produced because the ANEF is not well suited to conveying the impact of aircraft noise and aircraft noise exposure to the community, as over- flight frequency and the sound level of single events (typically two factors that determine how a person will react to noise) are not clearly translated by the ANEF system.</p> <p>Under the N65 for Perth Airport the north-eastern portion of the subject area will be exposed to up to 200 aircraft movements in the worst areas exceeding 65 decibels across an average day. Noise at this level is disruptive to a normal conversation.</p> <p>The remainder of the Strategy area, being lateral to the runways, is exposed to significantly less aircraft noise due to arrivals and departures. However, given the proximity to the airport it is prudent to ensure future landowners are adequately informed of the potential noise impact, including that from operations on the ground as outlined under the following heading.</p> <p>Recommends that information regarding aircraft noise levels is included as an advice note on relevant development applications. This will allow the applicant/owner(s) to make informed</p>	
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	decisions regarding the installation of noise mitigation measures.	
	<p><i>Ground Based Noise Impact</i> In addition to the noise impact from air-based sources the subject area is in an area of close enough proximity that impacts from ground-based noise sources should be considered. Ground-based noise sources include the noise generated by aircraft taxiing as well as the use of Auxiliary Power Units (APUs) which are on-board turbines that provide electricity to aircraft.</p> <p>The likely impact from these two sources ranges from 35-45dBA. However, in adverse conditions this could be up to 5dBA higher. Noise above 50dBA has the potential to disturb people's sleep.</p> <p>Similar noise levels and impacts can be expected during Engine Ground Running at Perth Airport. An essential safety measure following maintenance of aircraft is to perform ground-based engine testing, known as Engine Ground Running (EGR). At Perth Airport these tests are performed on Taxiway Whisky which runs east-west at the northernmost end of the airfield within a few kilometres of the north-east end of the subject area. Most of the subject area will be exposed to relatively low levels of noise from EGR. The north-eastern corner, however, could experience levels up to 50 decibels.</p>	Noted.
	<i>Ground Transport</i>	Noted.

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	<p>Notes that Great Eastern Highway is under the control of Main Roads WA. The overarching purpose of the road is to ensure vehicular movements are safe and efficient and this objective should be kept in the forefront of planning. Perth Airport wishes to reinforce the importance of the strategy to prioritise traffic flow on Great Eastern Highway and finding the balance to maintain and build on this through good planning.</p> <p>A key 'Movement' principle in the draft strategy is for developments to not have direct highway access. The intent of this principle is supported as it can have positive outcomes on traffic flow. On a road of such importance as Great Eastern Highway, which currently feels pressure at certain times of the day, any ability to improve traffic flow should be pursued.</p> <p>The proposed pedestrian crossing points and the creation and strengthening of the cycling network is supported. These two movement improvements will raise the amenity for airport estate employees and visitors through better connections to their destination and to the Swan River for passive and active recreation.</p>	
	<p><i>Land Use</i> Notes that planning for land uses and vehicular movements need to be complementary, for the implementation of strategy recommendations to achieve long- term, positive and sustainable planning outcomes.</p>	<p>Noted.</p>

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	<p>Although Precinct 4 - Tonkin Highway to Ivy Street is a key precinct for Perth Airport as it directly abuts the airport estate, the importance of one precinct does not outweigh any other; each needs to be equally strong for the overall strategy to be effective.</p> <p>For visitors arriving to Perth through the airport, Great Eastern Highway is commonly used; especially when travelling towards the Perth CBD. Therefore, making a positive impression on visitors, in particular first-time visitors, when they exit the airport estate and are welcomed to Perth and the State of Western Australia, is critical. The draft strategy can certainly play a role in this.</p> <p>Built Form Strategy 11 is noted within the draft strategy to prepare detailed design guidelines in the future to achieve, amongst other outcomes, the built form 'vision.' This is supported, as it is considered that the relatively strict implementation of minimum (reasonably high) standards of development should raise the quality in the strategy area.</p> <p>As outlined above, Perth Airport has a vested interest in pursuing opportunities to improve the planning for Great Eastern Highway and sees real benefit in this strategy being adopted and implemented over time.</p>	
	<p><i>Summary</i> Given the above assessment, Perth Airport supports the strategy. Perth Airport greatly</p>	<p>Noted.</p>

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		appreciates the opportunity to comment and looks forward to the mutual benefit that can be derived from this engaged planning approach.	
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32	Department of Transport Level 8 140 William Street, Perth WA 6000	<p>1. Long Term Cycle Network (LTCN)</p> <p>a) Department of Transport (DoT) strategic cycle network plan is the Long Term Cycle Network (LTCN). This was endorsed by the City of Belmont Council at its meeting of 23 June 2020. This strategic cycling network has been developed in collaboration with respective Local Government Authorities and aims to ensure State and Local Governments continue to work together towards the delivery of a continuous cycling network providing additional transport options, recreational opportunities and support for tourism and commercial activity.</p> <p>b) A Primary LTCN route runs along the length of Great Eastern Highway, with multiple primary (Abernethy Rd, Tonkin Hwy), secondary (Surrey Rd, Daley St, Coolgardie Avenue, Fauntleroy Av) and local (Brighton Rd, Acton Avenue, Stoneham St, Keymer St, Epsom Avenue, Morrison St, Central Avenue, Ivy St) routes intersecting with Great Eastern Highway along the length of the Strategy area.</p> <p>c) The Strategy does not currently make mention of the LTCN, although it is noted that elements of the LTCN are included within the strategy, for example the Principal Shared Path along Great Eastern Highway, and other key shared path/key cycle routes shown</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted. Refer to the 'General and administrative modifications' heading in the report.</p>
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		<p>within the movement typologies (figures 90, 95, 100, 105).</p> <p>d) It is noted Figure 52 (pg 54 and 55) of the Strategy show existing and proposed crossings and their treatments. While not explicitly stated, it appears that existing or proposed crossings are shown for all intersections of an LTCN route with Great Eastern Highway.</p> <p>e) The Strategy should deliberately take the LTCN routes and their intersections with Great Eastern Highway into account and ensure that any road upgrades, intersection treatments or development along Great Eastern Highway.</p> <p>f) States if the City determines that there are more suitable alignments for LTCN routes, the Local Government should liaise with DoT's Active Transport division and follow the procedures outlined on DoT's website accordingly, available here: Long-term cycle network (transport.wa.gov.au).</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
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		<p>2. Bike Riding messaging</p> <p>a) In relation to cycling, DoT encourages subtle shifts in language, terminology and expressions used in written communications to reduce perceived obstacles and stigmas. DoT recommend the following key themes are incorporated within the Urban Corridor Strategy:</p> <p>I) 'Cyclists', 'motorists', 'pedestrians' and 'commuters' are all people who have chosen to ride a bike, walk, drive a car or catch public transport for that particular journey. Instead of the term 'cyclist', DoT encourage the use of the term 'Bike rider' (and variations of) which is a more relatable and less confronting term. Many bike riders do not consider themselves 'cyclists', which is used to reference professional or sport-focused riders and often triggers negative connotations.</p> <p>II) Riding a bike is suitable for people of all ages and abilities, and trips can be done in everyday clothing without any special equipment. Note this is a key factor in the designation of cycling routes in the Long-Term Cycle Network, and in its implementation, i.e. aiming to encourage more people to ride more often.</p>	<p>Noted. This has been updated in the Strategy and supporting documents.</p> <p>Refer to the 'General and administrative modifications' heading in the report.</p> <p>Noted.</p>
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		<p>b)Activation, Consultation and Evaluation (ACE) Model Overview The DoT Cycling team have developed the ACE model to encourage people to utilise infrastructure being delivered: https://www.transport.wa.gov.au/mediaFiles/active-transport/AT_CYC_P_WABN_ACE_model_overview.pdf. Although the model has been created for cycling infrastructure projects, the principles can be adapted for broader infrastructure projects, and may be of use.</p>	<p>Noted.</p>
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		<p>c) Inter-modal Hierarchical Prioritisation</p> <p>i) DoT have also prepared a position statement on prioritisation of roads at intersections which may be of use, particularly given the Primary LTCN route along Great Eastern Highway, and the intersecting Secondary and Local routes: https://www.transport.wa.gov.au/media/Files/active-transport/AT_CYC_P_IMHIP_Flyer.pdf.</p> <p>ii) Note Main Roads are not fully supportive of this approach and level of support will depend on the specific context. Notes Main Roads are more likely to consider this in situations where a Primary Route in the LTCN crosses an 'Access Road' in the Main Roads Road Hierarchy.</p>	<p>Noted.</p> <p>Noted.</p>
		<p>3. Movement strategies</p> <p>a) DoT supports the movement strategies M5-M23 outlined on pages 124 -126 of the Strategy.</p> <p>b) Notes these include improving the pedestrian and cycle network, crossing points (including mid-block locations), and amenity through the public realm, including long-term investigation of protected bike lanes. The strategies also include improved accessibility to public transport.</p>	<p>Noted.</p> <p>Noted.</p>

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		<p>c) Recommend that reference to the LTCN is included in the wording of the bike-related strategies (M13-M15)</p> <p>4. The freight function of Great Eastern Hwy needs to be recognised and the geometry/changes to the road needs to accommodate large heavy vehicle flows. MRWA would be more appropriate to comment on road design.</p>	<p>Noted. M 13 and M15 have been amended accordingly. Refer to the 'General and administrative modifications' heading in the report.</p> <p>Noted.</p>
33	Main Roads WA PO BOX 6202, East Perth WA 6892	<p>Main Roads has reviewed the draft Great Eastern Highway Urban Corridor Strategy and the Great Eastern Highway Transport Strategy and is generally supportive of the City's efforts to investigate an integrated approach to the City's local strategic planning in the vicinity of Great Eastern Highway and the future planning for Great Eastern Highway by Main Roads and the Transport Portfolio.</p> <p>Notes the City's considerable effort in preparing the Strategy, however at this point consider a number of aspects remain unresolved, especially due to the lack of more detailed transport modelling needed to assess movement considerations.</p>	<p>Noted.</p> <p>This is a strategic document that outlines high-level aspirations for lots fronting Great Eastern Highway. Given the broad range of potential commercial and residential uses, it is challenging to model for specific outcomes at this stage.</p> <p>In support of this Strategy, a Transport Strategy has also been prepared which analyses both current and future movement networks, including transport, access and parking, whilst outlining strategies for improvement. A Traffic Impact Assessment</p>

			(TIA) or Traffic Impact Statement (TIS) may be required to support future development applications adjacent to the Corridor.
		<p><i>Strategic Planning Context</i></p> <p>1. States that to support the density increases envisaged within the Strategy, detailed transport modelling in line with WAPC Transport Impact Assessment Guidelines should be undertaken by the City. Main Roads can provide the City with further information and advice to ensure effective modelling outcomes. This assessment would enable both the City and Main Roads to determine the impact of the proposal upon the state-controlled and local road networks. Whilst the strategy is currently aspirational and visionary in nature, it will likely be used to inform the City’s future strategic and statutory planning frameworks and set community expectations. Detailed transport modelling should therefore be considered at this point, as to better predict future outcomes and assess the proposed measures. The strategy currently provides limited information to this effect and it may be premature for the City to consider endorsement.</p>	A Transport Strategy was prepared to support the Strategy. This analyses the current and future movement networks, including transport, access and parking, and outlines strategies for improvement. A Traffic Impact Assessment (TIA) or Traffic Impact Statement (TIS) may be required to support future development applications adjacent to the Corridor.
		<p>2. Notes that Main Roads Road Planning branch is currently reviewing long term planning for Great Eastern Highway from Tonkin highway to just east of the Great</p>	Noted.

		<p>Eastern Highway bypass. This forward planning will take into consideration intensification of the area. Whilst already discussed previously at officer level with the City's staff, MRWA endeavours to formally consult further with City of Belmont in relation to the road planning review in the near future.</p>	
		<p>3. Notes there is currently no planning in place for light rail on Great Eastern Highway and a future service by light rail or rapid public transit modes would appear to be difficult to achieve due to existing infrastructure and built form constraints. For the purpose of this strategy, it is therefore recommended that reference to these modes on Great Eastern Highway be reviewed.</p>	<p>The Strategy is a long-term guiding document. One of the Strategy's guiding strategies is to commence the creation of a green Corridor that can accommodate more extensive public transport infrastructure. This may be in the form of dedicated bus lanes along the entire extent of the corridor. Ultimately, this would be subject to further detailed planning, usage and agreement amongst State agencies including Main Roads, the Public Transport Authority and Department of Transport.</p>
		<p><i>Land assembly, fragmented development processes and transition</i></p> <p>4. Considers the Strategy should consider the process of transitioning from low density to high density, how to resolve staged implementation of access and laneways as well as other supporting infrastructure, in view of potentially fragmented development processes, including cadastral boundary adjustments, abortive works and interim vs. ultimate intersection treatments (e.g., where</p>	<p>The draft Strategy proposes two transition typologies, being low and medium which are applied depending on site context. The low transition is applied where development along the corridor is adjacent to existing low-density residential areas, while the medium transition applies where development adjoins public open spaces or commercial land uses.</p> <p>As part of the Local Housing Strategy, Local Planning Strategy and new Local Planning Scheme, the longer-term transition of</p>

		<p>existing north/south routes and proposed east/west access routes require intersection treatments or a wider reservation).</p>	<p>density back from the corridor will be reviewed.</p> <p>For further information refer to the 'Transitions' heading within the report.</p> <p>The draft Strategy outlines that until all lots within a street block are developed, temporary access onto the highway will need to be maintained.</p> <p>As this is a high-level strategic planning document, no changes to intersections are proposed.</p>
		<p><i>Indicative new active transport connections</i></p> <p>5. Main Roads would not be supportive of the indicative new connections in the following precincts:</p> <ul style="list-style-type: none"> ○ Precinct 2 - connection between Great Eastern Highway and Barker Street at a midpoint between Abernethy Road and Hehir Street intersections with Great Eastern Highway ○ Precinct 4 - connection between Great Eastern Highway and Redcliffe Road at a midpoint between Ben Street and Fauntleroy Avenue intersections with Great Eastern Highway (opposite Lilian Grove) 	<p>Noted. The indicative new connections have since been clarified with Main Roads, and their concerns were with the introduction of new mid-block crossing points along the Corridor.</p> <p>The indicative new connections are simply new connections through landholdings, proposed only for pedestrians or bike riders and would not have implications for crossing Great Eastern Highway.</p>

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		<ul style="list-style-type: none"> ○ Precinct 4 - connection between Great Eastern Highway and Hay Road at a midpoint between Fautleroy Avenue and east of Ivy Street intersections with Great Eastern Highway 	
		<p>6. The Strategy proposes numerous crossing overpasses and underpasses. To be able to consider support for these connections, further discussions and investigations would be required alongside (more) detailed design. Generally, Main Roads requires warrants to be met (including usage forecasts) before being able to support such structures, as well as potential agreements on the future operation, maintenance, and management. Also, sufficient land would need to be set aside to ensure universal access compliance and to be protected within the road reserve or within adjacent land or in a built form.</p>	<p>Noted. These are only potential locations, that would be subject to detailed design, usage considerations and State Agency/City of Belmont approval.</p>
		<p><i>Vehicular access and parking typologies</i></p> <p>7. It is recommended the City carefully review the criteria for Type 2 and Type 3 vehicular access typologies. It is important for the City to ensure sufficient physical space (width) to accommodate the anticipated traffic movements (volume and direction) and vehicle types (swept</p>	<p>Noted. Refer to the 'General and administrative modifications' heading in the report.</p>

		<p>paths) associated with the population growth detailed in the Strategy. The appropriate width should be adjusted/remain flexible to suit the location, nature and density of development proposed, rather than be predetermined by a fixed width, as currently suggested within the Strategy.</p>	
		<p>8. Significant intersection upgrades may need to occur on local roads, and this will have significant land implications for land abutting these roads. The parking typologies included in the Urban Design Framework are: Type 1, Type 2 and Type 3 and these have a varying size of service lanes. Type 1 has the largest requirement of 9-10m and this would indicate larger vehicles (likely service vehicles) are required. The Strategy should consider where the Type 1, Type 2 and Type 3 are likely to occur. The side road reservations then should match this requirement or be planned for the appropriate road reservation requirement.</p>	<p>Land adjacent to Great Eastern Highway can currently be developed for more intensive uses than those that currently exist. The draft Strategy provides further guidance regarding the layout and configuration of future development.</p> <p>The Strategy is a guiding document which will be used to inform the preparation of future planning instruments, such as a structure plan. Upgrades to roads will be further considered during this process. Additionally, as part of future development applications, if there is a need and nexus between a development and the need for upgrades to a road, this will be further considered at this stage.</p>

		<p>9. A Vehicle Access Strategy (VAS) for Great Eastern Highway has previously been developed in consultation with the City and supported in-principle by the City. Main Roads confirms that the principles of the strategy remain sound and this should form the basis of a new VAS to be developed in collaboration with Main Roads in order to reflect the current ultimate planning already in place for the respective sections of Great Eastern Highway, as well as be informed by the future planning review outcome for the section to the east of Tonkin Hwy.</p>	<p>Whilst there may be differences between the Vehicle Access Strategy and the Corridor Strategy access arrangements, both documents are achieving the same outcome which is to remove direct access off Great Eastern Highway.</p> <p>Furthermore, it is considered that the draft Strategy will facilitate appropriate levels of access to properties, whilst providing adequate space for landscaping and the built form to be better integrated along the entire extent of the corridor.</p>
		<p><i>Opportunities and Issues Assessment</i></p> <p>10. Considers the Strategy should be reflective of existing road corridor provisions along Great Eastern Highway. Significant infrastructure investment has already occurred along this corridor and a planning review is underway to support future investments to ensure the integrity of the primary road reservation and function in the network. Opportunities identified within the Strategy should be both complementary to and integrative of the current and planned strategic planning being delivered by Main Roads and the Transport Portfolio.</p>	<p>The proposed improvements can be accommodated within road reserve without affecting the function of the road or lane configuration.</p>

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		<p>11. It is suggested that opportunities for place making, amenity, access arrangements and provision for active modes may be explored within the private realm (e.g. by blurring the lines between public and private, variable building setbacks, rather than fixation on cadastral boundaries) through appropriate planning mechanisms (e.g. incentive based, density bonus, dual coded land use zoning) or within the land under the care, control and management of the City of Belmont.</p>	<p>It is considered more appropriate for active transport modes to be provided within the public realm as opposed to the private realm. Relying on developers to provide this infrastructure in exchange for development bonuses may not eventuate and there is likely to be gaps in connectivity for an extended period of time.</p>
34	<p>Water Corporation PO BOX 100, Leederville WA 6902</p>	<p><i>Water and Wastewater</i> Notes that reticulated water and sewerage is currently available throughout the subject area. States that if their assets are affected, any future developer may be required to fund new works and protection of all works.</p> <p>Notes that due to the likely increase in development density, upgrading of the current system may be required to prevent existing customers being affected by future development. Outline that when the proposed demands are provided, we will need to review the need for any upgrades that will be funded by the future developers.</p> <p>The Water Corporation looks forward to reviewing the proposed Utility and Servicing Infrastructure Strategy and Local Water Management Strategy mentioned in the Urban Corridor Strategy.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

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	<p><i>Drainage</i> Notes the drainage system can only take predevelopment flows. Therefore the developer will need to compensate any additional flows on their own land.</p> <p>Outlines that drainage infrastructure is located within or adjacent to the subject area. States that future developers are required to fund the full cost of protecting or modifying any existing Water Corporation drainage facilities or infrastructure which may be affected by the development.</p> <p>It is noted that 'Large Green Space' has been planned near the South Belmont Main Drain near Abernethy Road and the Perth Airport Southern Main Drain near Kanowna Avenue. The interaction between the 'Large Green Space' and the Water Corporation Drains needs to be considered. It may be that the drains become living streams. Outlines that any modification to the Water Corporations drains will be funded by the developer.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted. It is considered there may be opportunities for joint partnerships.</p>
	<p><i>General Comments</i> Notes the subject area interacts with land owned by the Water Corporation. The Water Corporations Procurement and Property Branch should be consulted prior to any development taking place near or on our land.</p> <p>Outlines that the information provided above is subject to review and may change. If the</p>	<p>Noted.</p> <p>Noted.</p>

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		proposal has not proceeded within the next 12 months, Water Corporation should be contacted to confirm that this information is still valid.	
35	Public Transport Authority PO BOX 8125, Perth Business Centre 6849	Notes that whilst the Public Transport Authority (PTA) is generally supportive of improved active and public transport along the urban corridor, the PTA does have comments on the strategy.	Noted.
		<i>Part 1 - General Comment</i> Notes that Transperth currently operate two high frequency bus routes along the corridor (Superbus Route 935 and 940 bus services) with additional routes along sections of roads adjacent to the urban corridor. There is the potential for mid-tier public transport upgrades along the Great Eastern Highway corridor.	Noted.
		States the Strategy uses different terminology throughout the document for public transport improvements however this not clearly defined and used in a consistent manner. For example, Priority Rapid Transit Route, high-frequency transit, High Priority Public Transit, Priority Rapid Public Transport Route service, Priority Rapid Public Transport Route network appear to be used interchangeably but don't necessarily have the same meaning.	Noted. The Strategy has been amended to use consistent terminology. Refer to the 'General and administrative modifications' heading in the report.
		<i>Part 2 - Great Eastern Highway- Urban Corridor Strategy</i> (p.9) ...General comment regarding traffic forecasts. Surrounding road network capacity, investment decisions regarding transit capacity and enhancing active travel outcomes could impact traffic forecasts and mode share.	Noted.

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		<p>(p.20) Notes the document states “ ...The Corridor is positioned between two rail precincts at Burswood and Redcliffe that are connected by a Priority Rapid Transit Route”.</p> <p>Queries whether this is referring to public transport. Notes currently there is high frequency service with Superbus Route 940 service travelling via Great Eastern Highway and Route 935 via Belmont Forum.</p>	<p>This statement refers to the Burswood and Redcliffe train stations and the high frequency bus services between these.</p>
		<p>(p.28) Notes the document states “... High Priority Transit Route between Perth Airport and Fremantle via Canning Bridge</p> <p>Outlines that Transperth does not currently have plans for a high frequency direct bus route between Perth Airport and Fremantle via Canning Bridge Station as the primary trip attractor is Perth CBD. The preferred strategy is to improve the interchange quality at Causeway Bus Station to enable transfers for those travelling through Victoria Park.</p>	<p>Noted. Whilst Transperth does not currently have plans for such a high frequency bus route, it is considered that there is merit in such a proposal being considered in the future.</p>
		<p>(p.28- Guiding Strategies) Notes the document states “ ... Commence the creation of a green Corridor that can accommodate the future introduction of high-frequency transit and more extensive public transport infrastructure.”</p> <p>Does not consider this wording to be clear as there is currently already high frequency public transport along Great Eastern Highway. Queries if this is this meant to be rapid transit.</p>	<p>Noted. These references have been amended and clarified in the document.</p>

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		<p>(p.29) Notes the document outlines "... Creating appealing settings for transit use – at bus stops and any future High Priority Public Transit stops – is a vital consideration for the transformation of the Corridor."</p> <p>Outlines that Transperth is supportive of Mid-tier transport planning and rapid transit include infrastructure upgrades to bus stops.</p>	<p>Noted.</p>
		<p>(p. 29 and p.122 and Appendix B) Notes the document states "...The Corridor is serviced by various bus routes. The bus services provide access to the Perth CBD, Kings Park, Perth Airport, Midland and High Wycombe. During the weekday AM peak period buses along the Highway travel to Perth CBD approximately every 5 minutes and towards Redcliffe Station approximately every 10 minutes. During the weekday PM peak period, buses along the Highway travel to Perth CBD approximately every 9 minutes and towards Redcliffe Station every 5 minutes."</p> <p>Notes the following regarding this statement:</p> <ul style="list-style-type: none"> • This frequency depends on which section of Great Eastern Highway. The greater frequency in the PM peak period will be from Perth CBD not to Perth CBD. • During AM peak periods there is a 5–8-minute frequency to Perth CBD and 10-12 min frequency to Redcliffe Station. 	<p>Noted. This has been updated accordingly.</p> <p>Refer to the 'General and administrative modifications' heading in the report.</p>

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	<ul style="list-style-type: none"> • During PM peak periods there is 5–8-minute frequency from Perth CBD and 10-12 from Redcliffe Station. 	
	<p>(p. 32) Notes the document states "...The Corridor will be serviced by an extensive movement network, comprising a Priority Rapid Public Transport Route service and associated bus stops."</p> <p>Highlights that Transperth are supportive of public transport priority and pedestrian improvements however while there is a lot of detail on the cycle and pedestrian network and how this will be facilitated with crossings, overpasses and underpasses and continuous cycle and pedestrian paths, considers there is little detail on how public transport will be given priority on the network.</p>	<p>The Strategy highlights that the corridor may be an appropriate location for rapid transit or other forms of mid-tier transport. However, these require further investigation and planning with PTA and Main Roads WA.</p>
	<p>Considers in figure 35 there is potential for conflict between bus, cyclists and pedestrians alighting the bus. Notes this is the current road network layout with a cycle lane adjacent to the bus lane however the proposed may not serve as an improvement.</p>	<p>This will be further considered at detailed design stage to minimise conflicts between pedestrians and bike riders.</p>
	<p>(p.104) Notes this page of the document states "The Ascot Activity Node is serviced by the Priority Rapid Public Transport Route along the Corridor."</p> <p>Outlines that there is no high frequency service east of Fauntleroy Avenue. Notes Superbus Route 940 travels via Great Eastern Highway and Fauntleroy Avenue to Redcliffe Station.</p>	<p>The Ascot Activity Node is west of Fauntleroy Avenue, therefore it is serviced by the 940 Superbus.</p>

		<p>There are no plans to introduce a rapid transit service in this section of the Ascot Activity node.</p>	
		<p>p. (138) Development Contribution Plan</p> <p>Notes the document outlines that a Development Contribution Plan may be prepared to provide a mechanism for the City to collect contributions for elements which may include road upgrades, utilities, infrastructure upgrades, public spaces, pedestrian paths and cycle paths.</p> <p>Requests the reference to public transport services be included.</p>	<p>Noted. This has been referenced in the Strategy accordingly.</p> <p>Refer to the 'General and administrative modifications' heading in the report.</p>
		<p>Part 3 - Appendix B - Great Eastern Highway-Urban Corridor Transport Strategy</p> <p>Notes the Strategy states the following:</p> <p>(p.4)2.1 Movement Principles- Support dedicated public transport lanes along the corridor.</p> <p>Suggest this be modified to "Support dedicated public transport lanes, priority measures and infrastructure along the corridor."</p>	<p>Refer to the 'General and administrative modifications' heading in the report.</p>
		<p>(p.57) 5.5 Notes the Strategy states the following:</p> <p>Public Transport - Advocate for increased bus services to connect adjoining residential neighbourhoods with the existing services provided for within the corridor.</p>	<p>It is noted that the City does have relatively good access to public transport. However, this statement in the Strategy was added as it is expected that there will be future development within the Golden Gateway Precinct. This precinct could utilise improved</p>

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		<p>Highlights that Belmont has relatively good coverage and access to public transport. Queries if there are connections missing between residential neighbourhoods to Great Eastern Highway.</p>	<p>accessibility to public transport not only along Great Eastern Highway, but within the precinct itself.</p> <p>There could also be additional public transport provided to link current and future activity centres within and around the City and Great Eastern Highway.</p>
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Great Eastern Highway Urban Corridor Strategy

BACKGROUND
REPORT



DOCUMENT HISTORY AND STATUS

GREAT EASTERN HIGHWAY CORRIDOR
STRATEGY BACKGROUND REPORT

THIS REPORT WAS ORIGINALLY PRODUCED
BY TAYLOR BURRELL BARNETT (TBB) ON
BEHALF OF THE CITY OF BELMONT (COB).
THIS HAS SINCE BEEN AMENDED BY THE CITY
OF BELMONT.

Revision	Reviewer	Date Issued
16/100-0	KH	March 2018
Modifications	IW / CG	May 2024
Modifications	IW / CG	September 2024

EXECUTIVE SUMMARY

The Great Eastern Highway Urban Corridor Strategy is being prepared to assist in facilitating growth of the Great Eastern Highway Corridor (Corridor) as one of Perth's key Urban Corridors. The Strategy will provide a framework for gradual transformation into a Corridor that will offer a diversity of new homes and new economic opportunities within a growing, changing City.

This Background Report (report) provides the necessary background information to inform the Urban Corridor Strategy.

The report includes an analysis of the study area, including Activity Corridor examples, locational and historical context, planning framework and the socioeconomic summary.

The report considers the physical characteristics of the study area and includes an assessment of the opportunities and constraints of the Corridor in terms of land use, built form, public realm and movement, as well as an assessment of the redevelopment potential of the study area.

An overview of infrastructure funding opportunities is also included which will inform the Implementation Framework in the Great Eastern Highway Urban Corridor Strategy.



An existing landscaped portion of the Great Eastern Highway Corridor.

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1. INTRODUCTION

This report has been prepared to inform the preparation of a comprehensive strategic plan for the redevelopment of the Great Eastern Highway Corridor spanning from the Graham Farmer Freeway in Rivervale to just east of Ivy Street.

The proposed plan will guide the preparation of the Great Eastern Highway Urban Corridor Strategy, and ultimately the redevelopment of public and private landholdings within the study area as shown in **Figure 1**.

This report provides analysis and information to inform the planning of this area, inclusive of:

- **Activity Corridor Characteristics**, to realise what the Urban Corridor Strategy should be aiming to achieve for the Corridor;
- The **Planning Framework**, including regional and local planning previously undertaken that will inform the future redevelopment of the subject area;
- **Socio-Economic Analysis** of the study area, identifying key trends and forecasts for the population and the likely implications on the Urban Corridor Strategy;
- **Physical Site Description** of the study area;
- An **Opportunities and Constraints Analysis** of the study area, identifying key issues and opportunities that will inform redevelopment potential; and
- The **Infrastructure Funding Options** to be considered in the implementation of the Urban Corridor Strategy.

The ideas included in this report are intended to provide background and context to the **Great Eastern Highway Urban Corridor Strategy**.

1.1 ACTIVITY CORRIDOR CHARACTERISTICS

The ideal activity Corridor would typically be characterised by the following traits:

- High density residential facilities (i.e. townhouses, terraces and apartments), sometimes as a component of mixed use development;
- A variety of non-residential uses, including retail, commercial, food and beverage, health, short-stay accommodation and education facilities, in a street-based built form or series of nodes;
- With major destinations or attractions as anchors at each end;
- Maximum intensity of development along the primary Corridor, with a gradual reduction in intensity behind the Corridor;
- A rail-based form of high frequency public transport along the length of the Corridor;
- Buildings that address the street, with minimal front setbacks and parking excluded from the front setback area;
- On-street parking provided, enabling convenient access to businesses and limiting vehicle traffic speeds to promote safe non-vehicle movement (i.e. walking and cycling);
- Street trees and awnings to provide climatic relief;
- Generous footpaths and cycle paths on both sides of the main Corridor and connecting with the surrounding area to encourage walking;
- Regular, safe and formalised pedestrian crossings;

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- Parallel rear laneways and local streets (but not continuous along the length of the Corridor) that provide for efficient vehicle access. Direct vehicle access is ideally not provided to the activity Corridor.

The planning for the future of the Great Eastern Highway provides the opportunity to see these traits and characteristics incorporated as redevelopment occurs.

1.1.1 ACTIVITY CORRIDOR EXAMPLES

The following examples illustrate a number of existing or potential Activity Corridors, which have been drawn upon to highlight the importance of incorporating nodes of activity to create a vibrant urban environment, supported by high quality public realm and a robust public transport network and strong pedestrian and cycling facilities.

A prime example is Portland Mall, a legacy project and icon for progressive urban planning and design, which has been transformed into a Great Street. Today it extends the entire length of downtown Portland, mixes multiple modes of transportation, stimulates adjacent development and re-establishes itself as Portland's civic spine. A new benchmark in design, placemaking and infrastructure for the 21st century, the design is a formal, powerful order of widened sidewalks, transit lanes, trees, lights and sidewalk. Stainless steel is used in new amenities for its refined surface and highly-durable finish. A comprehensive system of graphic and written information unifies the transit system environment for all users. A highly engineered design for flexible-set brick pavers allows for continuity of the pedestrian system at intersections. Shelter architecture was deliberately designed for openness and transparency. Roof and windscreen elements are minimal. Low-energy, LED lighting is incorporated into column cladding and ridge beam for enhanced night use.

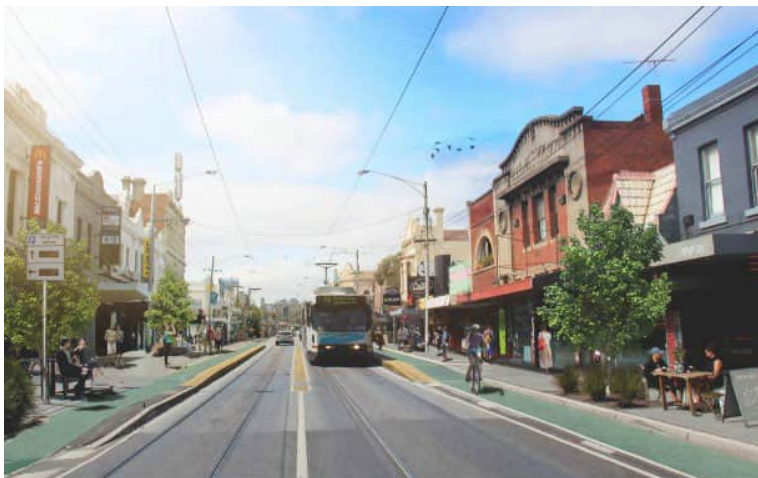
Portland Mall	
Location	Portland, Oregon USA
Length	Approximately 9km
Proximity to CBD	Downtown Portland
Anchor Centres / Nodes	University District, Retail Core, Civic/Office Cultural, Hotel/Financial, Old Town/Chinatown
Key Land Uses	Commercial, residential, offices, retail, ground floor activation, residential campus environment
Residential Density	Pockets of high density in core areas
Public Realm Features	High quality of public realm, including widened sidewalks, transit lanes, street trees, lighting and street furniture to encourage use
Key Transportation Features	Multiple modes of transportation, including bus and light rail, new bus shelters, transit lanes, continuity of flexible set brick pavers allows for continuity of the pedestrian system at intersections



Provision of high-quality public realm featuring landscaping, shade and street furniture

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Sydney Road	
Location	Brunswick, Victoria Australia
Length	Approximately 2.5km
Proximity to CBD	1km
Anchor Centres / Nodes	Neighbourhood activity centre, core light industrial precincts, residential precinct, civic and cultural precinct
Key Land Uses	Retail, residential, industrial, commercial, active uses on the ground floor.
Residential Density	Precincts of higher density areas 5-8 storeys, other areas 1-3 storeys
Public Realm Features	Public realm improvements include pedestrian priority streets connecting to Corridor, green streets connecting to Corridor, improved pedestrian links, enhanced tram stops, enhanced access to train platforms connecting to crossing streets
Key Transportation Features	Railway line, multiple train stations, tram line.



Active street fronts incorporating public transport and cycle infrastructure.

St Kilda Road	
Location	Melbourne, Australia
Length	Portion of road approximately 3km long
Proximity to CBD	3km
Anchor Centres / Nodes	6 sub-precincts, each with a different function including high density residential, mixed use, public domain, and lower scale residential transitioning into surrounding areas.
Key Land Uses	Residential, mixed use, office
Residential Density	High density
Public Realm Features	Adjacent to major open spaces, formal tree lined landscaped boulevard and avenues which create a 'park like' setting, a variety of street widths which create a range of distinctly difference streetscape experiences.
Key Transportation Features	Tramline, extensive bike paths and pedestrian paths



High quality landscaping to provide shade to bike riders and pedestrians.

1.2 PRECINCT ANALYSIS

1.2.1 LOCATION AND EXTENT

The Corridor is centred on the existing Great Eastern Highway road reserve. The portion of the Great Eastern Highway included in the study area is a 6.7 km long, running from the Graham Farmer Freeway in Rivervale to east of Ivy Street and includes the lots fronting or siding onto the Great Eastern Highway as depicted in **Figure 1 – Study Area**.

The centre of the Corridor is located approximately 6km north-east of the Perth CBD and 3.5 km south-west of the Perth Airport. The Belmont Mixed Business Area fronts the southern side of the Great Eastern Highway. The Burswood Activity Centre is located west of the Corridor, on the western side of the Graham Farmer Freeway.



Figure 1 Study Area

1.2.2 LOCAL CONTEXT

The Great Eastern Highway provides a vital connection from the Perth Airport to the Perth Central Business District (CBD) (**Figure 2**). The area also benefits from its proximity to the Belmont Mixed Business Area and connection to the wider road network. Several sites surrounding the Great Eastern Highway are subject to significant redevelopment, including Development Area 6 (DA6) to the east, the Springs located in Rivervale on the western end of the Corridor, Golden Gateway located in the middle of the Corridor immediately north of Great Eastern Highway, as well as a number of Development Control areas as identified in the City of Belmont Local Planning Scheme No. 15 located along the Corridor.

The study area is in proximity to several key international attractions including the Crown Casino, Optus Stadium, Ascot Racecourse, the Swan River as well as the Perth CBD and the Perth Airport.

The importance of the Great Eastern Highway as the main east-west Corridor dominates the landscape of the area. Whilst providing good accessibility, the nature of this major traffic route also acts as a barrier for vehicle, pedestrian and cycle linkages to the surrounding areas. Whilst it is important that development along the Great Eastern Highway is optimised to realise the benefit of exposure to significant volumes of traffic, pedestrian and cycle linkages must also be considered and improved.

1.2.3 HISTORICAL CONTEXT

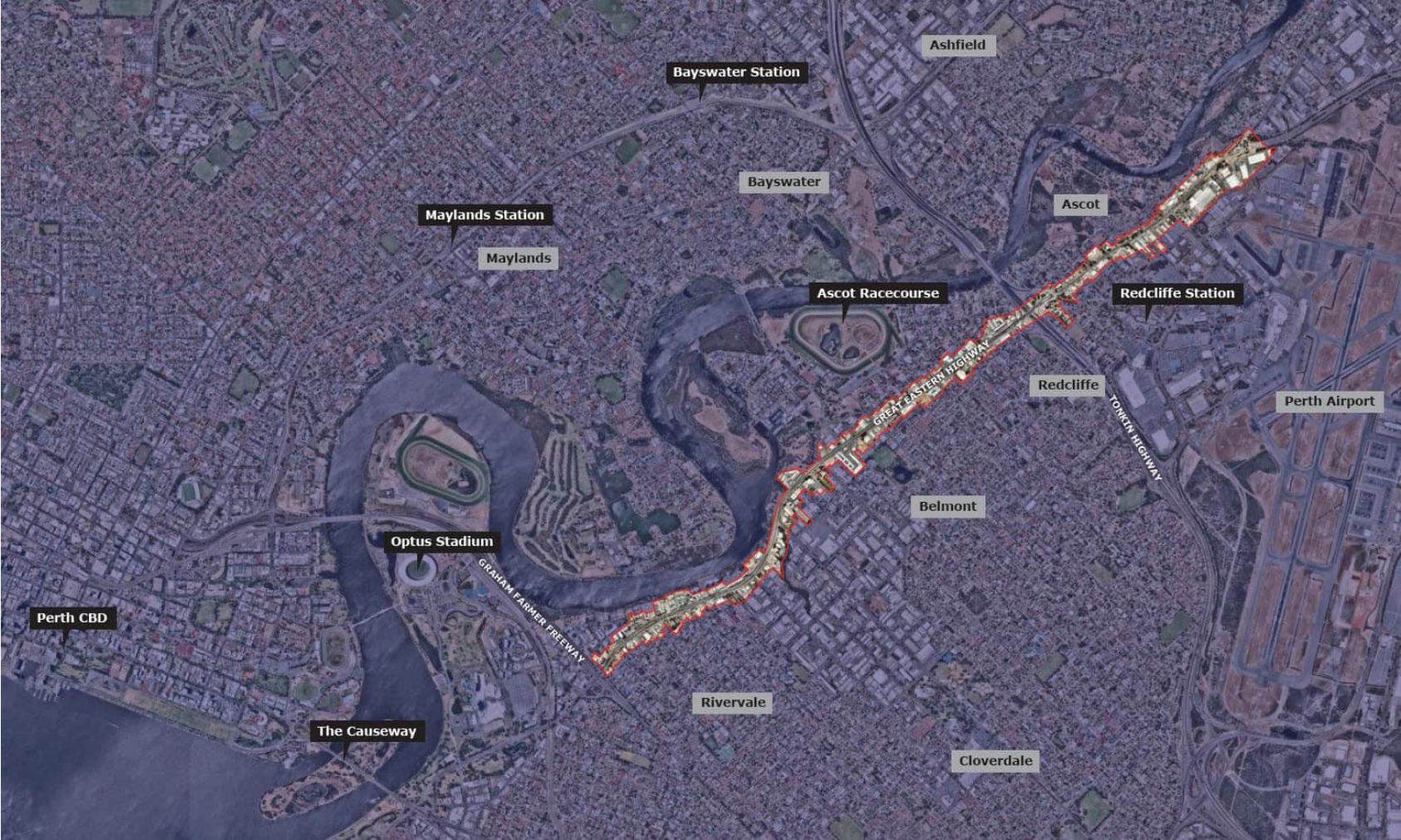
The areas surrounding the Great Eastern Highway were amongst some of the first land grants offered in the newly formed Swan River Colony. In 1830 Captain F. Byrne was allocated Swan Location 34 which he named Belmont Farm after his estate in England. Mark Currie was appointed to survey and allocate parcels of land along the Swan River, managing to reserve Swan Location 28 for himself. The Curries' called their property Red Cliff after the steep red clay banks of the Swan River, clay which was later to be used to make bricks.

The area of Belmont was originally established on 2 December 1898 as a road board with a chairman and councillors under the District Roads Act 1871. It was renamed "Belmont Park Road District" on 4 October 1907. With the passage of the Local

Government Act 1960, all road districts became Shires, with a president and councillors, effective July 1961. On 17 February 1979, the Shire of Belmont became a City, with a Mayor and Councillors.



Great Eastern Highway at Belmont 1953 (City of Belmont, 2015)



6 Figure 2 Study Area Context

2. PLANNING CONTEXT

2.1 STRATEGIC PLANNING CONTEXT

2.1.1 PERTH AND PEEL @ 3.5 MILLION, (WAPC, MAY 2015)

The Western Australian Planning Commission’s (WAPC) Perth and Peel @ 3.5 Million Framework is intended as a high-level spatial framework and strategic plan for the Perth and Peel Region, establishing a vision for future growth and guiding the planning and delivery of housing, infrastructure and services necessary to accommodate a rapidly expanding population. The Strategy is intended to realise the vision encapsulated in *Directions 2031 and beyond* and the *State Planning Strategy 2050*.

The Great Eastern Highway falls within the Central Sub-region of Perth and Peel @ 3.5 Million Framework. In the context of the Great Eastern Highway, Perth and Peel @ 3.5 Million provides the following guidance:

- The Great Eastern Highway is identified as a Corridor, providing a connection between Burswood Activity Centre and Perth Airport. Corridors are identified as providing significant opportunities to accommodate increased medium-rise higher density residential development.
- Corridors provide connections between activity centres and maximise the use of high-frequency public transport.
- Corridors should be protected from incompatible urban encroachment and avoid buffers to promote a system where land use developments and transport infrastructure are mutually compatible.
- Corridors should be the focus for investigating increased densities and a greater mix of suitable land uses.
- A high-quality public transport service is important, where one or more modes of travel are used in combination to:

- Provide high levels of service frequency at all times of the week and generally high frequency in peak periods;
 - Provide access to a reasonable variety of destinations including through multi-modal links; and
 - Operate with a high level of priority over private vehicles wherever possible.
- Future development should be focused in and around station precincts and these precincts should be promoted as attractive places to live and work by optimising proximity to public transport.

The Framework also identifies a target of an additional 215,000 dwellings to be accommodated within the metro central region, with an allocation of 10,500 dwellings to be accommodated within the City of Belmont.



Figure 3 Cross Section Illustrating Proposed Interface from Corridors to Neighbourhood Area (Perth and Peel @ 3.5 Million)

2.1.2 PERTH AND PEEL @ 3.5 MILLION (THE TRANSPORT NETWORK 2018)

Perth and Peel @ 3.5 Million Strategy (The Transport Network) was released by the Department of Transport in 2018 to guide transportation planning and infrastructure investment to coincide with land use and development planning under Perth and Peel @ 3.5 Million. The Transport Strategy is intended to be a vision for generational change of Perth's transport network and aims to achieve maximum efficiency in the way in which people move about the metropolitan area.

Of significant relevant to the Great Eastern Highway, the Transport Strategy identifies:

- The Great Eastern Highway as a High Priority Public Transit Corridor;
- The Great Eastern Highway is classified as a freight road.
- Bridges to improve connectivity across the Swan River which are proposed to be located between Herrison Island and Maylands.
- The Forrestfield Airport tunnel will cross the Great Eastern Highway at the Tonkin Highway interchange, with a new Redcliffe Station proposed to the south-east of this interchange; and

2.1.3 PERTH AIRPORT MASTER PLAN (PERTH AIRPORT, 2020)

The Perth Airport Master Plan was prepared as a blueprint for future development, covering a planning period of 20 years.

The Master Plan details the plans to expand Terminal 1 and a new runway, which is anticipated to be operational by the end of the decade.

The Master Plan divides the Perth Airport into five precincts, two of these which will be solely aviation related, and three which will have a max of aviation and non-aviation uses and commercial development.

Of relevance to the Great Eastern Highway Corridor, the Perth Airport Master Plan notes:

- The Forrestfield-Airport-Link, which services Perth Airport passengers and employees;
- All terminals are serviced by taxis, and Perth Airport's Connect shuttle bus service currently operates between the terminals, and to and from the Perth Airport.

2.1.4 STATE PLANNING POLICIES

State Planning Policy 4.2 - Activity Centres (WAPC, July, 2023)

State Planning Policy 4.2 sets out the principles and design criteria for the planning and development of activity centres. It deals with the distribution, function, land use and urban design of activity centres and their integration with public transport. It also seeks to provide an even distribution of jobs, services and amenities throughout the Perth and Peel region. In doing so, the document establishes an activity centre hierarchy that categorises activity centres based on their function and characteristics. Although Great Eastern Highway is not classified as a formal activity centre in SPP 4.2, it provides access to the Perth Airport which is classified as a Specialised Centre, Burswood which is classified as a District Centre and the Belmont Town Centre which is classified as a Secondary Centre. Therefore, many of the activity centre principles are applicable to activity Corridor development.

Development along the Corridor should complement development within each of the centres. Each of the centres should be characterised by the following:

- Bus network hub (with buses traversing the Corridor);
- Typical retail types of discount department stores, supermarkets, convenience goods, small-scale comparison shopping, personal services, some speciality stores, district-level office development and local professional services;
- Minimum residential density target per gross hectare of 20, and desirable target of 30; and

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- Mix of land uses as a proportion to the centre's total floor space.

The development framework for the Corridor should be cognisant of the development proposed within the adjacent centres.

State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport (WAPC, July 2015)

The State Planning Policy 5.1 (SPP 5.1) applies to land in proximity to Perth Airport which is, or may be in the future, affected by aircraft noise. The purpose of the policy is to provide guidance to Local Governments in the vicinity of the Perth Airport and the WAPC when considering developments on land adjacent to the airport.

The subject site is predominantly outside of the 20 Australian Noise Exposure Forecast (ANEF), with the exception of the eastern end of the Corridor, east of Fauntleroy Avenue.

There is no restriction on zoning or development within areas below the 20 ANEF.

For the portion of the subject site within the 20 ANEF, development will occur in accordance with the requirements within SPP 5.1.

State Planning Policy 5.4 - Road and Rail Noise (WAPC, September 2019)

State Planning Policy 5.4 Road and Rail (SPP 5.4) identifies necessary considerations and measures to mitigate the impacts of the operation of major road and rail infrastructure on noise sensitive development. This is particularly applicable for the Great Eastern Highway, which carries between 41,500 and 69,500 vehicles per day throughout the study area.

The consideration of greater intensification of development, particularly of noise sensitive uses such as residential, immediately adjacent Great Eastern Highway, will require a range of considerations to mitigate the impact of noise on this development. Some of the measures outlined in the policy include:

- Using distance to separate noise-sensitive land uses from noise sources;
- Building design, such as locating outdoor living areas and indoor habitable rooms away from noise sources;
- Building construction techniques, such as upgraded glazing, ceiling insulation, sealing of air gaps and mechanical ventilation; and
- Planning and design of the road or rail project such as the use of low-noise road surfaces.

2.1.5 CITY OF BELMONT LOCAL PLANNING STRATEGY (CITY OF BELMONT, OCTOBER 2011)

The City of Belmont Local Planning Strategy identifies the Great Eastern Highway as the only major regional road that provides direct access to many individual commercial properties. The strategy recognises that the Corridor's dual role as a traffic mover and access street has resulted in many sections of the Corridor having traffic and amenity problems. In these sections of the Corridor, it is difficult to access properties by car and very hazardous to pedestrians.

The objectives for Great Eastern Highway identified in the Strategy are:

- Limit access points off GEH to minimise traffic conflict;
- Encourage the provision of appropriate public transport;
- Facilitate the upgrade of GEH at the earliest opportunity;
- Facilitate promotion of GEH as an activity Corridor Strategy; and
- Work with appropriate State Government agencies to achieve objectives.

The Corridor Strategy seeks to achieve these objectives.

2.1.6 CITY OF BELMONT LOCAL HOUSING STRATEGY (CITY OF BELMONT, NOVEMBER 2008)

The City of Belmont Local Housing Strategy is intended to provide a direction for the future planning for residential development, densities and housing types within the City, which informed the basis for residential zonings and provisions for the City's current Local Planning Scheme No. 15 (LPS 15). The Strategy aims to promote long term sustainability of the City by encouraging an increase in the City's population through the provision of residential land and housing. The Strategy recognises the importance of providing a range of housing types, which will attract and meet the needs of a diverse range of age groups.

2.2 STATUTORY PLANNING CONTEXT

2.2.1 METROPOLITAN REGION SCHEME

The Metropolitan Region Scheme (MRS) provides the statutory framework for land use in the Metropolitan Region. The Great Eastern Highway road reserve is identified as a 'Primary Regional Road'. There are access roads connecting to the Great Eastern Highway reserved as 'Other Regional Roads'. Land to the immediate north and south of Great Eastern Highway comprises land reserved for 'Parks and Recreation' and land zoned 'Urban', which is land 'in which a range of activities are undertaken, including residential, commercial, recreational and light industry'. Further south of the Corridor is land zoned 'Industrial', which is where the Belmont Business Park is located. The Perth Airport land is a Commonwealth Government Reserve for 'Public Purposes' **Figure 4 – Existing MRS.**

2.2.2 CITY OF BELMONT LOCAL PLANNING SCHEME 15

The 'Primary Regional Road', 'Other Regional Road', 'Public Purposes' and 'Parks and Recreation' reservations under the MRS are reflected in the City of Belmont LPS 15. The land to the north of the Great Eastern Highway comprises land reserved 'Parks and Recreation' and zoned 'Mixed Use', 'Residential and Stables', 'Residential R20', 'Residential R100'. The land to the south of the Great Eastern Highway comprises land reserved 'Parks and Recreation: Water Supply Sewerage and Drainage', 'Public purposes – Primary School', and zoned 'Mixed Use', 'Mixed Business', 'Commercial', 'Service Station', 'Industrial', and 'Residential R20 and R20/R40' **Figure 5 – LPS 15.**

Clause 4.19 of LPS 15 identifies matters which the City is required to have regard to in considering applications for multi-storey buildings along Great Eastern Highway, which are:

- a) The purpose of the proposed building;
- b) The bulk and height of adjoining and nearby buildings;
- c) Potential impact of overlooking and/or overshadowing;
- d) Potential impact of the proposal on the existing and proposed streetscape; and
- e) The effect of the proposed building on the amenity of adjoining and nearby properties.

In addition, Clause 4.19.2 requires the City to have regard to the requirement for a limited number of crossovers to the Highway and shall require any applicant to gain approval of a vehicular access plan by the responsible authority.

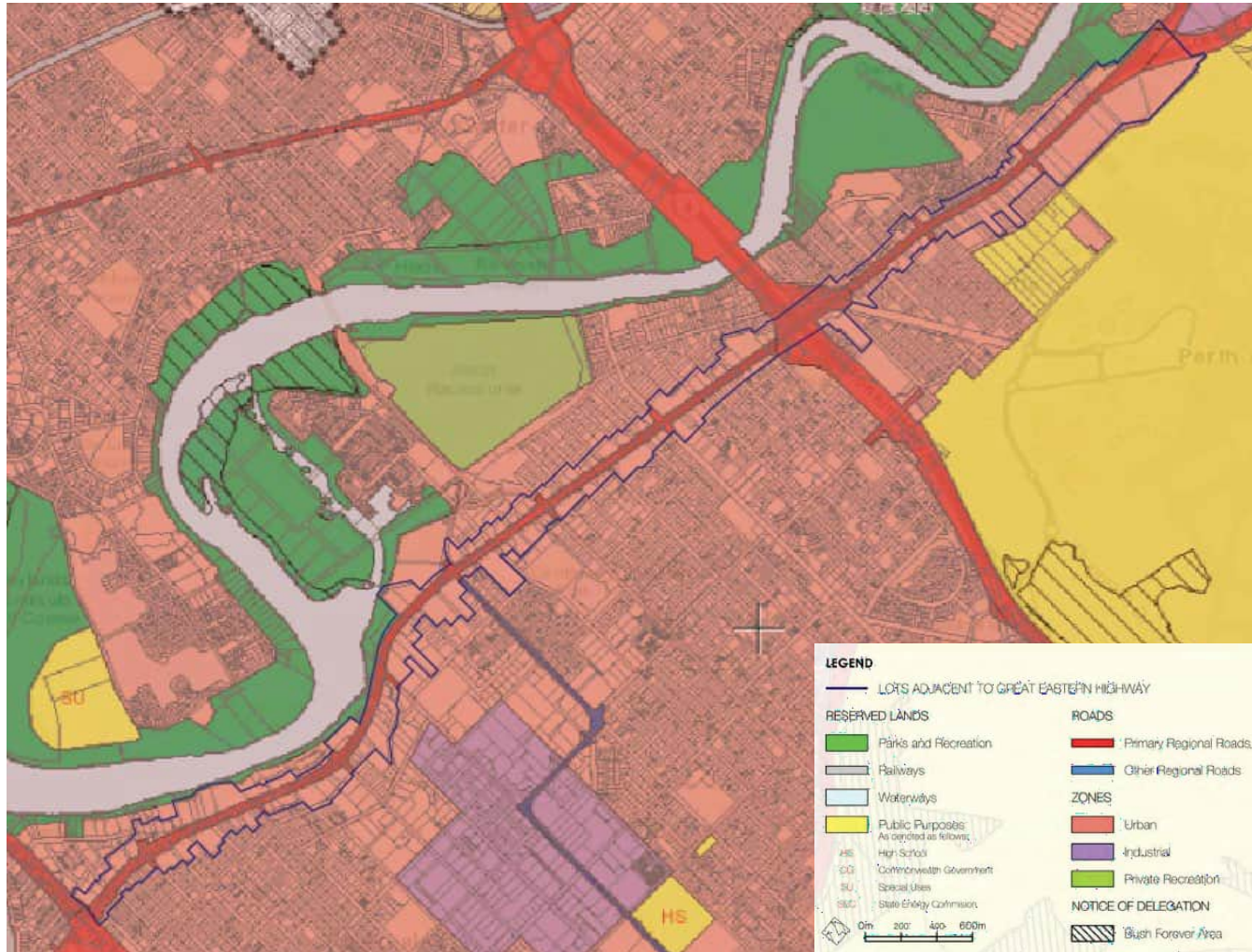
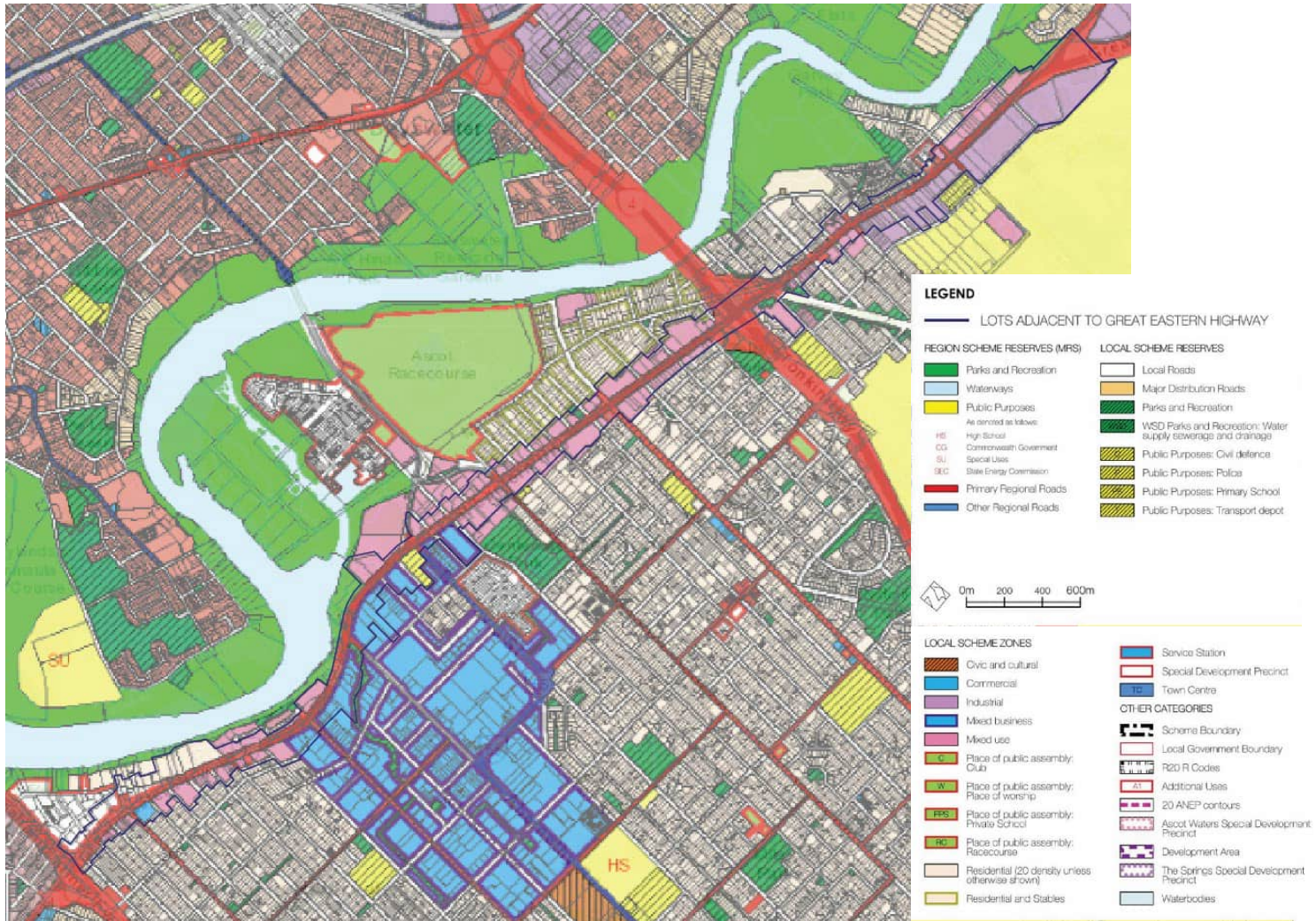


Figure 4 Metropolitan Region Scheme



12

Figure 5 City of Belmont LPS 15

2.2.3 LOCAL PLANNING POLICIES

The following Local Planning Policies (LPPs) are relevant to the subject site:

Local Planning Policy No. 10 Residential Land uses in the 'Mixed Business' Zone (LPP 10)

The basis for LPP 10 is to ensure that residential uses are compatible with existing and future businesses within the 'Mixed Business' zone and stipulates where residential land uses may be considered in the Mixed Business Zone, and the development standards. LPP 10 identifies areas where 'Residential' land uses may be considered appropriate within the 'Mixed Business' zone, and the standard of development which must be adhered to in such instances. There are two portions of land in the study area located between Abernethy Road and Belmont Avenue and between Hehir Street and Abernethy Road which are identified in LPP 10 as being within the 'Mixed Business' zone, though 'Residential' development may be considered appropriate.

Local Planning Policy No. 16 Service Stations (LPP 16)

LPP 16 was prepared to guide future development of Service Stations within the City of Belmont, in responses to a growing number of service station proposals received by the City. The Policy assists the City in assessing proposals for service station development within the City of Belmont Local Government Area.

Local Planning Policy No. 7 The Springs Design Guidelines (LPP 7)

LPP 7 applies to 'The Springs' in Rivervale, approximately 13.6 ha of land bounded by the Graham Farmer Freeway, the Great Eastern Highway, Brighton Road and the Swan River foreshore. The Design Guidelines guide and control development within the Springs locality, which abuts the Great Eastern Highway.

Local Planning Policy No. 13 Vehicle Access for Residential Development (LPP 13)

The purpose of LPP 13 is to ensure that vehicle crossovers for residential development within the City of Belmont do not adversely impact on the neighbourhood safety and amenity while providing appropriate access to residential properties.

This policy applies to all 'Residential' zoned land, or land zoned under LPS 15 on which the Council may approve residential development.

Local Planning Policy No. 14 Development Area 6 Vision (LPP 14)

The objective of LPP 14 is to articulate the City of Belmont and Perth Airport Pty Ltd.'s vision for Development Area 6. Development Area 6 is the area bound by Great Eastern Highway, Tonkin Highway, Fauntleroy Avenue and the Coolgardie Avenue, Redcliffe Road and Perth Airport Precincts 1A and 1B. The Policy will assist in providing direction for the future planning and progressions of detailed structure planning for the precinct.

2.3 PREVIOUS STUDIES

Belmont on the Move (City of Belmont, July 2016)

The City of Belmont prepared an Integrated Movement Network Strategy - Belmont on the Move to set out a framework for how the City will plan ahead over the next 10 years to ensure people can move safely, conveniently and comfortably around the City of Belmont. This document identifies the requirement of a Corridor Study, commencing with Great Eastern Highway to examine the potential outcomes and access arrangements for development with the Corridors identified in Perth and Peel @ 3.5 million.

Branding Strategy (City of Belmont, 2014)

The City of Belmont commissioned a Branding Strategy to be undertaken on the Mixed Business Area on Great Eastern Highway in 2014. The Strategy recommends that this area be renamed 'Belmont Business Park', with the associated identity statement – Gateway to Opportunity. The strategy also suggests a vision statement for the area which is 'Belmont Business Park will be the preferred location for a mix of innovative and successful businesses seeking premises that allow them easy access to the Perth CBD, the Airport and their customers'. The Urban Corridor Concept reflects the vision for the Belmont Business Park.

2.4 COMMUNITY CONSULTATION

Two Vision and Design workshops were held with members of the community in November 2017 to inform and assist in crafting an overall shared Vision and design for the Corridor. Engaging diverse viewpoints, the planning discussions helped to ensure a process that was inclusive, and that incorporated leading edge thinking on the most challenging issues facing the City.

The workshops focused on identifying principles and themes to inform an overall Vision based on the community members desire for specific development outcomes. The Vision and design principles were then used to guide the design scenarios for the Corridor.

A complete copy of the Outcome Summary Report is included in **Appendix 1**.

The community's Vision for the area includes:

- A Corridor which is a gateway to the Perth CBD;
- An improvement to the public realm with better parks and gathering places, more trees and vegetation in the streets, wider, shady footpaths and less impact from car parking and traffic speed;
- Greater connectivity to the river;
- Redevelopment of an appropriate human scale which enables growth of the community;
- Diversity of housing stock to provide an opportunity for older people to retire locally and for young families to settle;
- The opportunity for improved access to community places within the area and growth and diversity in the local centres.



Vision and Design Workshop at the City of Belmont Administration Centre

3. SOCIO-ECONOMIC ANALYSIS

To understand the existing community profile along the Great Eastern Highway Corridor, a review and comparison of the Australian Bureau of Statistics (ABS) and .id forecast has been undertaken. This analysis has generally been undertaken at a Local Government Area level and where available, a State Suburb level within the City of Belmont based on the 2011 to 2021-time series and community profiles. Comparisons have then been drawn to the Greater Perth statistical area for context.

The State Suburbs (suburbs) are an ABS approximation of localities gazetted by the Geographical Place Name authority. At this point in time using suburbs to compare data was considered appropriate due to the availability of the census data, as well as the location of suburbs along the study boundary which best represents the study area boundary. Additionally, ABS data exists for the same suburbs from the 2016 as well as the 2021 Census, allowing comparisons to be undertaken with ease.

Statistical Area Level 2 (SA2) areas have not been analysed due to lack of existing information which has been released from the ABS, as well as the relatively large SA2 areas within Belmont, making it harder to extract specific information relative to the study area boundary.

The topics included in the socio-economic analysis include:

- Population Estimates and Forecasts
- Age Profile
- Ethnicity
- Languages Spoken at Home
- Qualifications
- Household Types
- Household Size
- Need for Assistance
- Housing Stock
 - Distribution of Housing Stock by Suburb
 - Dwelling Size
 - Distribution of Dwelling Size by Suburb
 - Tenure
 - Housing Payments
- Economy and Employment
 - Place of Employment
 - Employment Status
 - Mode of Travel to Work
 - Employment Industry
 - Occupation
 - Household Income

The analysis is summarised and the implications on the Urban Corridor Strategy is outlined at the end of **Section 3**.

The suburbs which have been analysed are Belmont, Ascot, Redcliffe and Rivervale (**Figure 6**).

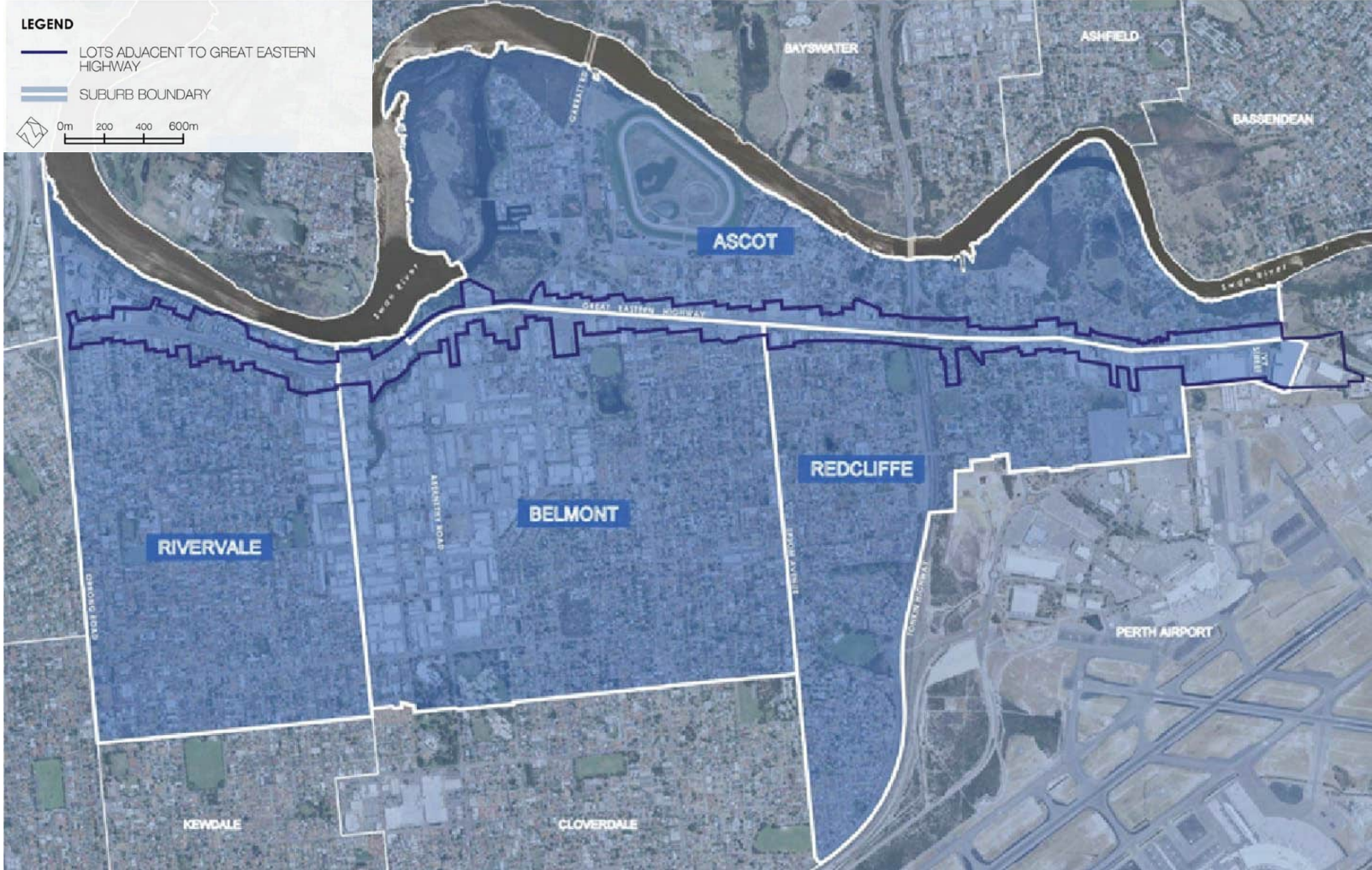


Figure 6 Suburbs within the Study Area

3.1 POPULATION ESTIMATES AND FORECASTS

As of 2021, 42,257 people live in the City of Belmont (ABS 2021). The populations of each of the suburbs identified are:

- Belmont: 6,959 people
- Ascot: 3,095 people
- Rivervale: 10,897 people
- Redcliffe: 5,030 people

Census data from the Australian Bureau of Statistics shows an increase of 7,048 persons from 2011 to 2021 in the City of Belmont. Rates of growth were relatively steady reaching a peak in 2012, then noticeably slowing in 2013 to 2018. The population increased noticeably in 2019 before reducing again in 2021 (Figure 7).

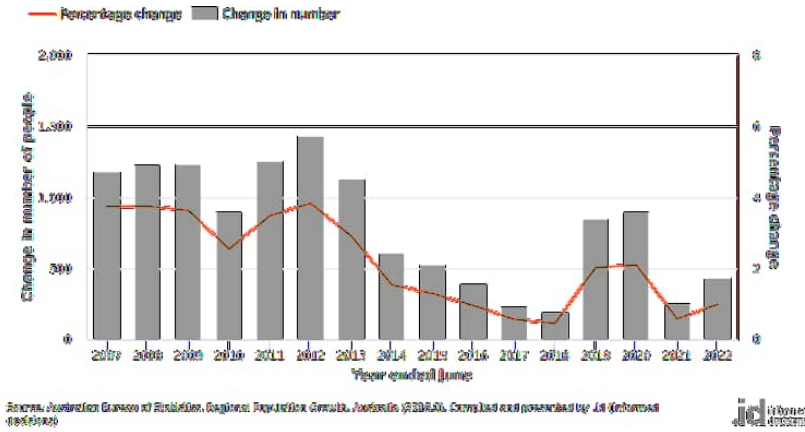


Figure 7 Population Change in the City of Belmont (Source: .idcommunity)

Attachment 12.3.4 Background Report

The State Governments Official Population Report No.11 (Western Australia Tomorrow, 2019) forecasts a population of between 46,660 and 52,430 within the City of Belmont by the year 2031, dependant on five different possible growth scenarios. It is generally accepted practice to use Band C for future forecast purposes, giving an anticipated population of 49,650 by 2026 (**Table 1**).

Table 1 City of Belmont Population Forecasts (Source: WA Tomorrow 2019)

Year	Band				
	A	B	C	D	E
2016	39,630	40,690	41,650	42,410	43,850
2021	40,760	42,450	42,940	43,810	45,420
2026	43,800	45,870	46,620	47,350	49,580
2031	46,660	48,580	49,650	50,410	52,430

The population by suburbs in the Corridor compared to the City of Belmont is illustrated in **Table 2**:

Table 2 Population by Suburbs (Source: ABS 2011, 2016, 2021)

Location	Population (2021)	2016 to 2021 % change	Population (2016)	2011 to 2016 % change	Population (2011)
City of Belmont LGA	42,257	6.5%	39,682	12.7%	35,209
Belmont (Suburb)	6,959	2.6%	6,785	8.3 %	6,263
Ascot (Suburb)	3,095	20.33%	2,572	13.4%	2,268
Rivervale (Suburb)	10,897	5.12%	10,366	23.4%	8,402
Redcliffe (Suburb)	5,030	1.23%	4,969	4.4%	4,759

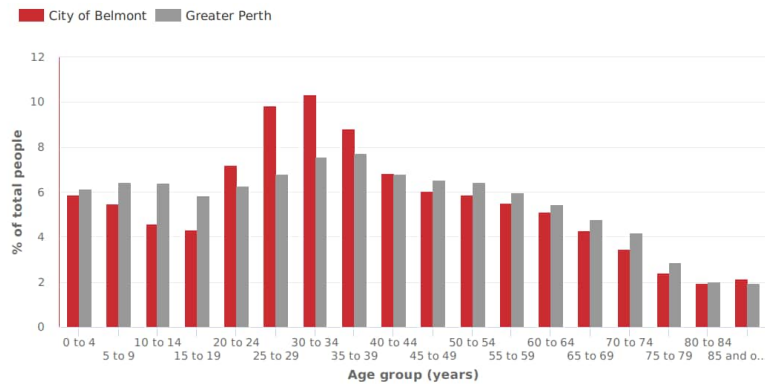
Ascot and Rivervale had the greatest population increase over recent years, with a 20.33% increase in Ascot's population from 2016 to 2021, and Rivervale's 23.4% population increase between 2011 and 2016. Rivervale's growth is likely to reflect development within the Springs precinct, which has resulted in several new apartment buildings.

Ascot's population growth since 2011 has also been higher than the City of Belmont's. It is considered that this has largely been attributed to development within the Ascot Waters Estate. The development of Golden Gateway in coming years is also expected to result in an increase in the population of Ascot.

3.2 AGE PROFILE

The age structure of an area’s population is generally indicative of an area’s residential role and function and provides key insights into the level of demand for housing, services and facilities.

The 2021 census outlined that the City of Belmont has a noticeably lower proportion of 5–19-year-olds and a significantly higher proportion of 20-39 year olds compared with Greater Perth, as evident in **Figure 8** below. The largest age group in the City of Belmont was 30-34 year olds (10.3%), followed by 25–29-year-olds (9.9%). This suggests there are a greater number of young households without children and younger households with babies and pre-schoolers in the area. There is a lower proportion of people aged between 45 to 79 years old in the City of Belmont compared to Greater Perth.



Source: Australian Bureau of Statistics, Census of Population and Housing, 2021 (Usual residence data). Compiled and presented in profile.id by .id (informed decisions).



Figure 8 Five-year age groups 2021 (Source: ABS Community Profiles 2021)



Land uses along the Corridor should cater to the needs for the high proportion of 20–39-year-olds in the City of Belmont

At the suburb level, Rivervale had a higher proportion of 20–24-year-olds (8.3%), 25–29-year-olds (12.6%) and 30-34 year olds (13.2%) compared to the surrounding suburbs, the City of Belmont and Greater Perth (**Table 3**). This may reflect the availability of affordable housing within Rivervale, accommodating a younger population group.

Redcliffe had the highest proportion of 0-4-year-olds (6.3%) compared to the surrounding suburbs, the City of Belmont and Greater Perth, which may indicate the growing requirements of young families for associated facilities in this suburb.

Attachment 12.3.4 Background Report

Ascot had the largest proportion of residents aged between 50 – 84 years, indicating the presence of a more mature population entering into retirement or who are presently retired.

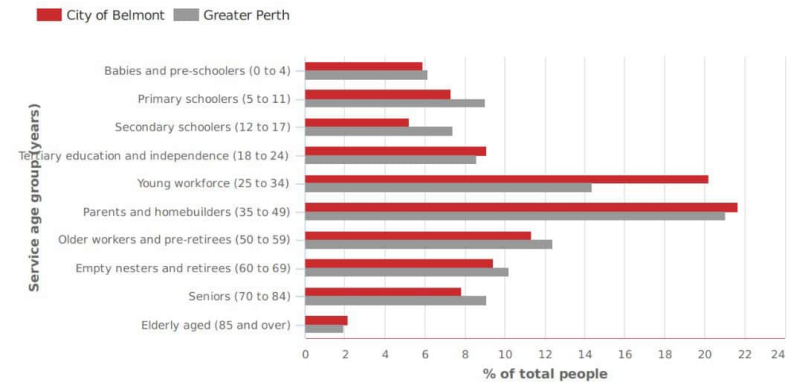
Table 3 Population by five-year age groups and suburbs 2021 (Source: .idcommunity)

	Greater Perth %	City of Belmont %	Belmont %	Ascot %	Rivervale %	Redcliffe %
0-4 years	6.1	5.9	5.6	4.4	5.6	6.3
5-9 years	6.4	5.5	5.3	4.3	4.3	5.9
10-14 years	6.4	4.6	4.4	3.2	3.7	5.6
15-19 years	5.8	4.3	4.1	4.7	3	4.5
20-24 years	6.3	7.2	7.7	6	8.3	5.4
25-29 years	6.8	9.9	10	6	12.6	7.9
30-34 years	7.6	10.3	10.4	7.2	13.2	7.9
35-39 years	7.7	8.8	8.9	6.7	9.6	8.3
40-44 years	6.8	6.8	7.2	5.6	7	7.1
45-49 years	6.5	6	6.5	6.7	5.5	6.5
50-54 years	6.4	5.8	5.7	7.4	5.1	6.5
55-59 years	5.9	5.5	5.4	7.7	5.4	5.8
60-64 years	5.4	5.1	4.9	8.1	5.1	5.4
65-69 years	4.8	4.3	4.6	6.3	4	4.3
70-74 years	4.2	3.5	3.4	5.7	3	3.7
75-79 years	2.9	2.4	2.3	3.6	1.9	2.9
80-84 years	2	1.9	1.5	2.8	1.6	2.2
85 years and over	1.9	2.1	1.9	3.6	1.2	3.8

Analysis of the service age groups of the City of Belmont in 2021 compared to Greater Perth shows that there was a lower proportion of people in the younger age groups (0 to 19 years) as well as a lower proportion of people in the older age groups (45-80 years) (Figure 9).

The biggest differences between the City of Belmont and Greater Perth were:

- A smaller percentage of 'Secondary schoolers' (5.2% compared to 7.4%)
- A smaller percentage of 'Primary schoolers' (7.3% compared to 9.0%)
- A smaller percentage of 'Older workers & pre-retirees' (11.4% compared to 12.4%)
- A larger percentage of 'Young workforce' (20.2% compared to 14.4%)
- A larger percentage of 'Elderly' (2.1% compared to 1.9%).
- Residents are of all different age groups within the four suburbs along the Corridor, although the suburbs have different proportions of particular age groups.



Source: Australian Bureau of Statistics, Census of Population and Housing, 2021 (Usual residence data). Compiled and presented in profile.id by .id (Informed decisions).

.id
informed
decisions

Figure 9 Age Structure - Service Age Groups, 2021 (Source: .idcommunity)

Attachment 12.3.4 Background Report

Analysis of the Service Age Groups in the suburbs along the Corridor compared to the City of Belmont showed the biggest differences were:

Belmont (refer Figure 10)

- Belmont has a larger percentage of 'Tertiary education & independence' (9.5% compared to 9.1%)
- Belmont has a larger percentage of 'Parents and Homebuilders' (22.6% compared to 21.7%)

Age structure - service age groups, 2021

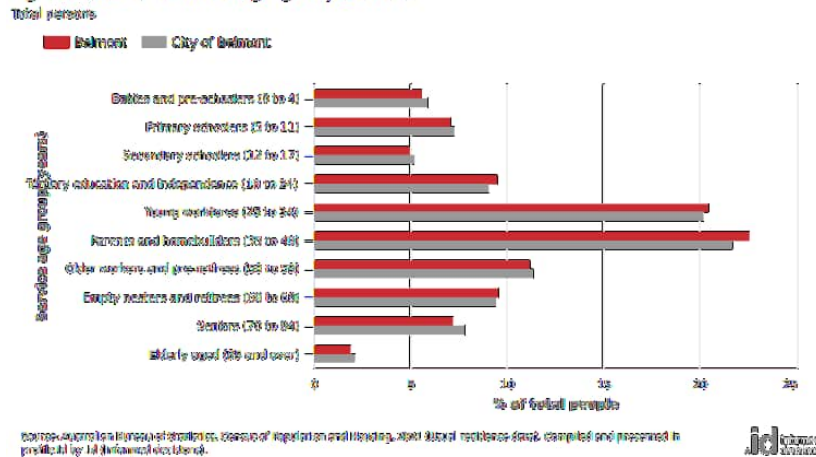
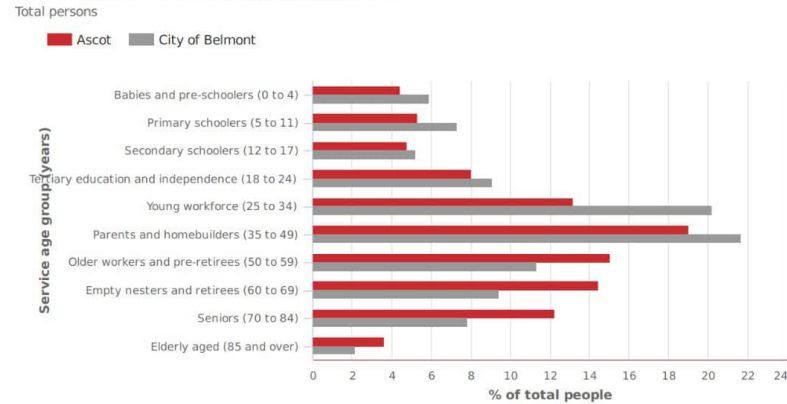


Figure 10 Age Structure - Service Age Groups 2021 Belmont (Source: .idcommunity)

Ascot (refer Figure 11)

- Ascot has a larger percentage of 'older workers and pre-retirees' (15.1% compared to 11.4%)
- Ascot has a larger percentage of 'empty nesters and retirees' (14.4% compared to 9.4%)
- Ascot has a larger percentage of 'seniors' (12.2% compared to 7.8%)
- Ascot has a smaller percentage of 'Young Workforce' (13.2% compared to 20.2%)

Age structure - service age groups, 2021



Source: Australian Bureau of Statistics, Census of Population and Housing, 2021 (Usual residence data). Compiled and presented in profile.id by .id (Informed decisions).



Figure 11 Age Structure - Service Age Groups 2021 Ascot (Source: .idcommunity)

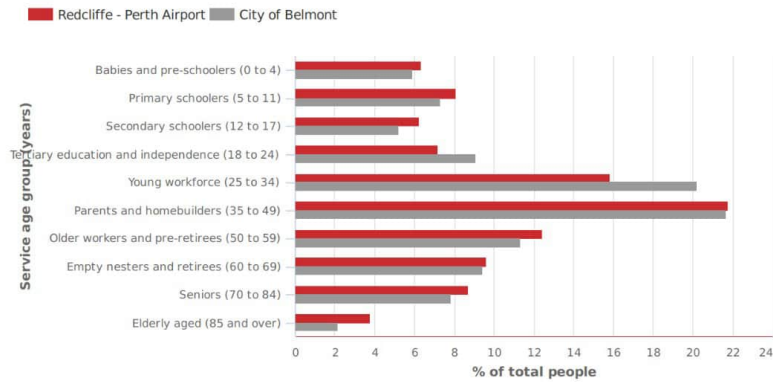
Attachment 12.3.4 Background Report

Redcliffe (refer Figure 12)

- Redcliffe has a larger percentage of 'elderly aged' (3.8% compared to 2.1%)
- Redcliffe has a smaller percentage of 'Young workforce' (15.8% compared to 20.2%)
- Redcliffe has a smaller percentage of 'Tertiary education & independence' (7.2% compared to 9.1%)

Age structure - service age groups, 2021

Total persons



Source: Australian Bureau of Statistics, Census of Population and Housing, 2021 (Usual residence data). Compiled and presented in profile.id by .id (Informed decisions).



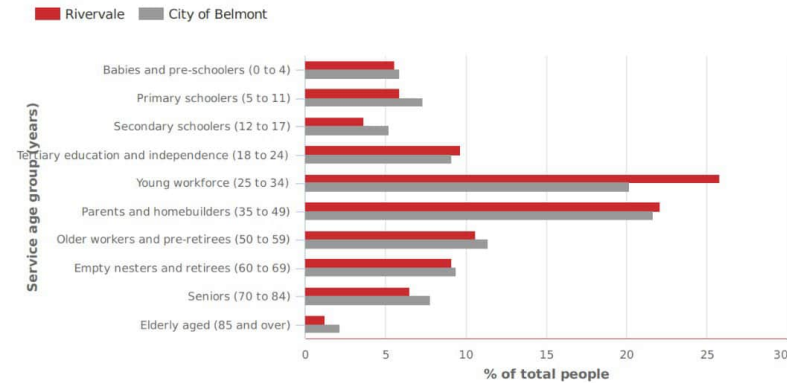
Figure 12 - Age Structure - Service Age Groups 2021 Redcliffe (source: id.community)

Rivervale (refer Figure 13).

- Rivervale has a larger percentage of 'Young workforce' (25.8% compared to 20.2%)
- Rivervale has a smaller percentage of 'Seniors' (6.5% compared to 7.8%)
- Rivervale has a smaller percentage of 'secondary schoolers' (3.7% compared to 5.2%)

Age structure - service age groups, 2021

Total persons



Source: Australian Bureau of Statistics, Census of Population and Housing, 2021 (Usual residence data). Compiled and presented in profile.id by .id (Informed decisions).



Figure 13 Age Structure - Service Age Groups 2021 Rivervale (Source: .idcommunity)

Growth was experienced between 2016 and 2021 in all of the service age groups in the City of Belmont, apart from babies and pre-schoolers, tertiary education and independence and the young workforce age groups.

Change in age structure - service age groups, 2016 to 2021
City of Belmont - Total persons

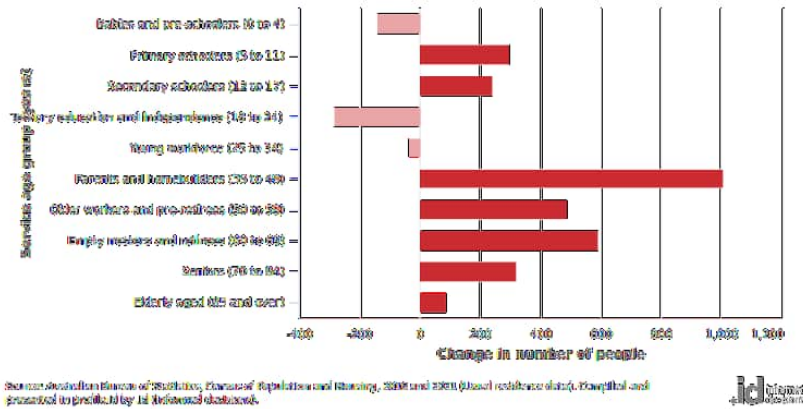


Figure 14 Change in age structure 2016-2021 (Source: .idcommunity)

The largest growth changes in the age structure in the City of Belmont between 2016 and 2021 were in the age groups:

- Parents and homebuilders (35 to 49) (+1,005 people)
- Empty nesters and retirees (60 to 69) (+589 people)

This will have a direct impact on forward planning in the Corridor as there will be increased demand for facilities for the younger working force population, as well as the increasing population of empty nesters and retirees. This demand will be particularly relevant to hard infrastructure/recreational provisions and training and employment requirements and diversity in the Corridor’s housing stock.

3.3 ETHNICITY

Analysis of the country of birth of the population in the City of Belmont in 2021 compared to Greater Perth shows that there was a larger proportion of people born overseas, as well as a larger proportion of people from a non-English speaking background in the City of Belmont (Figure 15).

Birthplace, 2021

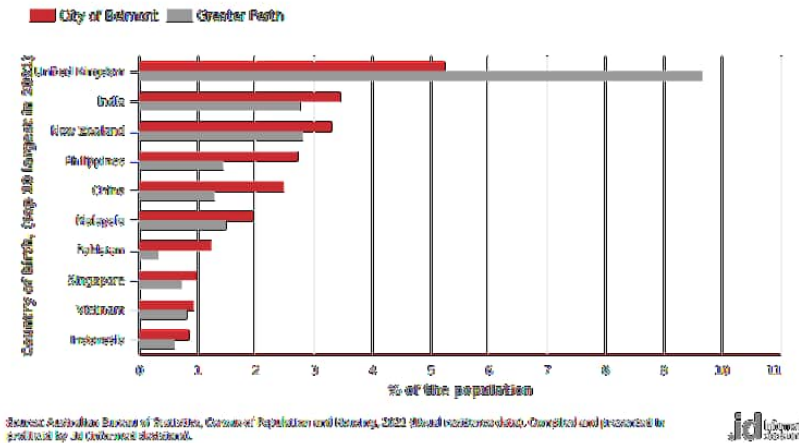


Figure 15 Birthplace 2021 (Source: .idcommunity)

Overall, 40.9% of the population was born overseas, and 28.9% were from a non-English speaking background, compared with 36% and 19.3% respectively for Greater Perth.

The largest non-English speaking country of birth in the City of Belmont was India, where 3.5% of the population, or 1,459 people, were born.

Attachment 12.3.4 Background Report

Between 2016 and 2021, the number of people born overseas increased by 1,248 (7.8%),

The major differences between the countries of birth of the population in the City of Belmont and Greater Perth were:

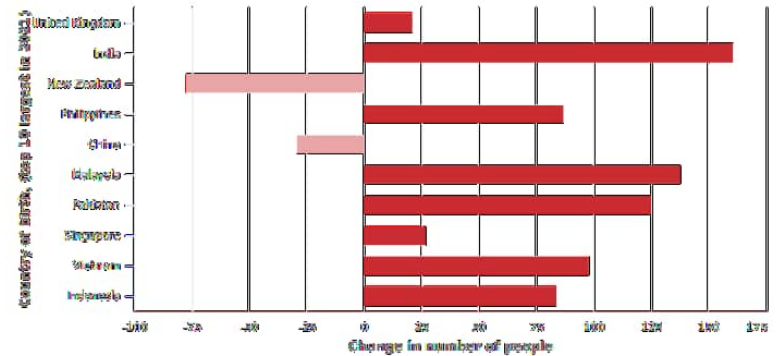
- A larger percentage of people born in Philippines (2.7% compared to 1.5%)
- A larger percentage of people born in China (2.5% compared to 1.3%)
- A smaller percentage of people born in United Kingdom (5.2% compared to 9.7%)

The largest changes in birthplace countries of the population the City of Belmont between 2016 and 2021 were for those born in **(Figure 16)**:

- India (+161 persons)
- Malaysia (+138 persons)
- Pakistan (+125 persons)
- New Zealand (-77 persons)
- China (-29 persons)

The implications for the provisions of community facilities are that a multicultural society may have very diverse preferences for sport and recreation, may require additional assistance locating activities, may require additional community facilities and may require specific communication in languages other than English.

Change in Birthplace, 2016 to 2021
City of Belmont



Source: City of Belmont, City of Belmont, Council of Regulation and Planning, 2016 and 2021 Census of the City of Belmont, and reviewed in 2024 by the City of Belmont Research.



Figure 16 Change in Birthplace, 2016-2021 (Source: .idcommunity)

Attachment 12.3.4 Background Report

Table 4 Country of Birth by Suburb (2021) (Source: ABS Community Profiles 2021)

Suburb:	Ascot		Belmont		Redcliffe		Rivervale	
	No.	%	No.	%	No.	%	No.	%
Australia(b)	1712	55	3686	53	2833	56	5777	53
Country of Birth Not stated	337	11	487	7	407	8	619	6
England	206	7	270	4	219	4	461	4
New Zealand	78	3	256	4	207	4	308	3
Born elsewhere(e)	109	4	309	4	218	4	636	6
China	71	2	174	3	82	2	323	3
India	52	2	259	4	154	3	329	3
South Africa	58	2	54	1	35	1	113	1
Ireland	30	1	72	1	52	1	75	1
Vietnam	33	1	65	1	45	1	100	1
Malaysia	46	1	111	2	77	2	237	2
Singapore	48	2	75	1	37	1	130	1
Scotland	24	1	50	1	48	1	66	1
Italy	18	1	55	1	28	1	68	1
Sri Lanka	17	1	54	1	36	1	85	1
Indonesia	26	1	58	1	35	1	107	1
Netherlands	13	0	12	0	16	0	13	0
Philippines	19	1	191	3	100	2	196	2
Germany	10	0	32	0	14	0	38	0

Korea, Republic of (South)	8	0	51	1	7	0	118	1
Myanmar	15	0	46	1	29	1	52	0
United States of America	14	0	20	0	15	0	35	0
Thailand	7	0	59	1	22	0	68	1
Canada	7	0	9	0	3	0	24	0
North Macedonia	8	0	0	0	4	0	5	0
Hong Kong (SAR of China) (c)	14	0	45	1	24	0	67	1
Iran	10	0	34	0	8	0	54	0
Mauritius	5	0	34	0	13	0	60	1
France	3	0	16	0	7	0	17	0
Ireland	30	1	72	1	52	1	75	1
Wales	4	0	7	0	5	0	18	0
Afghanistan	0	0	23	0	18	0	39	0
Pakistan	12	0	83	1	47	0	104	1
Poland	3	0	20	0	13	0	39	0
Zimbabwe	18	1	21	0	12	0	72	1
Fiji	0	0	14	0	7	0	12	0
Malta	3	0	4	0	8	0	0	0
Taiwan	11	0	45	1	16	0	74	1
Nepal	8	0	30	0	35	1	116	1
Iraq	6	0	16	0	11	0	28	0
Papua New Guinea	0	0	9	0	0	0	13	0
Japan	0	0	18	0	9	0	32	0

Attachment 12.3.4 Background Report

Croatia	5	0	9	0	4	0	17	0
Turkey	0	0	10	0	3	0	18	0
Egypt	6	0	18	0	4	0	8	0
Bangladesh	0	0	15	0	19	0	19	0
Lebanon	0	0	7	0	13	0	16	0
Chile	0	0	5	0	5	0	6	0
Greece	0	0	0	0	0	0	38	0
Bosnia and Herzegovina	0	0	6	0	5	0	12	0
Cambodia	0	0	4	0	0	0	8	0
Brazil	13	0	15	0	0	0	47	0
Samoa	0	0	3	0	9	0	4	0
TOTAL BORN OVERSEAS	1038	35	2786	41	1790	36	4501	42

3.4 LANGUAGES SPOKEN AT HOME

Analysis of the language spoken at home by the population of the City of Belmont in 2021 compared to Greater Perth shows that there was a smaller proportion of people who spoke English only, and a larger proportion of people speaking a non-English language (either exclusively, or in addition to English). Overall, 61.8% of the City of Belmont population spoke English only, and 31% spoke a non-English language, compared with 74% and 20.9% respectively for Greater Perth.

The dominant language spoken at home, other than English, in the City of Belmont was Mandarin, with 4.2% of the population, or 1,779 people speaking this language at home (Figure 17).

Between 2016 and 2021, the number of people who spoke a language other than English at home increased by 1,401 or 12%, and the number of people who spoke English increased by 2,218 or 9.3%.

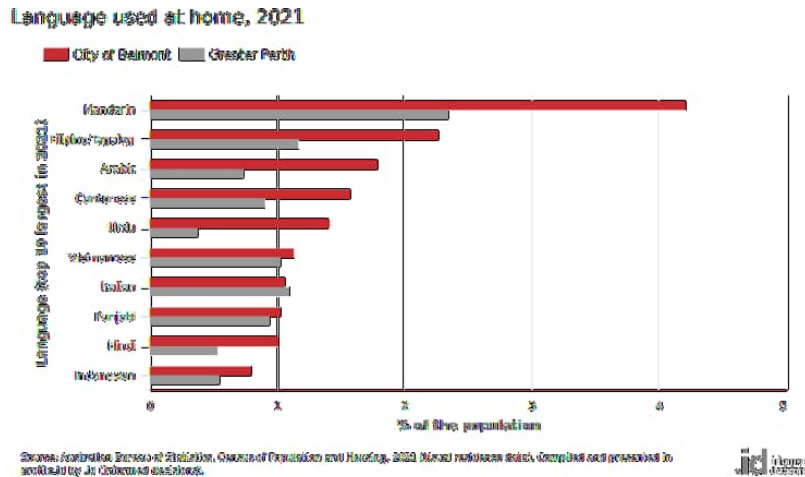


Figure 17 Language Spoken at Home 2021 (Source: idcommunity)

Analysis of the languages spoken at home of the suburbs along the Corridor compared to the City of Belmont shows Belmont, Ascot, Rivervale and Redcliffe had a higher proportion of the population who spoke English only at home compared to the City of Belmont.

The dominant language spoken at home, other than English was Mandarin in all four suburbs.

3.5 QUALIFICATIONS

Analysis of the qualifications of the population in the City of Belmont in 2021 compared to Greater Perth shows that there was a lower proportion of people holding formal qualifications (Bachelor of higher degree; Advanced Diploma; or Vocational qualifications), and a similar proportion of people with no formal qualifications. Overall, 54.5% of the population aged 15 and over held educational qualifications and 35.1% had no qualifications, compared with 56.6% and 35.6% respectively for Greater Perth.

Analysis of the share of the population attending educational institutions in the City of Belmont in 2021 compared to greater Perth shows that there was a lower proportion attending primary school, a lower proportion attending secondary school and a higher proportion engaged in tertiary level education. Overall, 6.5% of the population were attending primary school, 4.7% were attending secondary school institutions and 8.2% were learning at a tertiary level, compared with 8.4%, 6.7% and 7.2% respectively for Greater Perth.

3.6 HOUSEHOLD TYPES

The study area’s household and family structure are one of the most important demographic indicators which reveals an area’s role and function and provides insights into demand for services and facilities. The number of households in the City of Belmont grew by 1,647 (10.1%) between 2016 and 2021 (**Table 5**).

Table 5 Household Types 2016, 2021 (Source: id Community)

City of Belmont - Total households (Enumerated)	2016			2021			Change
	Number	%	Greater Perth %	Number	%	Greater Perth %	
Households by type	Number	%	Greater Perth %	Number	%	Greater Perth %	2011 to 2016
Couples with children	3,627	22.2	32.3	4,025	22.4	32	+398
Couples without children	3,828	23.4	25.4	4,299	23.9	25.4	+471
One parent family	1,494	9.1	9.8	1,672	9.3	10.3	+178
Other families	310	1.9	1.3	354	2	1.1	+44
Group household	1,060	6.5	3.8	1,066	5.9	3.4	+6
Lone person	4,353	26.6	21.7	5,596	31.1	24	+1,243
Other not classifiable household	1,453	8.9	4.8	769	4.3	2.9	-684
Visitor only households	217	1.3	1.0	0.8	1.2	1	-9
Total households	16,342	100.0	100.0	17,989	100.0	100.0	+1,647

Analysis of household/family types in the City of Belmont compared to Greater Perth shows that there was a lower proportion of both couple families with or without children as well as a lower proportion of one-parent families. Overall, 23.0% of total families were couples without children, and 9.3% were one-parent families, compared with 25.4% and 10.3% respectively for Greater Perth (**Figure 18**).

Household type, 2021

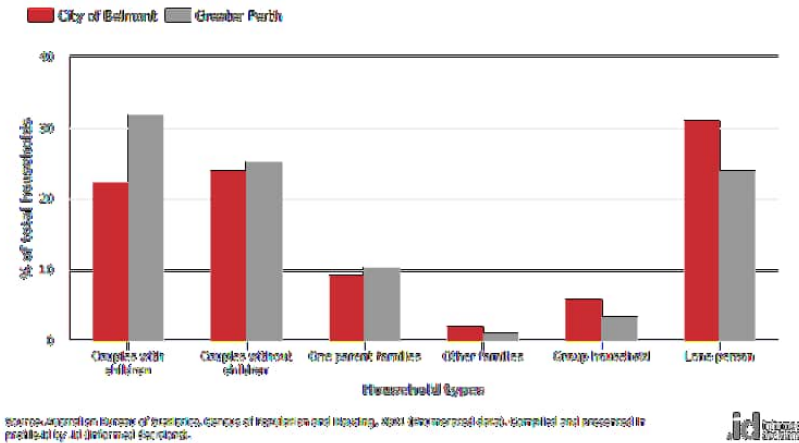


Figure 18 Household Types 2021 (Source: .idcommunity)

There was a higher proportion of lone person households with 31.1% in the City of Belmont compared to 24% in Greater Perth. The lone households and couples without children make up 55% of the City of Belmont’s households.

The largest changes in household types in the City of Belmont between 2016 and 2021 were lone person households (+1245), couples without children (+471 households), couples with children (+398 households), and one parent families (+178).

Attachment 12.3.4 Background Report

Analysis of the household types across the suburbs along the Corridor (**Table 6**) shows Redcliffe has the highest proportion of couple families with children (25.6%). Rivervale has the highest proportion of lone persons (36.7%) compared to the other suburbs.

Table 6 Household Types by Suburb, 2021 (Source: .idcommunity)

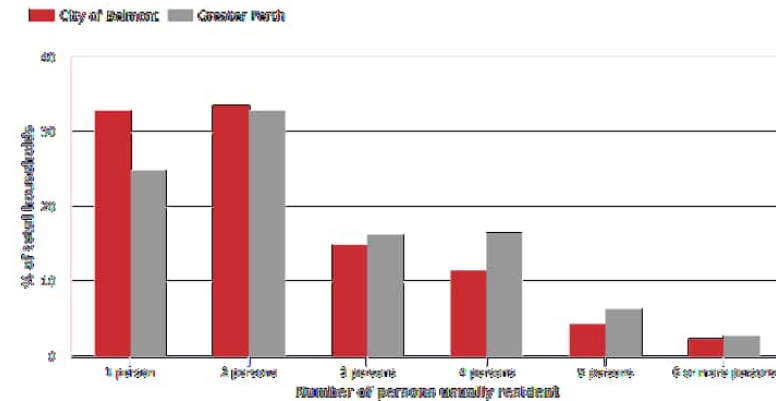
Suburbs - Total households (Enumerated)	Belmont	Ascot	Rivervale	Redcliffe	City of Belmont	Greater Perth
Households by type	%	%	%	%	%	%
Couples with children	20.7	22.3	17.3	25.6	22.4	32
Couples without children	23.3	33	25.2	21.7	23.9	25.4
One parent family	9.4	6.2	7.1	116	9.3	10.3
Other families	2	2.5	2.1	1.3	2	1.1
Group household	6.5	4.1	7.1	4.5	5.9	3.4
Lone person	32	23.7	36.7	29.2	31.1	24
Other not classifiable household	4.4	5.4	3.5	5.2	4.3	2.9
Visitor only households	1.6	2.8	1.1	0.8	1.2	1
Total households	100	100	100	100	100	100

3.7 HOUSEHOLD SIZE

The size of households in general follows the lifecycle of families, from early marriage through to families with children and then smaller households once the children have left home. However, household size can also be influenced through trends such as multi-generational or extended families or the sharing economy/multiple households under one roof. Household size in Australia has gradually declined since the 1970s but remained stable from 2006-2016. An increasing or stable household size can be an indicator of lack of affordable housing but may also reflect the trend towards larger properties.

The profile of household size in the City of Belmont is smaller than Greater Perth, with a higher proportion of one (1) person and two (2) person households, and a lower proportion of three (3), four (4) and five (5) person households compared to Greater Perth (**Figure 19**).

Household size, 2021



Source: Australian Bureau of Statistics, Census of Population and Housing, 2021 (Enumerated). Download and processed as provided by .idcommunity.



Figure 19 Household Size 2021 (Source: .idcommunity)

Attachment 12.3.4 Background Report

Rivervale had the highest proportion of one (1) person households (38.5%) out of the suburbs in the City of Belmont, which can be attributed to the large number of apartment buildings in this area. Ascot had a large proportion of two (2) person households (42.8%) compared to the City of Belmont and the other suburbs (**Table 7**).

Key changes in the number of persons usually resident in a household in the City of Belmont between 2016 and 2021 were:

- Increase in 1 person households (+1,238 households)
- Increase in 2 persons households (+773 households)
- Increase in 3 persons households (+226 households)
- Increase in 4 persons households (+153 households)

Table 7 Household sizes 2021 (Source: ABS Community Profiles 2016)

Number of persons usually resident	% of total households					
	Belmont	Ascot	Rivervale	Redcliffe	City of Belmont	Greater Perth
1 person	34	25.7	38.5	31.4	32.9	24.9
2 persons	32.5	42.8	35.3	31.1	33.7	32.9
3 persons	16.1	14.9	12.4	16.2	15.1	16.4
4 persons	11.1	11	9.6	13	11.6	16.5
5 persons	4.6	4.1	2.6	5.5	4.4	6.4
6 or more persons	1.7	1.5	1.6	2.8	2.4	2.9

3.8 NEED FOR ASSISTANCE

Analysis of the need for assistance of persons in the City of Belmont compared to Greater Perth shows there was a slightly higher proportion of persons who reported needing assistance with core activities living in the City of Belmont.

Overall, 4.8% of residents in the City of Belmont reported needing assistance with core activities, compared with 4.6% for Greater Perth. The largest proportion of age groups requiring assistance was 75 years and above.

3.9 HOUSING STOCK

It is important to understand the makeup of the Corridor's housing stock as an indicator of the Corridor's residential role and function and to determine whether the stock is compatible with future forecasts of population and household growth and dynamics.

Attachment 12.3.4 Background Report

Analysis of the types of dwellings in the City of Belmont in 2021 shows that 62.3% of all dwellings were separate houses; 24.6% were medium density dwellings, and 12.8% were high density dwellings, compared with 75.6%, 17.6%, and 6.1% in Greater Perth respectively (Figure 20).

Dwelling structure, 2021

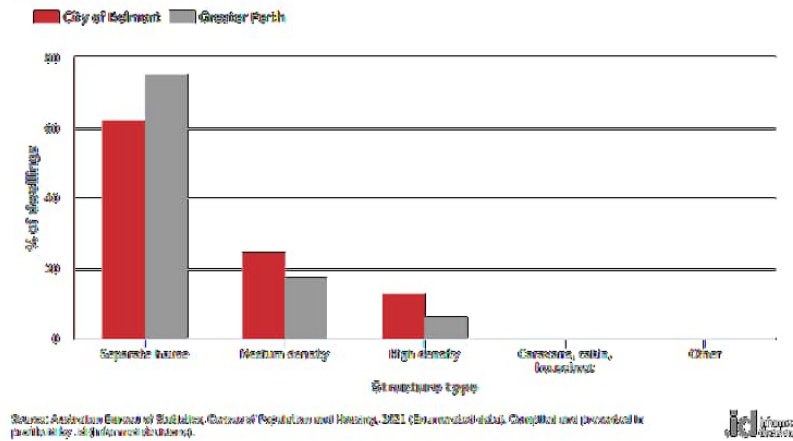


Figure 20 - Dwelling Structure, 2021 (Source: .idcommunity)

Between 2016 and 2021, there been an overall increase in the number of dwellings by 1,888 (10.2%) in the City of Belmont. The 2021 census data reveals the following trends since 2016:

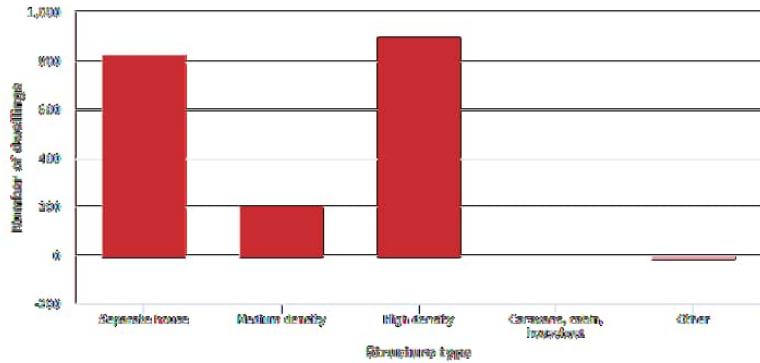
- The proportion of separate houses has reduced (64.2% to 62.3%); and

The proportion of high-density housing has increased (9.2% to 12.8% respectively) (Table 8, Figure 21).

Table 8 - Dwelling Structure (Source: .idcommunity)

City of Belmont – Total Dwellings (Enumerated)	2016		2021			Change 2016 to 2021	
	Number	%	Greater Perth %	Number	%		Greater Perth %
Separate house	11,827	64.2	74.6	12,653	62.3	75.6	+826
Medium density	4,784	26.0	19.6	4,990	24.6	17.6	+206
High density	1,692	9.2	5.1	2,592	12.8	6.1	+900
Caravans, cabin, houseboat	36	0.2	0.3	32	0.2	0.3	-4
Other	31	0.2	0.2	17	0.1	0.2	-14
Not stated	65	0.4	0.2	39	0.2	0.1	-26
Total Private Dwellings	18,435	100.0	100.0	20,323	100.0	100.0	+1,888

Change in dwelling structure, 2016 to 2021
City of Belmont



Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 and 2021 (Unweighted data, weighted and rounded to produce the tabular output).

Figure 21 - Change in dwelling structure, 2021 (Source: .idcommunity)

3.9.1 DISTRIBUTION OF HOUSING STOCK BY SUBURB

Over the past decade, there has been steady growth in the number of dwellings in all of the suburbs within the Corridor with a total increase of 26.3% from 2016 to 2021 (Table 9). The suburb with the largest increase in number of dwellings was Rivervale, in which there was a 29.6% increase from 2011 to 2016 and a 45.9% increase from 2016 to 2021. This is likely to reflect recent developments within the Springs.

The smallest growth was in Redcliffe, increasing 5.8% from 2011 to 2016 and 8.2% from 2016 to 2021. This may indicate there is further potential to increase the housing stock in this suburb.

Table 9- Distribution of private dwellings by suburb (Source: ABS Quick Stats 2011, 2016, 2021)

	Number of Private Dwellings (2011)	Number of Private Dwellings (2016)	Number of Private Dwellings (2021)	Percentage Change (2011-2016)	Percentage Change (2016-2021)
Belmont	2,860	3,176	3,418	+11%	+7.6%
Ascot	1,125	1,248	1,421	+10.9%	+13.9%
Rivervale	4,114	5,331	5,991	+29.6%	+12.4%
Redcliffe	2,004	2,121	2,165	+5.8%	+2.1%
Total	10,103	11,876	12,995		

3.9.2 DWELLING SIZE

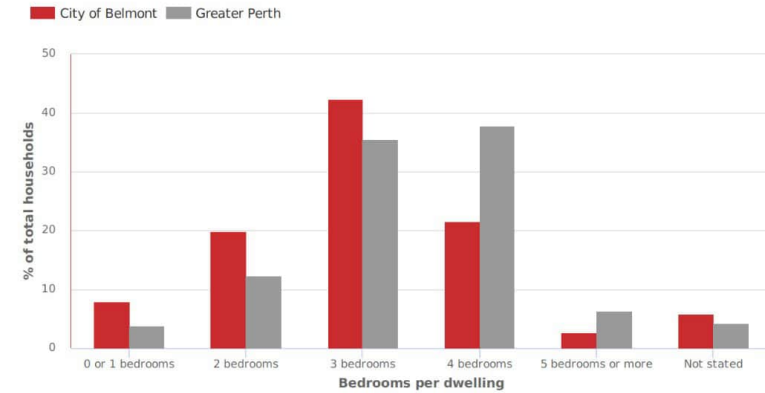
The City of Belmont has a higher proportion of zero (0) or one (1), two (2) and three (3) bedroom houses, and a smaller proportion of four (4) and five (5) bedroom or more houses compared to Greater Perth (**Figure 22**). In the City of Belmont, houses with three (3) bedrooms make up the largest proportion of houses (42.4%), compared to Greater Perth where the largest proportion is four (4) bedroom houses (37.9%).

This dwelling profile provides an insight into the role the Corridor plays in the housing market. For example, dwellings with one and two bedrooms are likely to attract students, single workers and young couples. Accommodation with two (2) and three (3) bedrooms may attract more families and ‘empty nesters’.

The largest changes in the number of bedrooms per dwelling in the City of Belmont between 2016 and 2021 were:

- An increase in 2 bedroom dwellings (+1,233)
- An increase in 4 bedroom dwellings (+903)
- An increase in 0 or 1 bedroom dwellings (+731)

Number of bedrooms per dwelling, 2021



Source: Australian Bureau of Statistics, Census of Population and Housing, 2021 (Enumerated data). Compiled and presented in profile.id by .id (informed decisions).



Figure 22 - Dwelling sizes 2021 (Source: .idcommunity)

3.9.3 DISTRIBUTION OF DWELLING SIZE BY SUBURB

Analysis of the dwelling size distribution by suburb reveals that Rivervale has the highest proportion of zero (0) or one (1) bedroom dwellings (15.4%) and two (2) bedroom dwellings (29.2%) out of all suburbs adjacent to the corridor. In addition, the suburb has a larger proportion of 0 or 1 and 2 bedroom dwellings than the City of Belmont, which is reflective of the existing apartment buildings in Rivervale (**Table 10**).

Redcliffe has the highest proportion of four (4) bedroom dwellings (31.7%) compared to the City of Belmont (21.4%) and the surrounding suburbs identified.

The largest change in the number of bedrooms per dwelling between 2016 and 2021 in each suburb was:

Belmont:

- Increase in 3- bedroom dwellings (+110 dwellings)
- Increase in 2-bedroom dwellings (+125)

Ascot:

- There were minimal differences in Ascot between 2016 and 2021.

Rivervale:

- Increase in 2-bedroom dwellings (+407 dwellings); and
- Increase in 0- or 1-bedroom dwellings (+210 dwellings).

Redcliffe:

- There were minimal differences in Redcliffe between 2016 and 2021.



The Springs contributes to Rivervale's high proportion of 1 and 2-bedroom dwellings.

Attachment 12.3.4 Background Report

Table 10 - Distribution of Dwelling Size by Suburb (Source: ABS Community Profiles 2021)

Suburb	2021			Greater Perth %
	No.	%	City of Belmont %	
Belmont				
0 or 1 bedrooms	147	4.8	7.8	3.8
2 bedrooms	533	17.6	19.8	12.3
3 bedrooms	1,440	47.5	42.4	35.6
4 bedrooms	636	21	21.4	37.9
5+ bedrooms	94	3.1	2.7	6.3
Not Stated	182	6	5.9	4.2
Total Households	3,032	100	100	100
Ascot				
0 or 1 bedrooms	96	7.6	7.8	3.8
2 bedrooms	169	13.3	19.8	12.3
3 bedrooms	470	37	42.4	35.6
4 bedrooms	389	30.7	21.4	37.9
5+ bedrooms	67	5.3	2.7	6.3
Not Stated	78	6.1	5.9	4.2
Total Households	1,269	100	100	100
Rivervale				
0 or 1 bedrooms	784	15.4	7.8	3.8
2 bedrooms	1,491	29.2	19.8	12.3
3 bedrooms	1,762	34.5	42.4	35.6
4 bedrooms	745	14.6	21.4	37.9
5+ bedrooms	79	1.5	2.7	6.3

Not Stated	245	4.8	5.9	4.2
Total Households	5,106	100	100	100
Redcliffe				
0 or 1 bedrooms	126	6.4	7.8	3.8
2 bedrooms	250	12.6	19.8	12.3
3 bedrooms	804	40.6	42.4	35.6
4 bedrooms	628	31.7	21.4	37.9
5+ bedrooms	40	2	2.7	6.3
Not Stated	132	6.7	5.9	4.2
Total Households	1,980	100	100	100

3.9.4 TENURE

Analysis of the housing tenure of the population of the City of Belmont in 2021 compared to Greater Perth shows that there was a smaller proportion of households who owned their dwelling outright and with a mortgage and a larger proportion of rentals (Figure 23 and Figure 24).

At the suburb level, Rivervale had a significantly higher proportion of rented dwellings (53.1%) compared to the City of Belmont and Greater Perth (Figure 25). Ascot was the only suburb along the Corridor which had a higher proportion of dwellings owned outright (34.5%) compared to Greater Perth (28.5%). Ascot also had the smallest proportion of dwellings that were rented (30.6%) however this was still higher than Greater Perth (26.6%).

The City of Belmont has a higher proportion of State housing compared to Greater Perth. Out of the occupied dwellings in the City of Belmont, 6.5% are rented from the State Housing Authority, compared with 2.9% in Greater Perth. Out of the total dwellings which were rented in the City of Belmont, 15.4% were rented from the State Housing Authority compared with 11.1% in Greater Perth (.idcommunity, 2021).

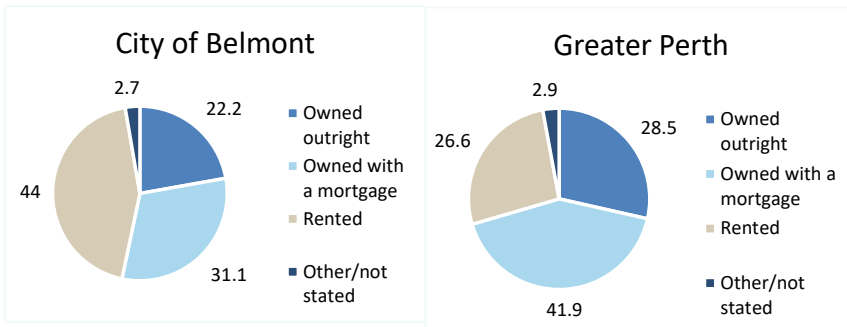


Figure 23 City of Belmont Tenure

Figure 24 Greater Perth Tenure

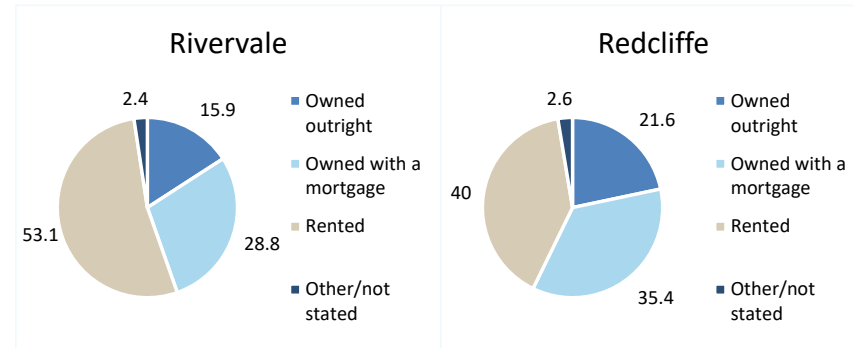


Figure 25 Rivervale Tenure

Figure 26 Redcliffe Tenure

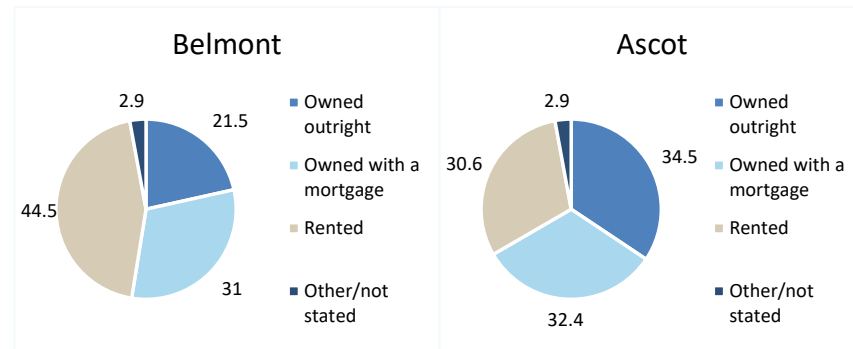


Figure 27 Belmont Tenure

Figure 28 Ascot Tenure

Source: ABS Community Profiles, 2021

3.9.5 HOUSING PAYMENTS

Analysis of the monthly housing loan repayments within the City of Belmont in 2021 shows that 18.1% of households were paying high monthly mortgage repayments (\$2,600 and over), and 20.7% were paying low (less than \$1,200) repayments, compared with 23.2% and 17.9% respectively in Greater Perth.

Analysis of the weekly rental payments of households in the City of Belmont shows that 14.3% of households were paying high rental payments (\$450 per week or more), and 23.3% were paying low payments (less than \$250 per week), compared with 19.3% and 16.5% respectively in Greater Perth.

3.10 ECONOMY AND EMPLOYMENT

3.10.1 PLACE OF EMPLOYMENT

In 2021, 45,901 people worked in the City of Belmont. Approximately 4,689 (10.2%) of the workforce resides in Belmont (**Table 11**). A large proportion of the workforce travel to the City of Belmont from the adjacent Local Government Areas of Swan (10.3%) and Canning (5.6%). The remainder of the workforce travel into Belmont from further Local Government Areas, including Stirling (8.7%), Gosnells (7.9%) and Wanneroo (7.1%).

Table 11 Residential location of local workers (Source: .idcommunity)

City of Belmont	2021	
Location	Number	%
Live and work in the area	4,689	10.2
Work in the area, but live outside	41,212	89.8
Total workers in the area	45,901	100

Of the City of Belmont residents who work, approximately 4,689 (21.4%) work in the City of Belmont, whilst 74% travel to the local government areas of Perth (17.9%), Canning (7.7%), Victoria Park (6.7%), and Swan (5.3%).

Table 12 Employment location of resident workers (Source: .idcommunity)

City of Belmont	2021	
Location	Number	%
Live and work in the area	4,689	21.4
Live in the area, but work outside	16,218	74
No fixed place of work	1,000	4.6
Total employed residents in the area	21,907	100

This indicates there is a larger proportion of workers travelling into the City to work, compared to residents travelling out of the City to work.

3.10.2 EMPLOYMENT STATUS

Employment status is linked to a number of factors including age structure, which influences the number of people in the workforce; the economic base and employment opportunities available in the area; and the education and skill base of the population. The table Employment Status (**Table 13**) illustrates the City’s employment profile.

At the time of the 2021 census, the employment rate within the City of Belmont was high with 94.4% of the labour force employed, 11.2% unemployed and looking for full time or part time work. This compares to 94.7% and 10.6% for Greater Perth respectively.

Table 13 Employment status (Source: .idcommunity)

City of Belmont - Persons (Usual residence)	2016			2021			Change
	Number	%	Greater Perth %	Number	%	Greater Perth %	
Employment status							2016 to 2021
Employed	18,591	91.2	91.9	21,966	94.4	94.7	+3,375
Employed full-time	12,089	59.3	56.4	13,924	59.8	56.8	+1,835
Employed part-time	5,506	27.0	30.6	6,776	29.1	32.5	+1,270
Unemployed (Unemployment rate)	1,792	8.8	8.1	1,306	5.6	5.3	-486
Looking for full-time work	1,150	5.6	4.8	753	3.2	2.7	-397
Looking for part-time work	642	3.1	3.3	553	2.4	2.6	-89
Total labour force	20,383			23,272			2,289

3.11 MODE OF TRAVEL TO WORK

The method of travel to work for residents in the City of Belmont is dominated by the car (as a driver), with a proportion the same as Greater Perth (62%). **Table 14** demonstrates that a higher proportion of Belmont residents travelled by bus to work, (7.2%) compared to Greater Perth (3.5%), though a smaller proportion walked (1.4% compared to 1.6%) or caught the train (2.3% compared to 4.9%). In addition, a smaller proportion of Belmont residents worked at home compared to Greater Perth (5.7% compared to 7.6%).

Method of travel to work has not changed greatly since 2016, however, there was an increase in the proportion of residents driving to work and an increase in the proportion of those catching the bus.

The low proportion of residents travelling by bicycle or walking to work is reflective of the poor cycle and pedestrian environment which exists along the Corridor and improving the cycle and pedestrian environment along and surrounding the Corridor will provide the opportunity for residents to either walk or cycle to work.

Table 14 Method of travel to work 2016, 2021 (Source: .idcommunity)

City of Belmont - Employed persons (Usual residence)	2016			2021			Change
	Number	%	Greater Perth %	Number	%	Greater Perth %	
Main method of travel							2016 to 2021
Train	543	2.9	6.1	507	2.3	4.9	-36
Bus	1,559	8.4	4.1	1591	7.2	3.5	+32
Tram or Ferry	3	0.0	0.0	4	0	0	+1
Taxi	81	0.4	0.2	186	0.8	0.4	+105
Car - as driver	11,992	64.5	64.1	13,612	62	62	+1,620
Car – as passenger	992	5.3	4.6	1,157	5.3	4.4	+165
Truck	100	0.5	0.7	91	0.4	0.5	-9
Motorbike	107	0.6	0.5	62	0.3	0.3	-45
Bicycle	207	1.1	1.0	144	0.7	0.6	-63
Walked only	335	1.8	2.1	305	1.4	1.6	-30
Other	389	2.1	1.9	567	2.6	2.1	+178
Worked at home	460	2.5	3.9	1,241	5.7	7.6	+781
Did not go to work	1,619	8.7	9.9	2,354	10.7	11.7	+735
Not stated	207	1.1	1.0	126	0.6	0.4	-81
Total employed persons aged 15+	18,594	100.0	100.0	21,947	100	100	3,353

3.12 EMPLOYMENT INDUSTRY

In 2021, the key industry sectors in which City of Belmont residents were employed in include Health Care and Social Assistance (12.5%), Retail Trade (8.2%) and Accommodation and Food Services (8.1%) as highlighted in **Figure 29** below.

Industry sector of employment, 2021

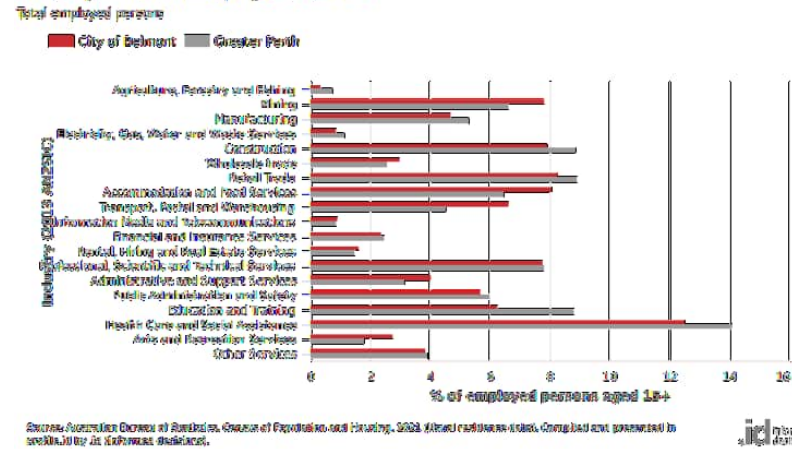


Figure 29 Industry Sector of Employment, 2021 (Source: .idcommunity)

The City of Belmont’s Arts and Recreation Services (2.7%), Transport, Postal and Warehousing (6.6%), and Mining (7.8%) industry sectors were higher than Greater Perth (1.8%, 4.5% and 6.6%, respectively).

From the previous census in 2016, the most growth was in Health Care and Social Assistance services, Mining and Professional, Scientific and Technical Services sectors. There was some decline experienced in the Construction, Information Media and Telecommunications, Agriculture, Forestry and Fishing and Rental, Hiring and Real Estate Service sectors (refer **Figure 30** below).

Change in industry sector of employment, 2016 to 2021

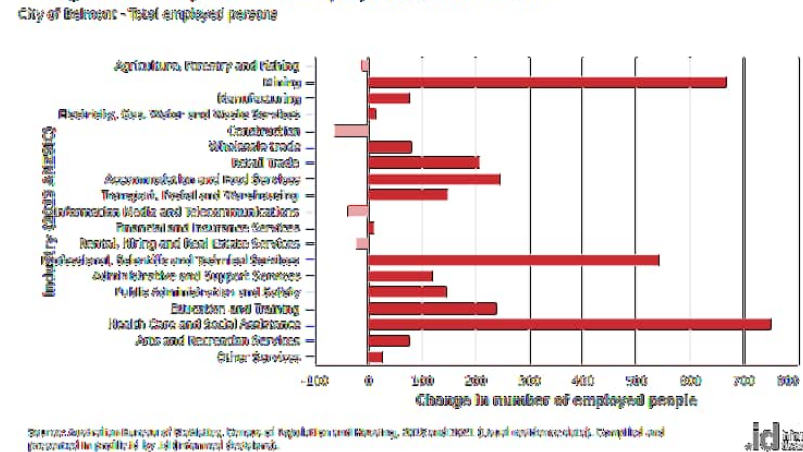


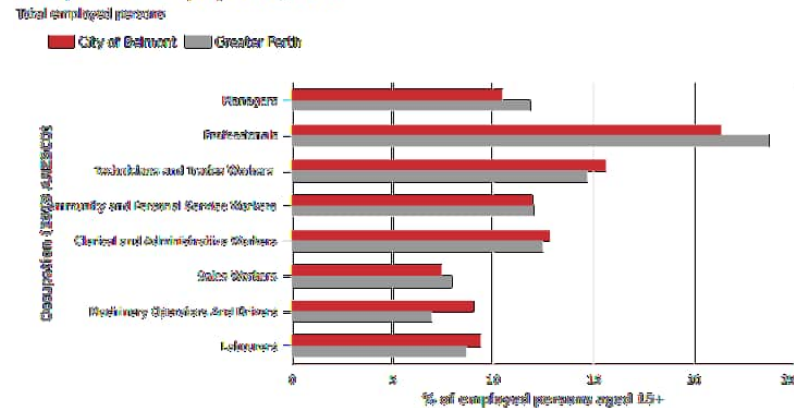
Figure 30 Change in industry sector of employment, 2016 to 2021 (Source: .idcommunity)

3.13 OCCUPATION

City of Belmont residents were employed in the following key occupations in 2021: Professionals (21.3%), Technicians and Trade Workers (15.6%) and Clerical and Administrative Workers (12.8%). The proportions of Machinery Operators and Drivers and Technicians and Trades Workers compared to Greater Perth are significantly higher; (9% and 15.6% compared to 7% and 14.7% in Greater Perth).

A smaller proportion of persons are employed as Professionals and Managers (21.3% and 10.5% compared to 23.7% and 11.9% in Greater Perth), as can be seen in **Figure 31** below.

Occupation of employment, 2021



Source: Australian Bureau of Statistics, Census of Population and Housing, 2021 (Usual residence data). Compiled and presented in profile.id by .id (informed decisions).

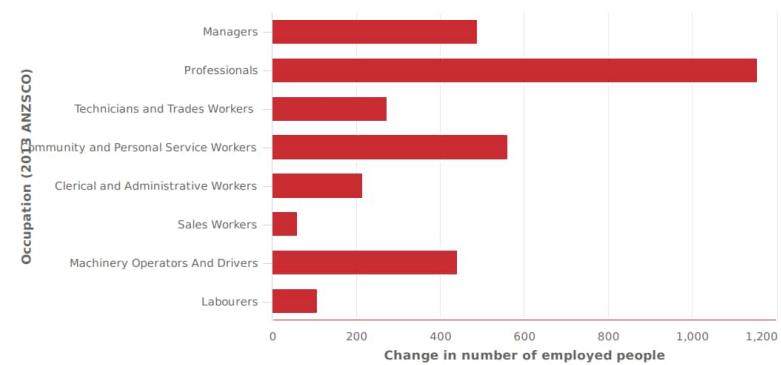


Figure 31 Occupation of Employment, 2021 (Source: .idcommunity)

Over the period 2016 – 2021, the greatest change in occupation of employment was growth in Professionals, Community and Personal Service Workers and Managers, and no decline in any occupations, as shown in **Figure 32** below.

Change in occupation of employment, 2016 to 2021

City of Belmont - Total employed persons



Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 and 2021 (Usual residence data). Compiled and presented in profile.id by .id (informed decisions).



Figure 32 Change in Occupation of Employment 2016 to 2021 (Source: .idcommunity)

3.14 HOUSEHOLD INCOME

Analysis of household income levels across the City of Belmont shows that there were a greater proportion of households in the lowest income quartile, and a lesser proportion of households in the highest income quartile compared to Greater Perth (Figure 33). The City of Belmont has 26.4% of households earning in the lowest income group compared to 24% in Greater Perth. There were 19.8% of households in the City of Belmont which earned in the highest group, compared to 26.1% of households earning in the highest group in Greater Perth.

Household income quartiles, 2021

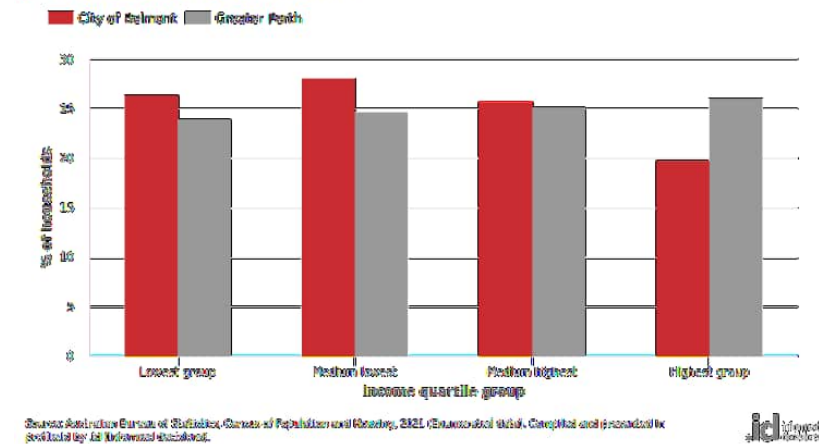


Figure 33 Household income quartiles, 2021 (Source: .idcommunity)

Analysis of household income levels across the suburbs along the Corridor shows Redcliffe has the highest proportion of households in the lowest income group (30%), which is a larger proportion compared to the City of Belmont and Greater Perth. Ascot has the largest proportion of households in the highest income group (31.2%) which is a higher proportion than the City of Belmont and Greater Perth (Table 15).

The most significant change in the City of Belmont between 2016 and 2021 was the medium lowest quartile which showed an increase of 889 households (Figure 34).

Change in household income quartile, 2016 to 2021
City of Belmont

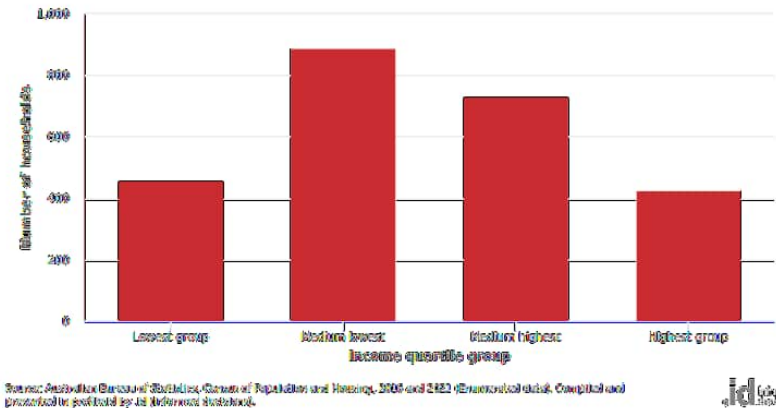


Figure 34 Change in household income quartile, 2016 to 2021 (Source: .idcommunity)

Attachment 12.3.4 Background Report

Analysis of the household income of the suburbs along the Corridor show:

- Ascot had a higher proportion of high-income households (31.2%) and a lower proportion of low-income households (19.1%) compared to the City of Belmont.
- Belmont had a similar proportion of high-income households (19.2%) and a higher proportion of low-income households (28.8%) compared to the City of Belmont.
- Redcliffe had a smaller proportion of high-income households (18.6%) and a higher proportion of low-income households (30%) compared to the City of Belmont
- Rivervale had a higher proportion of high-income households (21.2%) and a lower proportion of low-income households (24.2%) compared to the City of Belmont.

The household income quartiles are depicted in Table 15.

Table 15 Household income quartiles 2021 (Source: .idcommunity)

	% of households					
Quartile Group	Belmont	Ascot	Redcliffe	Rivervale	City of Belmont	Greater Perth
Lowest group	28.8	19.1	30	24.2	26.4	24
Medium lowest	27.6	24.4	26.4	28	28.1	24.7
Medium highest	24.5	25.3	25	26.6	25.7	25.2
Highest group	19.2	31.2	18.6	21.2	19.8	26.1

3.15 SUMMARY AND IMPLICATIONS

A summary of the key statistics outlined in this section is included below in Figure 35.

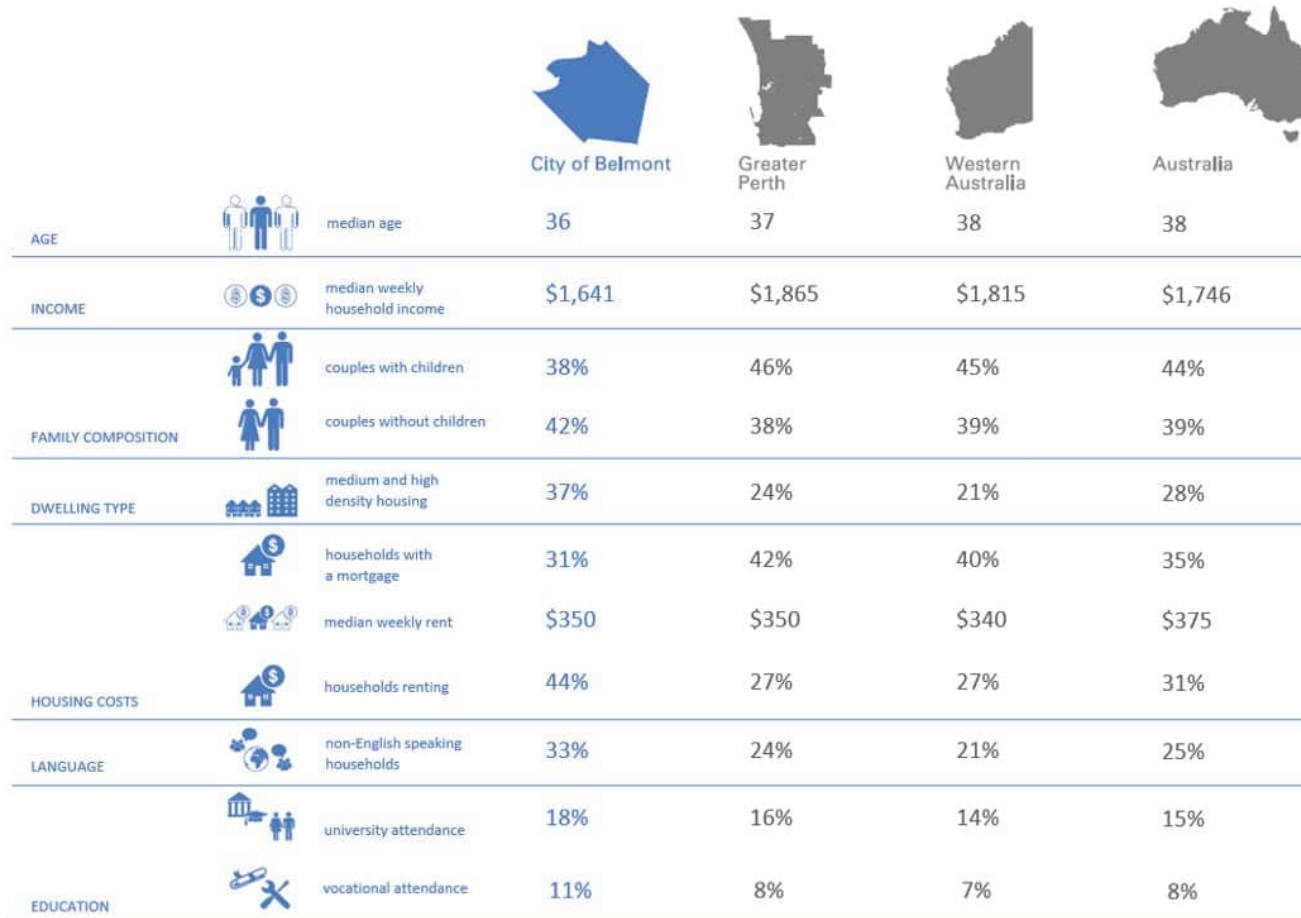


Figure 35 Summary of Statistics

Attachment 12.3.4 Background Report

Without more area specific analysis being undertaken the following impacts are noted:

Additional housing and infrastructure provision required for growing population and expected future population growth

The City's population increased by approximately 5% over the 2016 to 2021 period and 11.7% in the period 2011 to 2016. This follows a period of population stagnation over the 1990's. The City's population is expected to increase by approximately a further 45% to 63,729 people by 2041 (forecast id).

Growing proportions of young professionals, parents and homebuilders, empty nesters and retirees and elderly population

- There is a high proportion of the young workforce population within the suburbs along the Corridor.
- There is a trend of lone person households increasing, as this has already increased from 26.6% in 2016 to 31.1% in 2021.
- The existing high proportions of babies and pre-schoolers is likely to result in a growth in primary schoolers and secondary schoolers over the next 10 years.
- Relatively higher proportion of people ages 85 and older in comparison to Greater Perth.

Demand for a diverse housing stock

- The growing, diverse population will require increased housing diversity options along the Corridor, including:
 - Smaller households for the high proportion of lone residents.
 - Medium-larger size households for the growing population of parents, and couples with children.
 - Aged housing and retirement housing and services for the proportion of elderly and nearing retirement population.

- Need to consider the robustness of housing stock so as to accommodate changing household structure and tenures, as the family cycle evolves.

Need to consider affordable housing options

- Need to consider affordable housing options to accommodate large proportion of young professionals, in addition to the higher proportion of lower income households in the City of Belmont. Indicators of the demand for affordable housing include:
 - High proportion of young professionals in the City of Belmont.
 - Lower household incomes compared to the Greater Perth.
 - Significantly higher proportion of the community renting in the City of Belmont.
 - Lower rental repayments and lower mortgage repayments compared to the City of Belmont.
 - The City of Belmont has a larger proportion of smaller houses, with a large proportion of 1, 2 and 3 bedroom dwellings compared to Greater Perth.
- Affordable housing options should be considered in appropriate locations along the Corridor, which are easily accessible to public transport, and are in proximity to areas of amenity. Pedestrian and cycling connections to surrounding areas of amenity should be enhanced so residents can easily access shops, cafes and open space, reducing car dependency.

Community facilities required to accommodate the greater mix of ethnicities along the Corridor

- The City of Belmont has a larger proportion of non-English speaking households, people born overseas and people from non-English speaking backgrounds, indicating the need to provide for a range of community facilities to cater for the community members' needs, which will allow different people to meet and interact, gain support and create a sense of belonging. Such uses may include a range of sporting clubs, community halls, family support centres, health services and a range of meeting spaces.

Attachment 12.3.4 Background Report

Need to increase opportunities for City of Belmont residents to work within the City of Belmont

- A large proportion of City of Belmont residents travel outside the City of Belmont to work, as well as a large number of the Greater Perth population travelling into the City of Belmont. This increases the demand on infrastructure such as roads and public transport.
- Providing opportunities for jobs within the City of Belmont will improve the opportunities for residents to live, work and play within the City, allowing people to travel shorter distances to work, whilst activating Belmont's local economy.
- Need to accommodate the growing industries of Health Care and Social Assistance, Mining and Professional, Scientific and Technical Services, whilst recognising the decline in Construction, Information Media and Telecommunications and Rental, Hiring and Real Estate Services.

Improvements to pedestrian, **bike rider and public transport facilities required**

- The method to travel to work for residents in the City of Belmont is overwhelmingly dominated by car, with few residents cycling and walking to work. Improved pedestrian and cycling networks and amenity will encourage residents to cycle or walk to work.
- The City has a relatively high proportion of residents who travel to work by bus, though with improved facilities such as sheltered bus stops, accessible bus stops, and convenient bus routes, supported by a robust pedestrian path network, will contribute to greater usage of busses, utilising the Corridors access to the Priority Rapid Public Transport Route.
- The City has a relatively low proportion of residents who travel to work by train, so it is essential the Corridor has safe and convenient connections to Redcliffe Train Station.

4. PHYSICAL SITE DESCRIPTION

4.1 LAND USE AND LOT CHARACTERISTICS

4.1.1 LAND USE

The majority of the land along the Corridor currently comprises a variety of non-residential land uses including fast food outlets, liquor stores, motels, hotels, offices, restaurants, cafes, taverns, massage parlours, service stations, shops, industrial, showrooms and warehouses as depicted in **(Figure 36, 37, and 38)**. It is noted that Figure 37 is sequential to Figure 36, and the location of the images on Figure 38 are identified on Figure 36 and 37.

Some existing land uses are inconsistent with the zoning in LPS 15; particularly in areas zoned Mixed Business, Mixed Use, with several non-conforming uses which have been approved under old planning legislation. Examples included motor vehicle hire, vehicle sales and industry located within in the Mixed Use zone.

The majority of the non-residential land uses are located in the vicinity of the Belmont Mixed Business Area in the centre of the Corridor and the Redcliffe Industrial area at the eastern end of the Corridor.

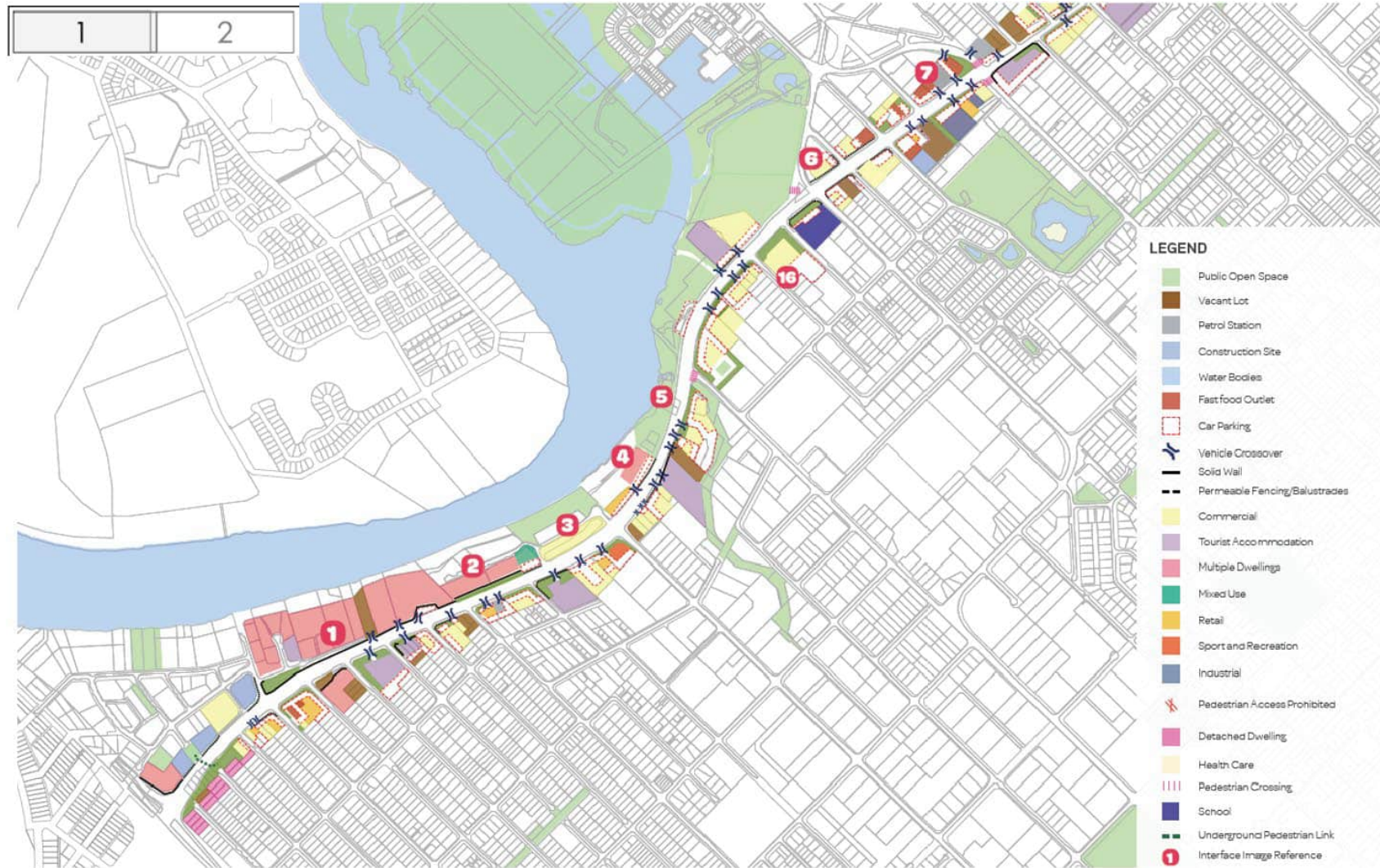
A number of tourist accommodation sites are scattered along the Corridor capitalising on the close proximity to both the Perth Airport, Crown Casino and greater entertainment precinct.

The Corridor also accommodates different forms of residential development in the form of single, grouped and multiple dwellings. It is noted in conjunction with the upgrade of Great Eastern Highway, the majority of existing residential development abutting the Corridor have had noise walls constructed between as to provide noise amelioration.

There is only a small number of health care and sporting facilities along the Corridor and one School, being the Belmont Primary School. It is highlighted the Department of Education.

There are also a number of public open space areas along both sides of and abutting the Corridor. There are more areas located to the northern side as the Swan River meanders along in parallel and particularly in the places in close proximity to the Corridor i.e. mid-section.

A small number of sites also appear to be vacant along the Corridor.



48 Figure 36 Great Eastern Highway Corridor Edge Interface 1

Attachment 12.3.4 Background Report

Figure 37 Great Eastern Highway Corridor Edge Interface 2



Attachment 12.3.4 Background Report



Figure 38 Great Eastern Highway Corridor Interface Images

4.1.2 LOT SIZES

Figure 39 - Lot Sizes Plan identifies the spatial distribution of lot sizes and includes a statistical breakdown of different lot sizes within the study area. The study area has been broken into two segments in Figure 39 for legibility purposes. There are 266 lots included within the study area, and a total lot area of 75.32 hectares. The average lot size is 2831m², with the majority of lots being between 1001m² - 3000m² (37.9%).

4.1.3 LAND OWNERSHIP

The majority of the lots along the are privately owned freehold lots. There are multiple strata lots, predominantly located on the northern edge of the Corridor between the Graham Farmer Freeway and Belgravia Street. There are also various government freehold lots along the Corridor (refer **Figure 40 – Land Ownership Plan**). The study area has been broken into two segments in Figure 40 for legibility purposes.

4.1.4 HERITAGE

European

A review of the Heritage Council's Heritage inherit database identified the following site within the study area which is included on the State Heritage Register:

- Tampina – 517 Great Eastern Highway, Redcliffe (Place number 03123). The site is single-storey brick and iron residence constructed in 1906 in the Federation Queen Anne style, and has cultural significance for the following reasons:
 - The construction of the place was as a direct result of the growth and development of the horse racing industry in Perth and in Belmont in particular in the 1890s and early 1900s;
 - The place displays aesthetic qualities characteristic of the Federation period and exhibits some fine decorative design detailing, particularly the joinery, tuck-pointing and richly varied roof form;
 - The place has associations with the horse racing industry and prominent racing identity, J. F. G. Robinson;
 - The place has associations with the RAAF during World War Two, including fighter pilot and war hero, 'Bluey' Truscott;

- The place was used as a hostel for mentally and physically disabled children; and,
- The place contributes to the local community's sense of place as one of the few large residences remaining from the turn of the century development of the Redcliffe/Belmont area.

Aboriginal Heritage

A review of the Department of Planning, Lands and Heritage Inquiry System identified the following sites within the subject site registered under the *Aboriginal Heritage Act 1972*;

- Site ID: 3753, Site Name: 'Perth', Type: Historical, Mythological, Hunting Place, Named Place, Natural Feature
- Site ID: 17061, Site Name: 'Old Campsite 1', Type: Camp

The following registered sites are located adjacent to the subject site:

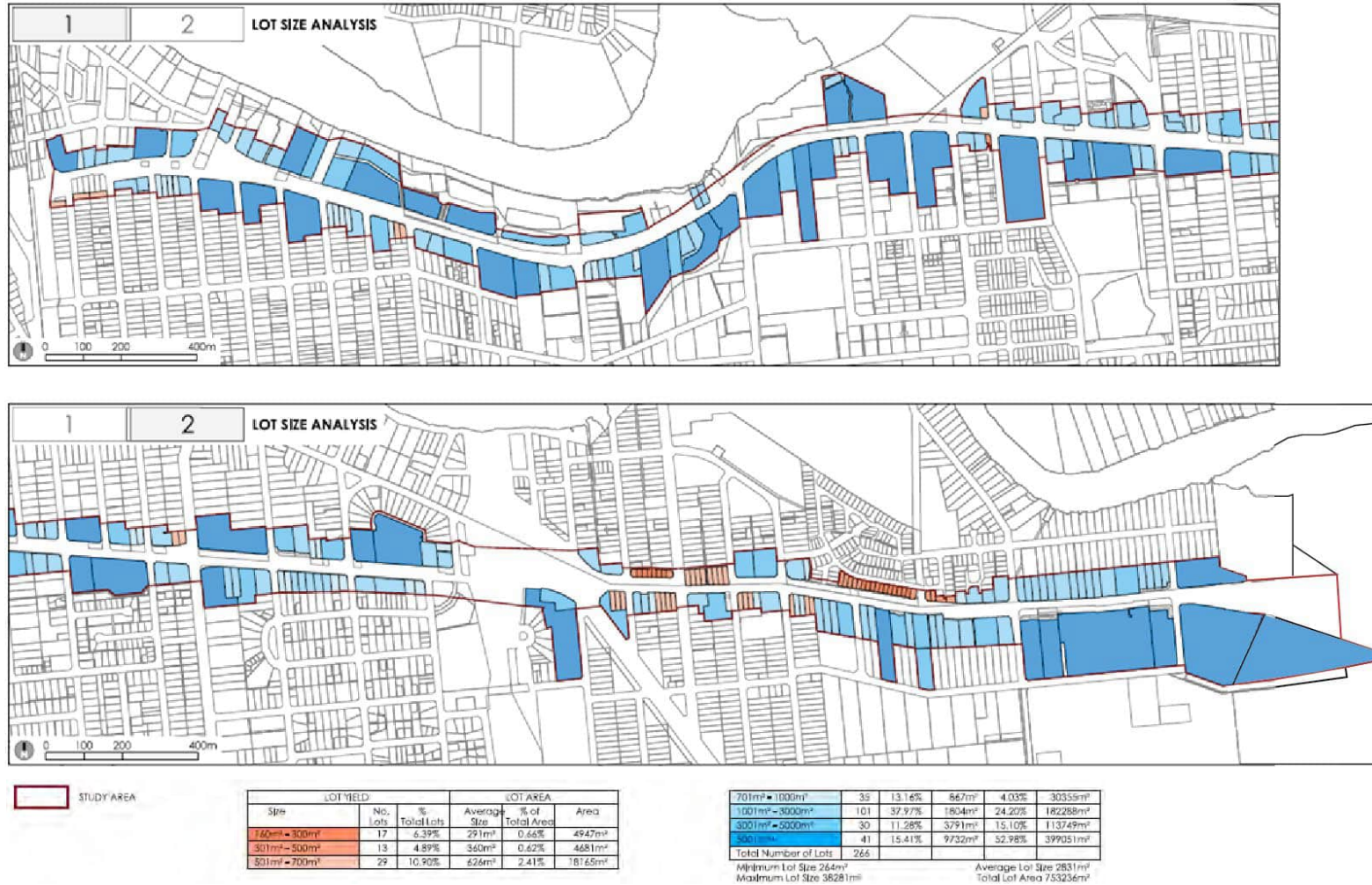
- Site ID: 16694, Site Name: 'Redcliffe Wetland', Type: Historical, Mythological, Camp, Meeting Place, Natural Feature, Water Source
- Site ID: 3536, Site Name: 'Swan River', Type: Mythological

City of Belmont Local Heritage List

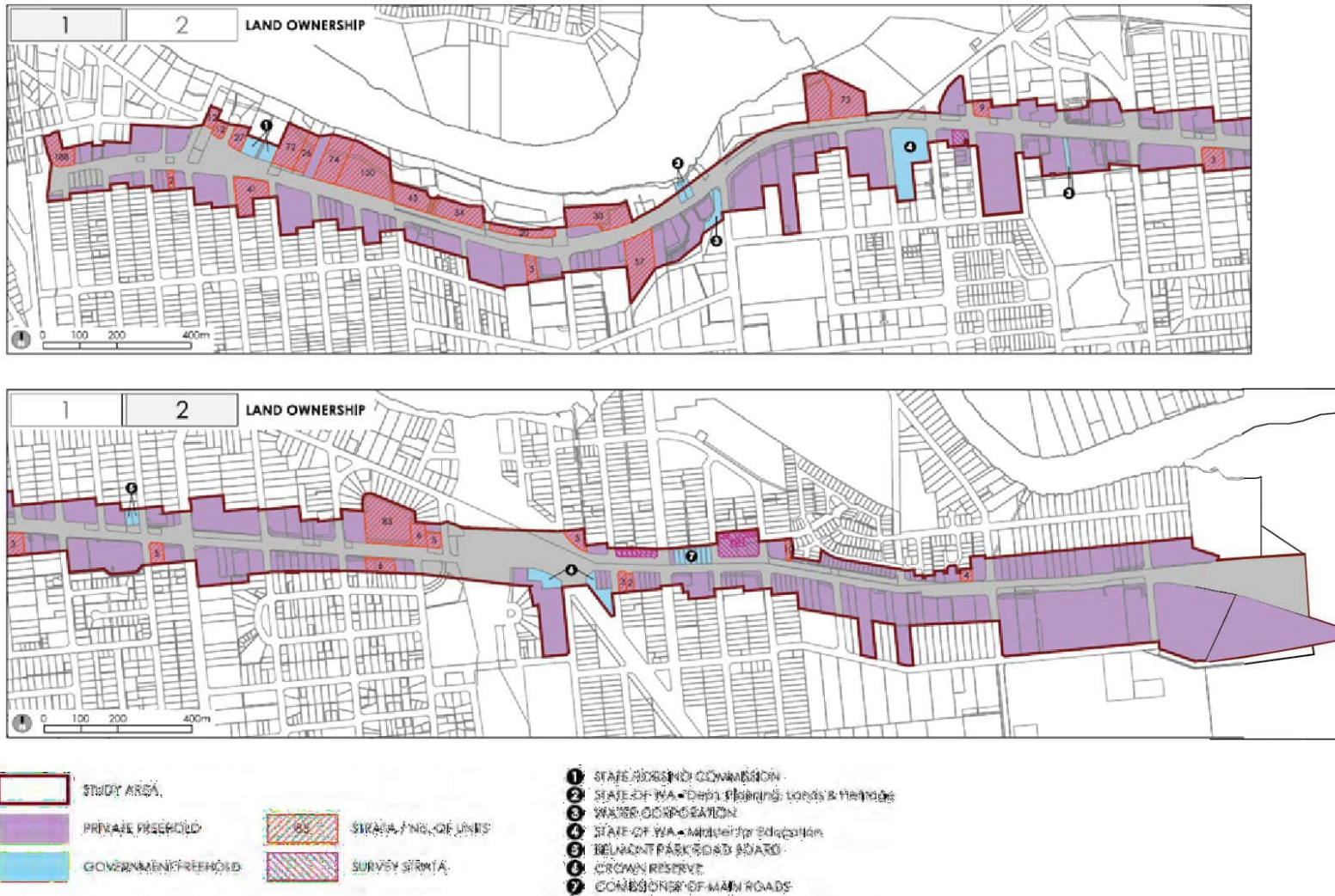
A review of the City of Belmont's Local Heritage List identified the following sites within the study area:

- Cellars – 88 Great Eastern Highway, Rivervale (Place number 8646)
- Brisbane & Wunderlich Park Buildings – Devils Elbow, Great Eastern Highway, Belmont (Place number 8653)
- Belmont Primary School – 213 Great Eastern Highway, Belmont (Place number 6124)
- Invercloy Park – 11 Wedderburn Place, Ascot (Place number 25910)
- Tampina – 517 Great Eastern Highway, Redcliffe (Place number 3123)

Heritage sites have been considered in the Redevelopment Potential Analysis Plan.



52 Figure 39 Study Area Lot Sizes



53 Figure 40 Land Ownership Plan

4.2 BUILT FORM

The built form of the area comprises a variety of single storey industrial buildings, commercial buildings, offices, multiple dwellings, grouped dwellings and single storey housing. The height of buildings ranges from single storey dwellings and commercial uses with apartment and office buildings ranging from 2-4, 4-6, 6-8 storeys, up to 14-16 storeys.

- **Residential**

The residential development is predominately multiple and grouped dwellings. Majority of the residential development is separated from Great Eastern Highway by noise amelioration walls. The majority of the multiple dwellings are 4-6 storeys, with the grouped dwellings predominantly 1-2 storeys. There are also several single storey single dwellings on the eastern end of the Corridor with the majority to the north side east of Tonkin Highway.

There are several modern apartment buildings constructed in the last 10 years, ranging from 14-16 storeys, located on the western end of the Corridor closer to the Graham Farmer Freeway.

The material of the residential buildings includes brick veneer, concrete and glass, with roofing predominantly tiles and Colourbond.

- **Commercial and Non-Residential**

The commercial and non-residential built form varies in age and style. There are some constructed developments, consisting of 2-3 storey concrete offices. A number of buildings are tourist accommodation and area far ranging in both age and aesthetics. Several non-residential buildings are set back from Great Eastern Highway, with car parking located in front of buildings.

4.3 PUBLIC REALM

The public realm within the area can be described by the following:

- Lack of pedestrian amenity – pedestrian paths are constructed to varied quality and width. There is a lack of regular safe crossing points, and the paths offer little sense of safety from the high traffic volumes
- There is a general lack of street vegetation and trees resulting in pedestrians and properties having little protection from the sun and busy road
- Poor connectivity of public realm network to surrounding Public Open Space
- The variety of existing built form results in an inconsistent streetscape
- Inconsistent building setbacks result in an inconsistent streetscape with no uniform character.
- Facilities for busses are not consistent the whole way though, with a lack of bus shelters at all bus stops.

4.3.1 STREETSCAPES

The existing streetscape within the area can be described by the following:

- **Physical Condition**
 - Verge clutter, minimal vegetation, lack of street furniture.
 - Some paving has been upgraded and is in good condition, other parts of pavement are older, degraded and in need of repair.
 - There are several different footpath types and widths. Some areas without footpaths.
 - A number of footpaths are not well connected to the greater pedestrian network system.

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- **Character and Sense of Place**
 - Corridor is orientated towards cars and is a hostile environment for pedestrians.
 - No uniform character and lacking a sense of place.
- **Connectivity and Legibility**
 - Lacks connection to the river, with poor connectivity and legibility especially for pedestrians.
 - Minimal way-finding markers along Corridor.
- **Pedestrian Environment and Visual Amenity**
 - Lack of harmonious streetscape and elements.
 - Lack of shelter and shade especially along footpaths/shared paths directly abutting the Corridor for pedestrians.
 - There is a limited amount of crossing points across the Corridor forcing unnecessary lengthy walking distances for pedestrians.
- **Public/Private Interface**
 - Some parking on verge of residential lots and a small number of decked parking structures provided.
 - Generally, the car parking areas are poorly landscaped and are simply bituminised areas only.
- **Infrastructure and Servicing Integration Issues**
 - Featureless road with minimal landscaping within median and/or verges. Lighting is provided generally in the central median with minimal lighting provided on verges and/or along footpaths/shared paths.
 - Underground power is generally provided.
- **Designing Out Crime (CPTED)**
 - High noise amelioration walls in close proximity to Graham Farmer Freeway creating long barricaded sections of verge.
 - Buildings set back from street front with car park interface between.
 - Poor lighting along verges, footpaths/shared paths and in areas of open space particularly, where the Swan River is in close proximity to the Corridor i.e. mid-section.
 - Single residential lots closer to Ivy street generally have untidy verges with overgrown vegetation and no fences.
 - Residential area in Ascot is setback from Great Eastern Highway with noise amelioration walls, with no interface.
- **Management and Maintenance Issues**
 - Minimal public realm landscape to maintain.

4.4 MOVEMENT NETWORK

4.4.1 GREAT EASTERN HIGHWAY

The Great Eastern Highway ranges from four to six lanes and is classified as a Primary Distributor under the Main Roads WA hierarchy, carrying between 44,500 and 69,500 vehicles per day between the Graham Farmer Freeway and east of Ivy Street. This is forecast to increase to between 63,600 and 97,100 vehicles per day by 2031.

4.4.2 SURROUNDING STREET NETWORK

The street network surrounding Great Eastern Highway comprises the Graham Farmer Freeway, Tonkin Highway and Brearley Ave which are classified as Primary Distributors, as well as a mix of Distributor A, Distributor B, Local Distributor and Access Roads in the Main Roads WA Road Hierarchy. The use of rear laneways surrounding the site is minimal. The network is generally a traditional grid pattern.

There are signalised intersections along the Highway at the following intersections:

- Graham Farmer Freeway
- Kooyong Road
- Belmont Avenue
- Abernethy Road
- Belgravia Street
- Hardey Road
- Epsom Avenue
- Tonkin Highway
- Coolgardie Avenue
- Fautleroy Avenue

Many of the remaining intersections along the Highway consist of left-in, left-out access arrangements.

4.4.3 PEDESTRIANS NETWORK

As part of the 2011 – 2013 upgrade works along the Corridor between Kooyong Road and Tonkin Highway, 3.0 metre footpaths were installed on both sides of the Corridor. The footpaths are located adjacent to the on-road bike lanes with no buffer between the footpath and the on-road bike facility, creating an unpleasant environment for pedestrians.

Along the southern side of the Corridor between Orrong Road and Tonkin Highway there is typically a planted buffer between the footpath and property boundary.

Along the northern side of the Corridor between Orrong Road and Tonkin Highway there is typically no buffer between the footpath and the property boundary, and the footpath typically runs adjacent to a property fence, wall or sound wall.

Along the northern and southern sides of the Corridor between Tonkin Highway and east of Ivy Street the footpath is older and narrower – typically 1.5m wide. For the majority of this section of the Corridor there is a planted buffer between the footpath and the road.

There are at-grade pedestrian crossing facilities at traffic signal-controlled intersections, and grade-separated pedestrian underpasses. Some signalised intersections require pedestrians to make three crossings in order to cross from one side of the Highway to the other. Pedestrian connection to the river is minimal in most locations.

4.4.4 BICYCLE NETWORK

Dedicated on-road cycling facilities are located from the Graham Farmer Freeway to the Tonkin Highway. Typically, the cycle lanes are 1.5 metres wide, adjacent to the kerb and the bus lanes.

Bicycle connection to the Swan River is poor. The cycle path adjacent to the Swan River is disconnected in some locations.

4.4.5 PUBLIC TRANSPORT

The Great Eastern Highway has multiple bus routes that travel along the length of the Corridor or travel along parts of Corridor in the study area, in addition to the Circle Route bus that crosses the Corridor between Resolution Drive to Hardey Road. The bus network provides access to the Perth CBD, Kings Park, the Perth Airport, Belmont Forum, Redcliffe Station, Midland, High Wycombe, Guildford.

During the weekday AM peak period buses along the Highway travel to Perth CBD approximately every 5-8 minutes and towards Redcliffe Station approximately every 10-12 minutes.

During the weekday PM peak period, buses along the Highway travel to Perth CBD approximately every 10-12 minutes and towards Redcliffe Station every 5-8 minutes.

Not all of the bus stops have existing bus shelters.

5. OPPORTUNITIES AND ISSUES ANALYSIS

5.1 REDEVELOPMENT POTENTIAL

A redevelopment potential analysis has been undertaken based on a subjective assessment of the development potential for land parcels within the subject area and is outlined included below in **Figure 41**.

This analysis applies a redevelopment grade to the site in accordance with the following category description:

- **Very Low:** Primarily heritage sites and/or land uses unlikely to change unless a redevelopment outcome that includes retention of heritage features can be found, or demolition/relocation is considered acceptable. Existing buildings have been constructed relatively recently.
- **Low:** Existing residential strata developments with greater than three landowners and newer commercial buildings unlikely to be redeveloped in the medium term. The potential to redevelop will be dependent on willingness to dissolve strata agreements and / or age adaptability of buildings.
- **Moderate:** Smaller green titled residential lots (~1000m²) with equal or less than three landowners. The potential to redevelop will be dependent on land assembly and/or acceptable built form design.
- **High:** Medium sized commercial and residential lots fronting major roads or in close proximity to centres. The potential to redevelop will be dependent on landowner interest and agreement on built form outcomes.
- **Very High:** Generally larger lots (>2000m²) (or those adjacent to larger lots) that front major roads or are in close proximity to centres. The potential to redevelop will be dependent on landowner interest and agreement on built form outcomes.

5.1.1 ASSUMPTIONS OF REDEVELOPMENT POTENTIAL

The assumptions which have been made when considering the redevelopment potential and resulting yield analysis include:

- **Age of development:** it is considered that buildings which have been constructed relatively recently and are considered to be of good condition will have a reduced potential to be redeveloped, whereas buildings which are of an older nature and dilapidated condition are more likely to be redeveloped.
- **Level of capital investment:** it is considered that buildings with higher levels of capital investment are less likely to be redeveloped as opposed to buildings with a relatively lower level of capital investment.
- **Strata reform:** proposed strata reforms aim to provide more flexibility to dissolve strata agreements, increasing the potential to redevelop lots with a large number of strata owners.
- **Downturn in business economy:** downturns in the business economy provide a difficult environment to sustain business which in turn is likely to lead to sales and facilitate redevelopment.
- **Public-Sector lead projects:** various public-sector lead projects in proximity to the study area such as the Forrestfield Airport Link and Optus Stadium are likely to act as a catalyst for redevelopment in the area on potential sites.

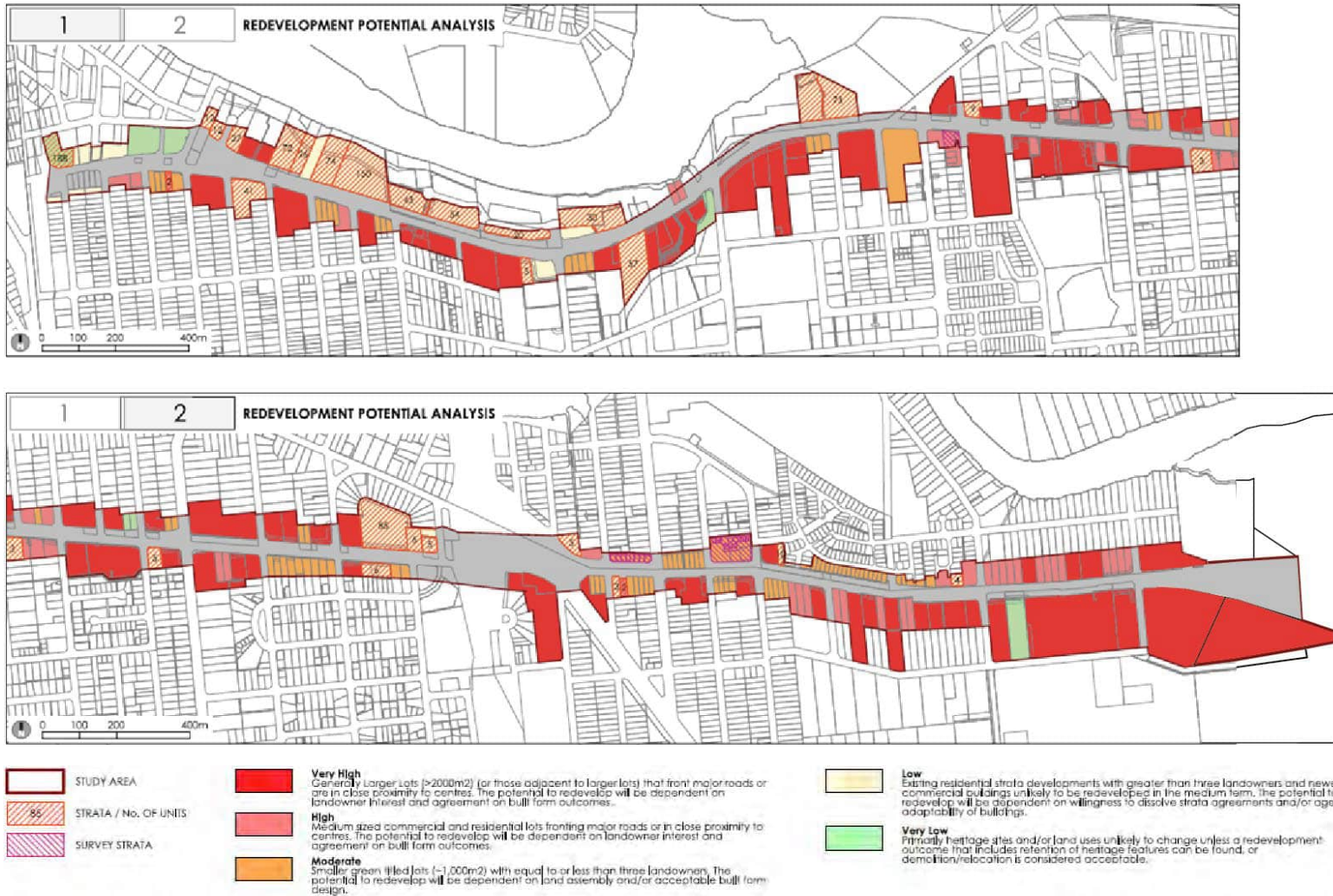


Figure 41 Redevelopment Potential Analysis

5.2 LAND USE

5.2.1 LAND USE PRINCIPLES

- Enhance and intensify existing centres along the Corridor to ensure they maintain their function in providing goods, services, employment and amenity.
- Acknowledge the highway as a major artery that acts a strategic trade route and gateway linking Perth Airport through to the City Centre

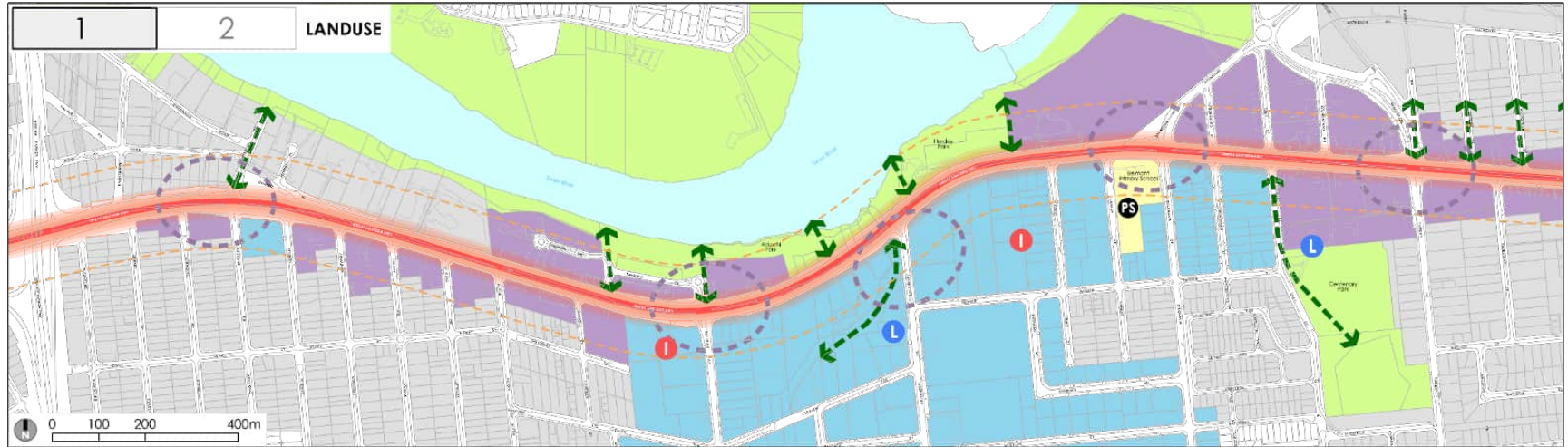
5.2.2 LAND USE OPPORTUNITIES AND ISSUES

An analysis of the land use opportunities and issues has been undertaken and is summarised as follows, with spatial depictions of some of these matters outlined in **Figure 42**.

- There is the opportunity to promote Local Mixed-Use nodes which will support an intensity of land uses.
- There is the opportunity to promote Mixed Use Land uses within existing Mixed Use zoned areas.
- There is the opportunity to promote Mixed Use Land uses within existing Mixed Business zoned areas.
- There is the opportunity to increase residential density in certain locations along the Great Eastern Highway and within 400m of existing activity centre nodes to support the activation of the Great Eastern Highway.
- Non-residential land use intensification will be influenced by considerations including land parcel size, fragmented ownership, traffic volume and access limitations.

- There is a need to consider the extent and scale for transition of land use and development intensity from the activity Corridor to low-density residential land uses.
- There is a need to create and enhance activity nodes on both sides of the Corridor.
- Opportunities should be considered to enhance connections between the Corridor and key attractions such as Ascot Racecourse, the Swan River and Garvey Park.
- Consider opportunities to reduce the physical impact of the highway and the barrier it creates.
- Consider the role, function and relationship of land uses along the Corridor with other nearby centres such as the Belmont Business Park, Redcliffe Industrial Area, and Belmont Forum.
- Laneways provide the opportunity to consider alternate land uses, laneway interface and activation of laneways.

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- acknowledge the highway as a major artery that acts a strategic trade route and gateway linking perth airport through to the city centre
- consider opportunities to reduce the physical impact of the highway and the barrier it creates.
- consider extent and scale for transition of land use and development intensity from activity corridors to low-density residential
- promote mixed uses within existing mixed business zoned areas
- promote local mixed use nodes supporting an intensity of land uses
- opportunity to improve amenity and infrastructure within existing parks and recreation areas
- foster land use intensity and redevelopment that can take advantage of proximity to key pos areas and linkages
- consider suitability of different residential density along great eastern highway and within proximity of activity nodes to support activation of great eastern highway
- I non-residential land use intensification will be influenced by considerations including land parcel size, fragmented ownership, traffic volume and access limitations
- L laneways provide opportunity to consider alternate land uses, laneway interface and activation of laneways
- PS consider merits of relocating belmont primary school to better serve the catchment and redevelop school site for high-order uses

Figure 42 Land Use Opportunities and Constraints

5.3 BUILT FORM

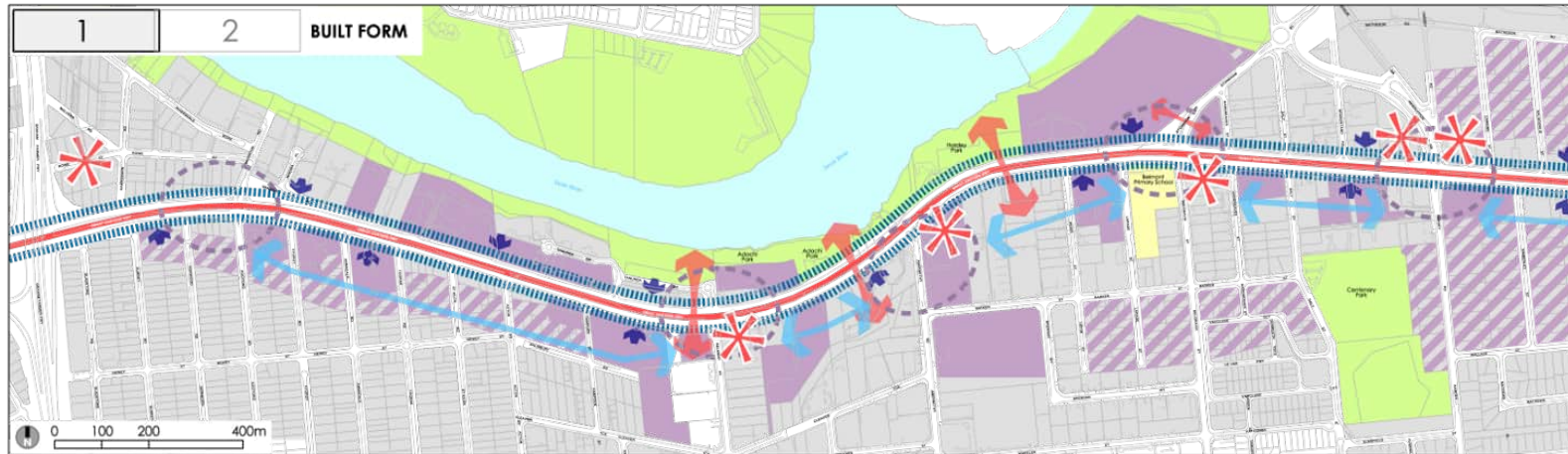
5.3.1 BUILT FORM PRINCIPLES

- Height and scale of new mixed-use buildings should have an appropriate relationship with the surrounding area and transition from the activity Corridor to the existing suburban areas.
- Built form along the Great Eastern Highway needs to be designed so that it embraces the street and is not barricaded from it to the detriment of the public realm.
- Taller buildings along Great Eastern Highway should have an appropriate relationship with adjacent residences.

5.3.2 BUILT FORM OPPORTUNITIES AND ISSUES

An analysis of the built form opportunities and issues has been undertaken and is summarised as follows, with spatial depictions of some of these matters outlined in **Figure 43**.

- 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.
- Identify sites and key 'gateway locations' that would be worth considering for development bonuses, subject to performance criteria.
- Large sites provide scope for comprehensive built form and land use outcomes.
- The separation between activity centre nodes enables transition between lower and higher building heights and scale.
- 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.
- A flexible approach to ground level land uses outside of key activity centres should be incorporated in building and site design.











-  consider suitable building heights that may take advantage of river views
-  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)
-  consider sites and key 'gateway' locations that would be worth considering for development bonuses, subject to performance criteria
-  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
-  a flexible approach to ground level land uses outside of key activity centres should be incorporated in building and site design
-  promote appropriate built form outcomes in close proximity to existing parks and recreation areas and schools
-  large sites provide scope for comprehensive built form and land use outcomes
-  the separation between activity centre nodes enables transition between lower and higher building heights and scale

Figure 43 Built Form Opportunities and Constraints

5.4 PUBLIC REALM

5.4.1 PUBLIC REALM PRINCIPLES

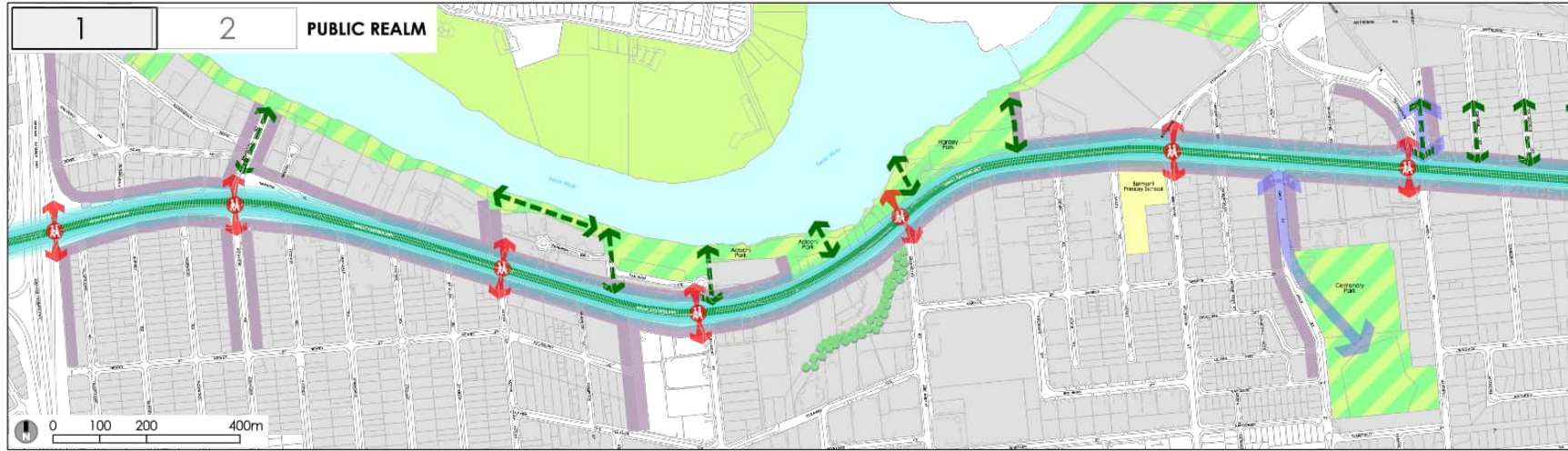
- Create attractive, enjoyable places to live and work, through amenity in parks and streets.
- Diversity of spaces for active and passive recreation.
- Expand upon the tree canopy within streets and parks to offset the loss of canopy within private landholdings.

5.4.2 PUBLIC REALM OPPORTUNITIES AND ISSUES

An analysis of the public realm opportunities and issues has been undertaken and is summarised as follows, with spatial depictions of some of these matters outlined in **Figure 44**.

- There is the opportunity to emphasise the distinct qualities of neighbourhoods on each side of the Corridor.
- Pedestrian and cycle linkages to the Swan River should be enhanced.
- There is the opportunity to influence the landscaping of Great Eastern Highway to ensure that there are greater opportunities for mature trees, landscaping and public realm improvements.
- Consider opportunities to enhance connections between the Corridor and key attractions such as Ascot Racecourse, the Swan River and Garvey Park.
- There is the opportunity to improve key pedestrian crossings throughout the Corridor and the surrounding street network.
- There is currently insufficient existing street tree planting within Great Eastern Highway, and the establishment of more trees should coincide with pedestrian crossing points to provide shade and shelter to pedestrians.
- Pedestrian crossing points should be clearly visible to pedestrians and traffic.
- There is the opportunity to enhance and upgrade the existing stream and Severin Walk.
- There is the opportunity to improve the open space and foreshore reserves adjacent the Corridor.
- Rear access via future laneways allows for greater landscaping opportunities within the verge area.

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- 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 severin walk

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Figure 44 Public Realm Opportunities and Constraints

5.5 MOVEMENT NETWORK

5.5.1 MOVEMENT NETWORK PRINCIPLES

- Acknowledge the highway as a major artery for through traffic.
- The movement of pedestrians and **bike riders** along and across Great Eastern Highway is to be a greater priority in future upgrades.
- Public transport connectivity, particularly between the Airport and the City should be enhanced.
- Parking should be managed throughout the precinct to encourage commuters to walk, ride and use public transport.

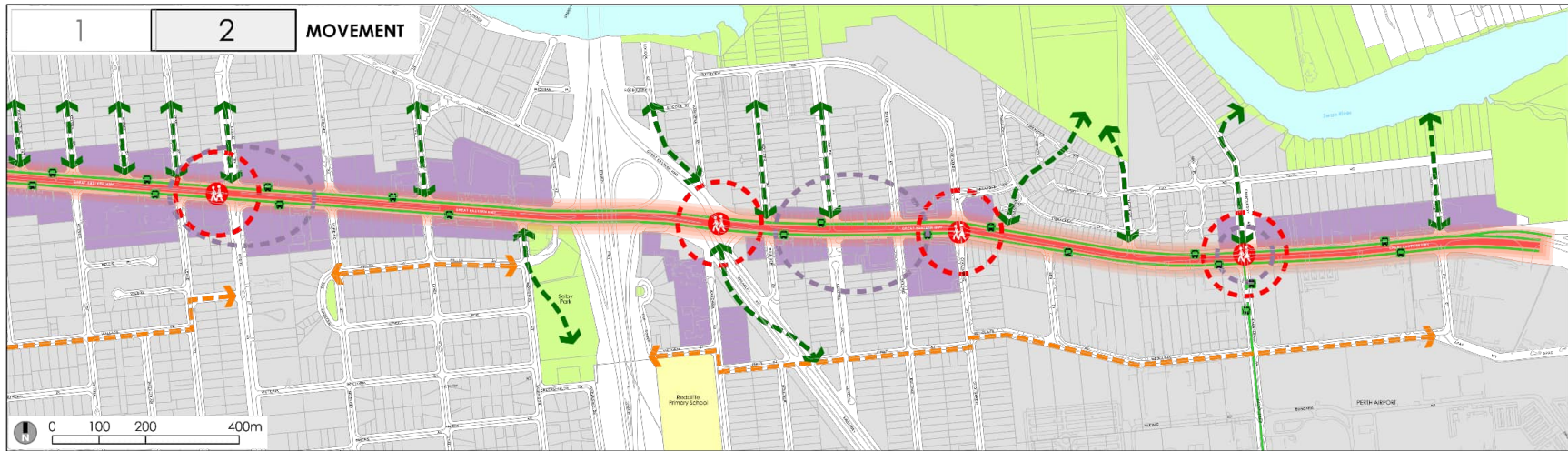
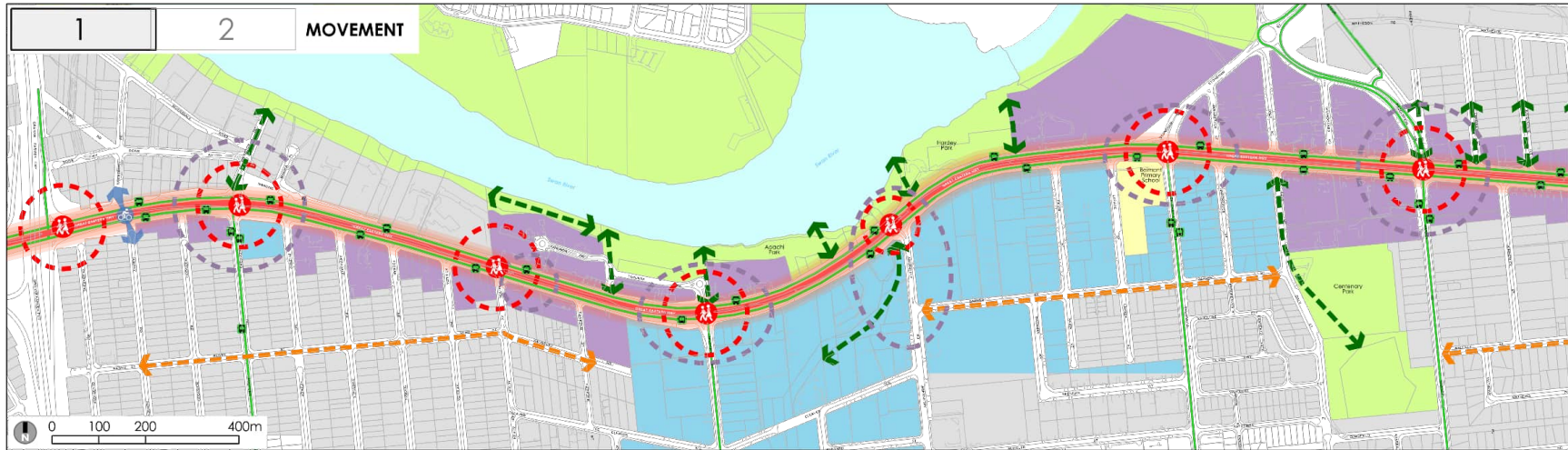
5.5.2 MOVEMENT NETWORK OPPORTUNITIES AND ISSUES

An analysis of the movement network opportunities and issues has been undertaken and is summarised as follows, with spatial depictions of some of these matters outlined in **Figure 45**.

- The opportunity to capture local trade and economic interaction should be considered given the highways function as a major artery for through traffic.
- The Great Eastern Highway is a very inhospitable environment for pedestrians and **bike riders**. Opportunity to improve pedestrian and **bike riders** environment, connections and crossing opportunities.
- There is strong public transport availability along Great Eastern Highway Corridor, though opportunities exist to improve the public transport facilities such as sheltered bus stops.
- There is the opportunity to create numerous appealing, popular pedestrian/cycling linkages to the Swan River.

- There is the opportunity to promote access to mixed use, mixed business and residential development (along Great Eastern Highway) to be via secondary streets or laneways.
- Promote parking for mixed use, mixed business and residential development (along Great Eastern Highway) to be at the rear of development.

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- 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/attractors
- 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

67 Figure 45 Movement Opportunities and Constraints

6. INFRASTRUCTURE FUNDING

The funding of infrastructure will be a critical component of achieving development under the Corridor Plan, as increased intensity and diversity of use will create increased demands on a wide range of infrastructure, including:

- Additional land for laneways, road widening, public spaces and parking bays;
- Construction and upgrade of laneways, existing streets, public spaces and transport infrastructure;
- New landscaping and public realm treatments, including tree planting, public art and street furniture; and
- Upgrades and expansion of service infrastructure, including utility services and drainage.

This source of funding for infrastructure will likely be as diverse as the infrastructure required, with a multitude of sources available depending on the demand profile and likely benefits derived from infrastructure provision.

Some of the more common infrastructure funding sources available are outlined as follows for consideration in the preparation of the Corridor Plan. The Corridor Plan will detail the infrastructure funding mechanisms required.

6.1 GOVERNMENT INVESTMENT

The most common form of infrastructure funding is government investment, either through:

- Local Government municipal funds, which would generally cover costs of maintenance and upgrade of local roads, drainage, public open space, community facilities and other localised infrastructure;

- State Government expenditure, which is generally applicable to core infrastructure associated with major roads, public transport and utility infrastructure, and will likely be made available to support growth within the study area as development progresses; and
- Commonwealth Government grants, which may be available to the City depending on the type of infrastructure required and the justification for this infrastructure to be partially funded under a grants programme.

It is anticipated that a mixture of all three of the above investments may support redevelopment within the Great Eastern Highway Corridor.

6.2 DEVELOPMENT CONTRIBUTION PLAN

A Development Contribution Plan is an infrastructure funding mechanism governed by the *Planning and Development (Local Planning Scheme) Regulations 2015* and guided by *State Planning Policy 3.6: Infrastructure Contributions*, which creates a statutory requirement for a specified financial contribution from landowners due payable upon subdivision or development of land within a specified development contribution area.

The principles underpinning the use of Development Contribution requirements are outlined as follows:

1. Need and the nexus

The need for the infrastructure included in the development contribution plan must be clearly demonstrated (need) and the connection between the development and the demand created should be clearly established (nexus).

2. Transparency

Both the method for calculating the development contribution and the manner in which it is applied should be clear, transparent and simple to understand and administer.

3. Equity

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Development contributions should be levied from all developments within a development contribution area, based on their relative contribution to need.

4. Certainty

All development contributions should be clearly identified and methods of accounting for escalation agreed upon at the commencement of a development.

5. Efficiency

Development contributions should be justified on a whole of life capital cost basis consistent with maintaining financial discipline on service providers by precluding over recovery of costs.

6. Consistency

Development contributions should be applied uniformly across a Development Contribution Area and the methodology for applying contributions should be consistent.

7. Right of consultation and arbitration

Landowners and developers have the right to be consulted on the manner in which development contributions are determined. They also have the opportunity to seek a review by an independent third party if they believe that the calculation of the contributions is not reasonable in accordance with the procedures set out in the Model Scheme Text.

8. Accountable

There must be accountability in the manner in which development contributions are determined and expended.

A Development Contribution Plan is an increasingly common method of infrastructure funding for development estates throughout Western Australia and is particularly well catered for funding infrastructure within Greenfield estates where a development timeframe is well understood, and the infrastructure delivery schedule is more easily established.

The use of Development Contribution Plans in 'Brownfield' or infill development areas is less common, as there is generally not a single entity available willing to pre-fund the

infrastructure provision due to the significant capital investment required. There is also a lack of certainty associated with the return of the funds given the unknown development timeframes for the development area.

In addition, the upgrade and improvement of services and access could be regarded as general maintenance and provision of service which improves the quality of services to all residents and businesses and not just those landowners who seek to redevelop.

The use of a Development Contribution Plan for the study area requires careful consideration based on an assessment of the infrastructure items required and comparison of funding options available for each item.

6.3 INCENTIVE BASED CONTRIBUTIONS

Incentive based contributions for infrastructure are generally governed by a local planning scheme, whereby a landowner will receive a density or development bonus in exchange for the provision of specified infrastructure or land which contributes to the public benefit.

Items applicable to such arrangements may include:

- The improvement of land ceded for a public purpose, including the construction of roads or laneways or the development of public spaces;
- Provision of public realm improvements such as landscaping, on-street parking, public art or street furniture, or cash in lieu of such provision; and
- Private development which has a community purpose or allows community access, such as internal floor space or external open space which is privately developed and maintained but accessible to the general public.

In exchange for the specified works or land required, the City may offer development bonuses including but not limited to height, plot ratio or residential density coding bonuses, or reduced requirements for onsite parking or setbacks.

Whilst incentive based contributions are a very useful and practical tool in providing infrastructure within an infill setting, they need to be carefully considered to ensure that:

- The benefits are tangible.

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- The value of the community benefit is broadly commensurate with the additional development entitlement.
- The provisions of a Scheme are well constructed and enforceable upon developers, and not subject to unreasonable variation or set aside by a determining authority;
- The incentives provided are genuinely desired by land developers, as if they do not provide additional developable yield, they are unlikely to be taken up;
- The cumulative addition of bonuses is understood, and any provisions are well tested against development scenarios prior to advertising and adoption;
- The incremental provision of infrastructure and land is understood by the City, and the potential need to compulsorily acquire land and invest municipal funds to complete a partially constructed public infrastructure project may be required in the future.

6.4 SPECIFIED AREA RATE (SAR)

The *Local Government Act 1995* (LG Act) allows the Shire to impose a Specified Area Rate on rateable land within a portion of its district for the purpose of meeting the cost of a specific work, service or facility, provided that certain conditions are met.

These conditions are that the local government must consider that the ratepayers or residents within that area:

- have benefited or will benefit from;
- have access to or will have to; or
- have contributed to or will contribute to the need for,
- that specific work, service or facility.

The funds that are raised via the Specified Area Rate must be either:

- (a) used for the purpose for which the SAR is imposed in the financial year in which the rate is imposed; or
- (b) placed in a reserve account established in accordance with the Local Government Act in order to be expended for that purpose in a later financial year.

A Specified Area Rate is particularly relevant to immediate, short term funding requirements. It may not be appropriate for projects identified some way into the future and as yet undefined and programmed. It may also not be acceptable to use this in conjunction with the application of a Differential General Rate.

One of the disadvantages with a Specified Area Rate is that the rate of revenue collection can be slow, and it is imposed on all landowners regardless of whether or not they have any redevelopment aspirations in the short to medium term. The slow rate of collection means that there can be a substantial time lag between people paying the levy and the infrastructure being delivered, unless the works can be pre-funded and then repaid over time.

6.5 DIFFERENTIAL GENERAL RATE (DGR)

This option involves the City imposing a higher general rate on certain rateable land within the City's district in order to make up a budget deficiency.

The Policy of the Department of Local Government, Sport and Cultural Industries, which is applied by the Minister in considering whether to approve a DGR (DG Rates Policy), indicates that the imposition of DGR's "*represents a conscious decision by a council to redistribute the rate burden in its district by imposing a higher impost on some ratepayers and a lower impost on others*".

As a result, the imposition of a DGR should follow the 'benefit principle' (i.e. that there is a relationship between the rates received by the City from rates from that type of land and the benefits received by the relevant ratepayers from the City's activities).

The Differential General Rates Policy also contains other principles which should be taken into account when implementing a DGR. These relate to the objective of the DGR (i.e. what is the basis for imposing the DG Rate), fairness and equity, consistency, transparency and administrative efficiency.

The LG Act does not limit how moneys raised through DGRs must be expended; therefore, this revenue may be applied to funding the construction, operation and maintenance of infrastructure. The DGR may be appropriate for infrastructure funding, however, the impost can only make up a budget deficiency. The DGR is not usually associated with specific infrastructure items but rather is allocated across the local government's service portfolio.

TABLE 16 INFRASTRUCTURE FUNDING COMPARISON TABLE

Mechanism	Advantages	Disadvantages	Conclusion and Recommendations
Government Investment (Local, State and Commonwealth)	<ul style="list-style-type: none"> • More politically palatable to rate payers. • No statutory or policy changes are required. • Puts emphasis back on State Government and the Commonwealth to contribute funding to support infill development. 	<ul style="list-style-type: none"> • Reassigns existing rate or tax revenue from local or State government. • The timing of funds being made available may not coincide with development pressures, and as such pre-funding may be required. • Funding may be reduced or discontinued over time depending on political will. • Commonwealth grants often short-term only, and would not be suitable for ongoing funding. 	<ul style="list-style-type: none"> • Potentially viable funding mechanism for State Government owned service infrastructure including water, sewerage, electricity, gas and telecommunications, depending on the timing of planned upgrades by servicing authorities. • Potentially viable funding mechanism for upgrade of Stirling Highway provided that desired improvements can be agreed with the State Government and incorporated into the approved capital works budget for the upgrade. • Potentially viable funding mechanism for local government infrastructure depending on timing of upgrades and consistency with planned maintenance, replacement or redesign of local streets, drainage and public realm features. • Investigation of Commonwealth Grants available for infrastructure upgrade/provision should be undertaken on an ongoing basis to support the project.
Development Contributions Scheme	<ul style="list-style-type: none"> • Provides equitable sharing of infrastructure costs across all landowners who have gained a benefit from increased development potential. 	<ul style="list-style-type: none"> • Likely requires substantial pre-funding by the local government with money to be returned as development occurs over time. • Schemes can become overly complex and often take large amounts of time and money to prepare and finalise. • Are ultimately controlled by the Western Australian Planning Commission rather than the City, which puts the City at risk if the WAPC does not support a Scheme and capital investment has already occurred. 	<ul style="list-style-type: none"> • Potentially viable funding mechanism, but requires careful consideration based on the infrastructure items required and the alternative funding sources available. • Ultimately a DCP may not be the optimal tool due to its complexity and lack of local government control.
Incentive Based Infrastructure Provision	<ul style="list-style-type: none"> • Provides an immediate improvement to the public realm. 	<ul style="list-style-type: none"> • Dependent on incentives appealing to developers. • May be interpreted differently depending on the flexibility of provisions and the determining authority (Council, JDAP, WAPC) 	<ul style="list-style-type: none"> • Potentially viable funding mechanism for local infrastructure items that can reasonably be delivered in a piecemeal approach by individual

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	<ul style="list-style-type: none"> Not dependent on political will and support of the State Government. 		<ul style="list-style-type: none"> developers. Not suitable for broader trunk infrastructure upgrades. Requires careful consideration and construction to ensure that provisions are enforceable, appeal to developers and are properly implementable based on the broader infrastructure requirements. Requires further consultation with developers and the Department of Planning.
Specified Area Rate Option	<ul style="list-style-type: none"> Suited to 'brownfield' development; Potential ongoing funding source; Enforcement mechanisms are available; Funds may be raised in advance; Not dependent on political will and support of the State government; and No statutory or policy changes are required. 	<ul style="list-style-type: none"> Possible adverse political reactions from ratepayers; May be challenged within the SAT by ratepayers; Imposition and approval process will need to be repeated each financial year; May not provide upfront a significant pool of funds for capital investment; May not be viable if the SA Rate is to be imposed many years in advance of the RTS becoming operational; May prove inflexible if the 'purpose' is not carefully scoped before the imposition of the SA Rate; If surplus funds are raised via a SA Rate, the City is obliged to provide refunds or credits to affected ratepayers; and 	<ul style="list-style-type: none"> Potentially viable funding mechanism, however, may need to be used in conjunction with other funding mechanisms; May not be able to be justified if a DG Rate is imposed on the same rateable land; City should consider the area in which the SA Rate could be imposed, possible quantum and timing of the SA Rate; and City should undertake consultation with affected ratepayers.
DG Rate Option	<ul style="list-style-type: none"> Suited to 'brownfield' development; Source of funding in financial years before construction; Potential ongoing funding source; Enforcement mechanisms are available; No statutory or policy changes are required. 	<ul style="list-style-type: none"> May only be imposed to make up a budget deficiency, therefore, funds raised in each financial year must be expended or allocated in that financial year; Possible adverse political reactions from ratepayers; Ratepayers can object and basis of DG Rate may be challenged in the SAT; Imposition and approval process will need to be repeated each financial year; May not provide upfront a significant pool of funds for capital investment; Possibly limited scope for further or additional DG Rates. 	<ul style="list-style-type: none"> Potentially viable funding mechanism, however, may need to be used in conjunction with other funding mechanisms; May not be able to be justified if a SA Rate is imposed on the same rateable land; and City should consider the rateable land which could be subject to a DG Rate, possible quantum and timing of the DG Rate.

APPENDIX 1 COMMUNITY WORKSHOPS OUTCOMES REPORT



Great Eastern Highway Urban Corridor

TRANSPORT STRATEGY

Attachment 12.3.5 Transport Strategy

PROJECT	Great Eastern Highway Urban Corridor Transport Strategy			
Revision	Description	Originator	Review	Date
A	First Draft	MDR	CXS	16/03/2018
0	Final	MDR	CXS	21/03/Fwalk
	Modifications	IW	CG	September 2024

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1. INTRODUCTION AND CONTEXT

This Transport Strategy was originally produced by Flyt in support of the Great Eastern Highway (GEH) Urban Corridor Plan project led by Taylor Burrell Barnett (TBB) on behalf of the City of Belmont (CoB). This has since been amended by the City of Belmont.

1.1 The Great Eastern Highway corridor

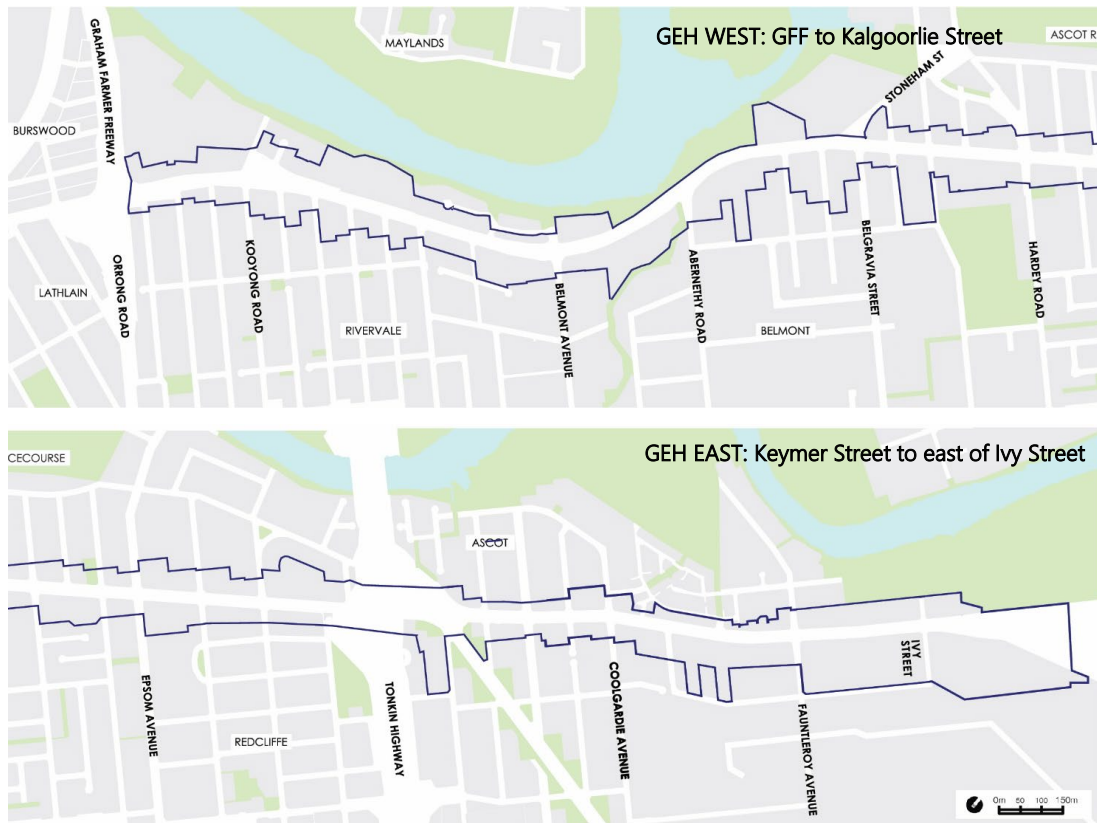
The entire GEH link is a 590km long road that connects Perth with the City of Kalgoorlie. The GEH is a key route for road vehicles accessing the eastern Wheatbelt and the Goldfields, and it is the western portion of the main road link between Perth and the eastern states of Australia.

The GEH commences at The Causeway and is a six-lane road (three lanes in each direction) from The Causeway to Tonkin Highway near Perth Airport. It continues as a four-lane road (two lanes in each direction) to Midland. There are plans in due course to upgrade the section of GEH to the east of the Tonkin Highway within the study area.

With traffic volumes within the study area averaging 58,000 vehicles per weekday, the corridor is not only required to meet the resident's needs with places to live, work, shop, play and feel part of the community, but also to perform a major regional traffic function with a high number of through traffic movements along the corridor.

The geographic scope of the corridor study is centred along the GEH and comprises the lots fronting the GEH between the Graham Farmer Freeway in Rivervale to east of Ivy Street in Ascot, as shown in Figure 1.

Figure 1 Great Eastern Highway corridor plan study area



1.2 Why do we need a plan for the Great Eastern Highway corridor?

The CoB needs to plan for the future and the corridor has the potential to play a positive role in supporting the City's growth. It is a strategically important transport route for industrial, business and tourism purposes and supports a sense of neighbourhoods along its length.

However, the corridor suffers from congestion in some areas, with up to 73,000 vehicle trips per day. The corridor offers little amenity for pedestrians, **bike riders** and businesses and access to properties is compromised. These issues have significantly eroded the Road's role as an Activity Corridor: a place to live and work. Change is needed if the full potential of the corridor is to be realised.

As set out in the GEH Urban Corridor Strategy (TBB, December 2023):

'Fundamental to the ambition of the Urban Corridor Strategy is growth that encourages a diversity of small to medium sized businesses and housing diversity. There is also an opportunity to better connect existing public open spaces as well as create more and higher quality public spaces. A better network of public places will support healthier lifestyles as development within the Corridor occurs.'

The GEH Urban Corridor Strategy plan has been developed to establish a vision to support the City's growth and to make the corridor a better place to live, work and visit. To realise this potential the plan provides policy guidance and establishes a framework to deliver:

- A productive business environment that supports a range and variety of employment opportunities
- A managed access strategy
- Well serviced and well-connected neighbourhoods in which people will want to live
- High amenity public realm that offers a diverse range of spaces, places and connections for people to use and interact with
- To co-ordinate and deliver land use change in an orderly and efficient manner.

1.3 The opportunity of the Great Eastern Highway corridor

The Strategy seeks to transform the corridor bringing new life to Great Eastern Highway and adjacent communities through investment in homes, jobs, transport, open space and public amenity.

The strategy seeks to optimise the strategic location of the CoB and the neighbourhoods along the corridor to facilitate these urban outcomes.

Every planning decision made along the corridor will be influenced by the outcomes of this project. This includes day to day planning proposals and development applications, and local statutory planning documents such as Local Planning Policies (LPP's).

1.4 Urban corridor attributes

The ideal urban corridor would typically be characterised by the following traits:

- High density residential facilities (i.e. apartments), sometimes as a component of mixed-use development
- A variety of non-residential uses, including retail, commercial, food and beverage, health, short-stay accommodation, and education facilities, in a high quality, street-based built form
- With major destinations or attractions as anchors at each end
- Maximum intensity of development along the primary corridor, with a gradual reduction in intensity behind the corridor
- A rail-based form of high frequency public transport along the length of the corridor
- Buildings that address the street, with minimal front setbacks and parking excluded from the front setback area

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- Street trees and awnings to provide climatic relief
- Generous footpaths and cycle paths on both sides of the main corridor and connecting with the surrounding area to encourage walking and cycling
- Regular, safe and formalised pedestrian crossings
- Limited vehicle traffic speeds (up to 50km/hr)
- Parallel rear laneways and local streets (but not continuous along the length of the corridor) that provide for efficient vehicle access. Direct vehicle access is ideally not provided to the activity corridor
- Provide land use that optimises the investment in public transport. New development should significantly assist in optimising a shift in travel choice to walking, cycling and public transport. Non-supportive land uses will be avoided.

Supportive land uses are those that:

- Include high employee and residential densities
- Recognise that the highest densities will be focused in activity nodes and railway stations with strategic opportunities for sustainability (i.e. large sites) and decrease with distance from these areas
- Ensure adequate and appropriate employment space
- Encourage travel time outside of peak periods
- Attract reverse flow travel
- Encourage travel by walking and cycling.

Non-supportive land uses are those that:

- Are oriented more towards travel by automobile rather than walking, cycling or taking public transport
- Generate high levels of vehicular traffic and require significant parking
- Provide low-density building forms
- Create an unpleasant environment for pedestrians
- Have limited hours of operation.

The Strategy encourages the application of these traits and characteristics as redevelopment occurs.

1.5 Report structure

This introduction and context section forms the first of five sections in this Transport Strategy. The remaining sections cover:

- An overview of the GEH urban corridor strategy
- GEH existing movement network – transport, access and parking
- GEH future movement network – transport, access and parking
- GEH strategies and implementation.

2. OVERVIEW OF GREAT EASTERN HIGHWAY URBAN CORRIDOR STRATEGY

The vision for the GEH corridor, based on community and stakeholder engagement, is for GEH to become:

'...a vibrant and attractive gateway to the Perth CBD and Belmont from Perth Airport.'

The GEH Urban Corridor Strategy is underpinned by an Urban Design Framework, which seeks to provide guidance for new development along the corridor, under four categories; public realm, land use, built form and movement. These four categories reflect the main investigation and discussion which emerged during the study analysis and community and stakeholder engagement.

Through a focus on the four categories, the Urban Design Framework will seek to ensure that new development reflects the broader vision for the corridor. The remainder of Section 2 provides an overview of the movement category within the Urban Design Framework.

2.1 Movement principles

The GEH Urban Corridor Strategy is founded upon respecting and strengthening the corridor's transport infrastructure through the provision of land uses and access arrangements that ensure ease of movement to, through and within the corridor for the various transport mode options.

The movement principles outlined in the GEH Urban Corridor Strategy include:

- Support dedicated public transport lanes, **priority measures and infrastructure** along the corridor
- Ensure safe access and movement through the precinct for **bike riders**
- Ensure safe access and movement through the precinct for pedestrians, providing a high-quality pedestrian environment with safe crossing points
- Effectively manage vehicular traffic flow along GEH 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 Perth City Centre
- Promote parking for mixed use, mixed business and residential development (along GEH) to be at the rear of development. Where parking is required to be at the front of buildings, ensure it has an appropriate interface with the corridor, and appropriate landscaping is provided
- Remove crossovers from GEH to only provide access to mixed use, mixed business and residential development from secondary streets or laneways (Main Roads WA Strategic Access Plan requirement)).

The fundamental movement aspects of the corridor include consideration of vehicular access arrangements and parking locations to ensure safe pedestrian and cycling movements and landscape amenity is achieved as identified in the public realm typologies.

It is also essential to consider the provision of a network of safe, accessible and convenient pedestrian and **bike rider** crossings to complement the range of land uses, built form and network of connections along the corridor. The movement typologies included in the Urban Design Framework cover Access and Parking, and Crossings.

2.2 Vehicular access and parking typologies

The location and arrangement of access into properties and parking within properties should ensure efficient vehicular movement, while also providing safe and efficient pedestrian and cycling movements, ensure amenity of the landscape, as well as align with the land use, built form and public realm elements of the corridor.

The Access and Parking typologies included in the Urban Design Framework are: Type 1, Type 2 and Type 3.

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- Type 1 - provides for lot access via the rear with parking provided at the rear of the lot
- Type 2 - provides for lot access via the rear with parking provided at the front of the lot
- Type 3 - provides for lot access from the front with parking provided at the front of the lot

Further details on the vehicular access and parking typologies are provided in Section 4.

2.3 Pedestrian and bike crossings typologies

The provision of a network of safe, accessible and convenient pedestrian and **bike rider** crossings is crucial to improving the existing pedestrian and cycling environment of the corridor. Providing a multitude of pedestrian and cycling crossing opportunities will encourage walking and cycling, creating a catalyst for active spaces, as well as enhance the connection of the corridor with the Swan River.

The crossings should be strategically located to facilitate access to and from existing bus stops, activity nodes, public open space and places which attract a high volume of pedestrians and cycling activity. The crossings should be integrated with the extensive network of connections along and surrounding the corridor. The crossing typologies included in the Urban Design Framework are: at-grade crossings, underpasses and overpasses.

Further details on the pedestrian and bike crossing typologies are provided in Section 4.

2.4 Urban corridor precincts

The GEH corridor is both a single linear road used for the movement of people and goods, and a series of distinct but interconnected places that have their own identity and play a particular role in the character of the corridor. The east and west and north and south sections of the corridor are distinctly different in many ways including topography, land use, subdivision pattern, built form, economic and demographic characteristics. As a result, the challenges and opportunities presented along the corridor require varied approaches to redevelopment, access and parking.

For the purposes of the project, the corridor has been separated into four precincts as follows:

- Precinct 1 – Graham Farmer Freeway to Belmont Avenue
- Precinct 2 – Belmont Avenue to Hardey Road
- Precinct 3 – Hardey Road to Tonkin Highway
- Precinct 4 – Tokin Highway to east of Ivy Street.

Further details on the proposed access and parking and transport network within each of the four precincts is provided in Section 4.

2.5 Community and stakeholder engagement outcomes

Community Visioning and Design Workshops were held in November 2017. The workshops involved two exercises:

- Exercise 1 involved a values analysis, review of draft design principles and the preparation of a vision statement for the GEH corridor
- Exercise 2 required attendees to provide feedback in relation to their 'place', and in relation to the GEH corridor in terms of land use, public realm, movement and built form aspects to inform draft design scenarios.

A summary of the movement related key findings from the two exercises is provided below:

- Need to improve the pedestrian and cycle network within and connecting to the GEH corridor
- Improve pedestrian environment – crossing points, accessibility, walkability and shade
- Improve cycle network – preference for better cycle paths parallel to the GEH corridor, separating **bike riders** from the road
- Need to enhance river walks, cycle paths and connection to and along the Swan River

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- Value access/location to airport, CBD, Swan Valley, regional road network, employment and facilities, to good public transport
- Value exposure for businesses
- More pedestrian overpasses
- Wider footpaths
- Improve pedestrian/cycle access to Optus Stadium
- Enhance access to public transport within and along the GEH corridor
- Improve bus connections to local hubs within adjacent neighbourhoods
- Reduce traffic noise
- Enhance traffic flows, particularly in peak hour
- Manage control of access into adjacent neighbourhoods
- Enhance movement and safety
- Traffic lights to include U-turns to enhance access to businesses and for residents in adjacent neighbourhoods
- Upgrade GEH corridor to the east of Tonkin Highway
- Preference for car parking to be located either underneath or behind buildings as opposed to in front of buildings
- It was generally considered by workshop attendees that the current amount of car parking along the corridor did not seem sufficient.

3. EXISTING MOVEMENT NETWORK – TRANSPORT, ACCESS AND PARKING

This section of the Transport Strategy sets out the existing movement network of the GEH study area. This section of the report covers:

- Corridor upgrade works
- Road network
- Vehicle access
- Pedestrian and bike networks
- Public transport networks
- Freight movements
- Parking

3.1 Corridor upgrade works

Between June 2011 and February 2013 the GEH corridor from Kooyong Road in Rivervale to Tonkin Highway in Redcliffe, was subject to significant upgrade works. These works included:

- Widening GEH, from four to six lanes, between Kooyong Road and Tonkin Highway – a distance of 4.2km
- Constructing a central median for the full length of the project
- Upgrading all major intersections to include dedicated turning movements
- Providing U-turn facilities at key locations in order to maintain access to businesses fronting GEH
- Incorporating bus priority lanes into key intersections
- Providing dedicated on-road cycling facilities
- Constructing footpaths for pedestrians
- Relocating, replacing and protecting service utilities such as telecommunications, water, power and gas.

Main Roads WA have also recently undertaken major upgrades to Tonkin Highway as part of the Tonkin Gap Project.

It should be noted that Main Roads are currently working on future plans to upgrade the section of GEH between Tonkin Highway and the GEH Bypass. It is anticipated that the upgrade works will include continuous two-lanes of general traffic in each direction, bus priority lanes at key intersections, dedicated cycling facilities within the corridor and higher quality/wider footpaths.

Figure 2 shows the upgrade works completed by Main Roads in 2013. Figure 3 shows the GEH corridor between Belgravia Street and Hardey Road before and after the works.

Figure 2 Great Eastern Highway upgrades – June 2011 to February 2013 (source: Main Roads)



Figure 3 Great Eastern Highway corridor between Belgravia Street and Hardey Road – 2009-2023 view eastbound prior to Daly Street intersection (source: Google Streetview)



3.2 Road network

3.2.1 Traffic volumes

Existing traffic count data was sourced through the Main Roads Traffic Map. Figure 4 shows the count locations where classified or volume counts have been collected by Main Roads between 2018 and 2023 (the most recent count data available). The traffic volumes presented represent two-way average weekday traffic volumes (vpd) for each count location along the GEH corridor.

The traffic count data shows that at the eastern end of the corridor (Coolgardie Avenue to Fauntleroy Avenue) average weekday traffic is around 44,500 vpd. This volume of traffic steadily increases along the corridor towards Perth City. Through the central area of the corridor, between Hardey Road and Epsom Avenue, average weekday traffic is around 53,500 vpd. Between Abernethy Road and Belgravia Street, average weekday traffic is around 56,000 vpd and at the western end of the corridor (Orrong Road to Kooyong Road) average weekday traffic is around 73,000 vpd.

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Figure 4 Existing traffic count data – two-way average weekday traffic volumes (source: Main Roads)

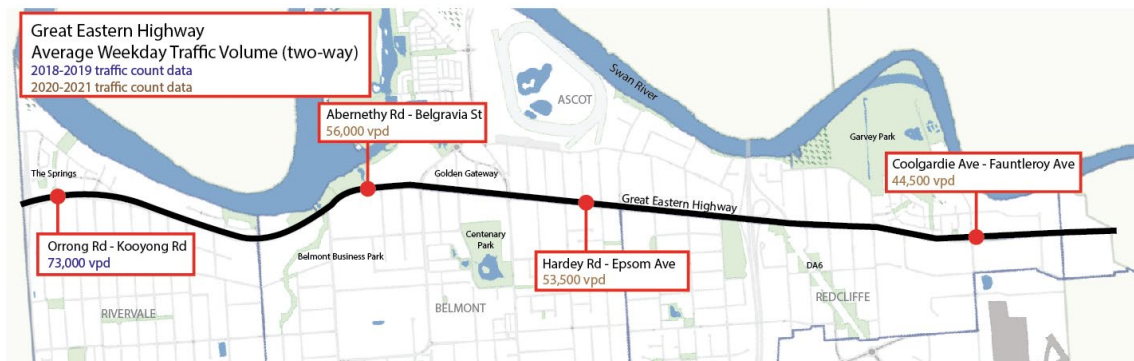


Figure 5 shows the existing traffic count data and a series of comparative traffic volumes from other corridors across Perth, to provide context in relation to the volume of traffic being moved through the GEH corridor.

The volume of traffic moving along the eastern end of the corridor (44,500 vpd between Coolgardie Avenue and Fauntleroy Avenue) is similar to the level of traffic using Stirling Highway (east of Loch Street, Claremont) and South Street (west of Murdoch Drive, Murdoch) at 43,500 and 43,000 vpd, respectively.

The significant volume of traffic moving along the central area of the corridor (53,500 vpd from Hardey Road to Epsom Avenue and 56,000 vpd from Abernethy Road to Belgravia Street) is similar to the level of traffic using Leach Highway (east of Karel Avenue) at 55,500 vpd.

The major volume of traffic moving along the western end of the corridor (73,000 vpd from Orrong Road to Kooyong Road) is similar to the level of traffic at Orrong Road (west of Francisco Street) with 68,500 vpd, or on Albany Highway (north of Nicholson Road) with 70,500 vpd.

Figure 5 Comparative traffic count data – two-way average weekday traffic volumes (source: Main Roads)



Whilst Figure 4 provides details of existing traffic volumes at key locations along the corridor and Figure 5 provides a comparison to traffic volumes along other major metropolitan Perth road corridors, Figure 6 provides context in relation to the forecast traffic volumes along the corridor.

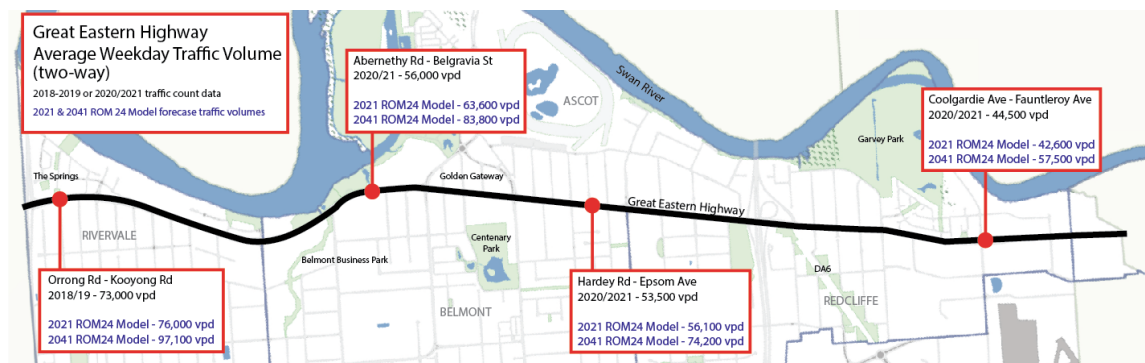
In order to support this project, Main Roads provided the project team with outputs from their strategic transport model (ROM24) for both the base year (2021) and forecast year (2041).

For each traffic count location, Figure 6 shows a comparison between the existing observed traffic volume, the 2021 base year ROM24 model traffic volume and the 2041 forecast year ROM24 model traffic volume. The data shows that whilst the majority of the corridor has similar existing traffic volumes and 2021 base year ROM24 traffic volumes, there is a significant difference between Abernethy Road and Belgravia Street. This is shown as follows:

Attachment 12.3.5 Transport Strategy

- Orrong Road – Kooyong Road:
 - Existing traffic - 73,000 vpd
 - 2021 ROM24 - 76,000 vpd
 - 2041 ROM24 - 97,100 vpd
- Abernethy Road – Belgravia Street:
 - Existing traffic - 56,000 vpd
 - 2021 ROM24 - 63,600 vpd
 - 2041 ROM24 - 83,800 vpd
- Hardey Road – Epsom Avenue
 - Existing traffic - 53,500 vpd
 - 2021 ROM24 - 56,100 vpd
 - 2041 ROM24 - 74,200 vpd
- Coolgardie Avenue – Fauntleroy Avenue
 - Existing traffic - 44,500 vpd
 - 2021 ROM24 - 42,600 vpd
 - 2041 ROM24 - 57,500 vpd

Figure 6 Existing, 2021 ROM24 and 2041 ROM24 traffic data – two-way average weekday traffic volumes (source: Main Roads)



3.2.2 Road hierarchy

The overall functional hierarchy map from the Main Roads Road Information Mapping System is shown in Figure 7. Main Roads criteria for the various hierarchy of roads are detailed below:

Primary Distributor Roads: Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast-moving traffic. Some are strategic freight routes, and all are State Roads. They are managed by Main Roads and typically carry above 15,000 vehicles per day. Within the vicinity of the GEH corridor study area the following are classified as Primary Distributor roads; Great Eastern Highway, Graham Farmer Freeway, Orrong Road and Tonkin Highway.

Distributor A Roads: Carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by local government and typically carry between 8,000-15,000 vehicles per day. Within the vicinity of the GEH corridor study area the following are classified as Distributor A roads; Grandstand Road, Resolution Drive, Stoneham Street, Belgravia Street and Abernethy Road.

Distributor B Roads: Perform a similar function to Distributor A roads, but with reduced capacity due to flow restrictions caused by frequent property accesses and roadside parking in many instances. These are often older

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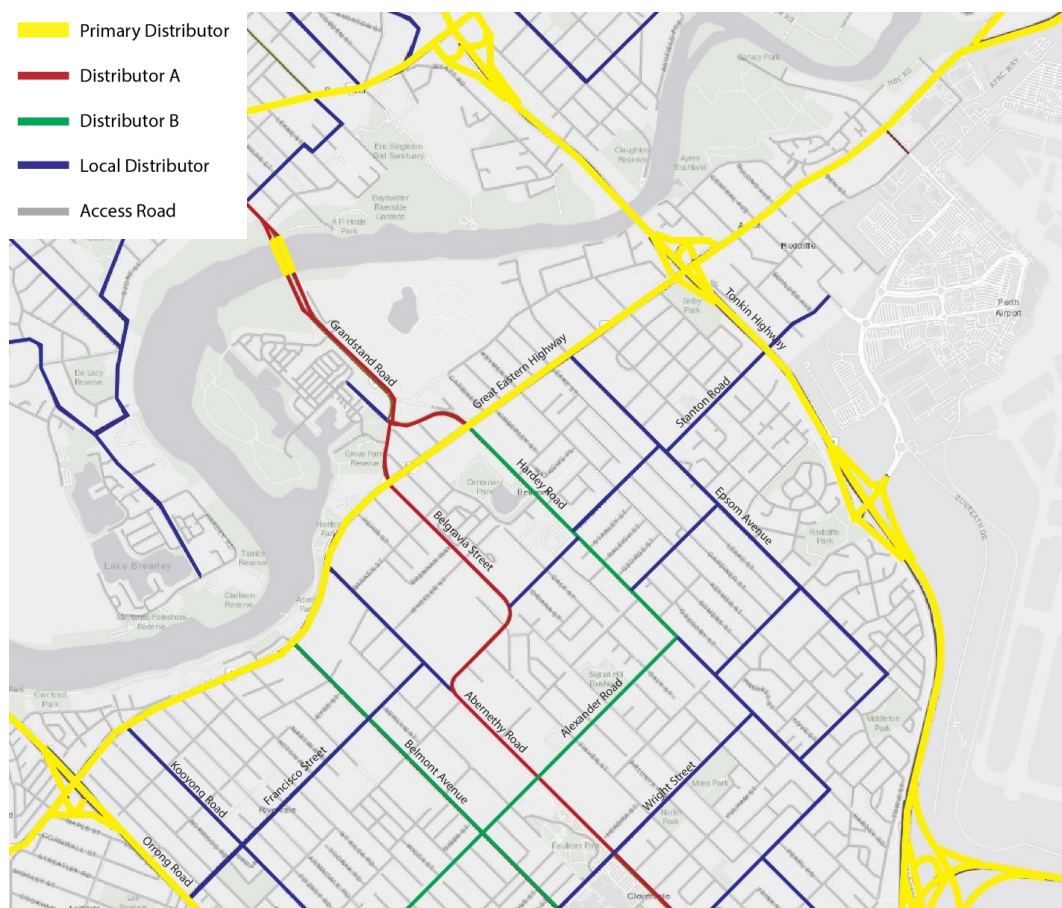
Attachment 12.3.5 Transport Strategy

roads with a traffic demand in excess of that originally intended. They are managed by local government and typically carry between 6,000-8,000 vehicles per day. Within the vicinity of the GEH corridor study area the following are classified as Distributor B roads; Belmont Avenue and Hardey Road.

Local Distributor Roads: Roads that carry traffic within a cell and link District Distributors or Regional Distributors at the boundary, to Access Roads. The route of Local Distributors should discourage through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by local government and typically carry between 3,000-6,000 vehicles per day. Within the vicinity of the GEH corridor study area the following are classified as a Local Distributor Road; Kooyong Road, Francisco Street, Epsom Avenue and a portion of Abernethy Road.

Access Roads: Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by local government and typically carry less than 3,000 vehicles per day. All other roads are classified as Access Roads.

Figure 7 Main Roads functional road hierarchy within the vicinity of the Great Eastern Highway corridor (source: Main Roads)



3.2.3 Posted speed limits

The Great Eastern Highway corridor operates with a 60km/h posted speed limit through the study area.

Attachment 12.3.5 Transport Strategy

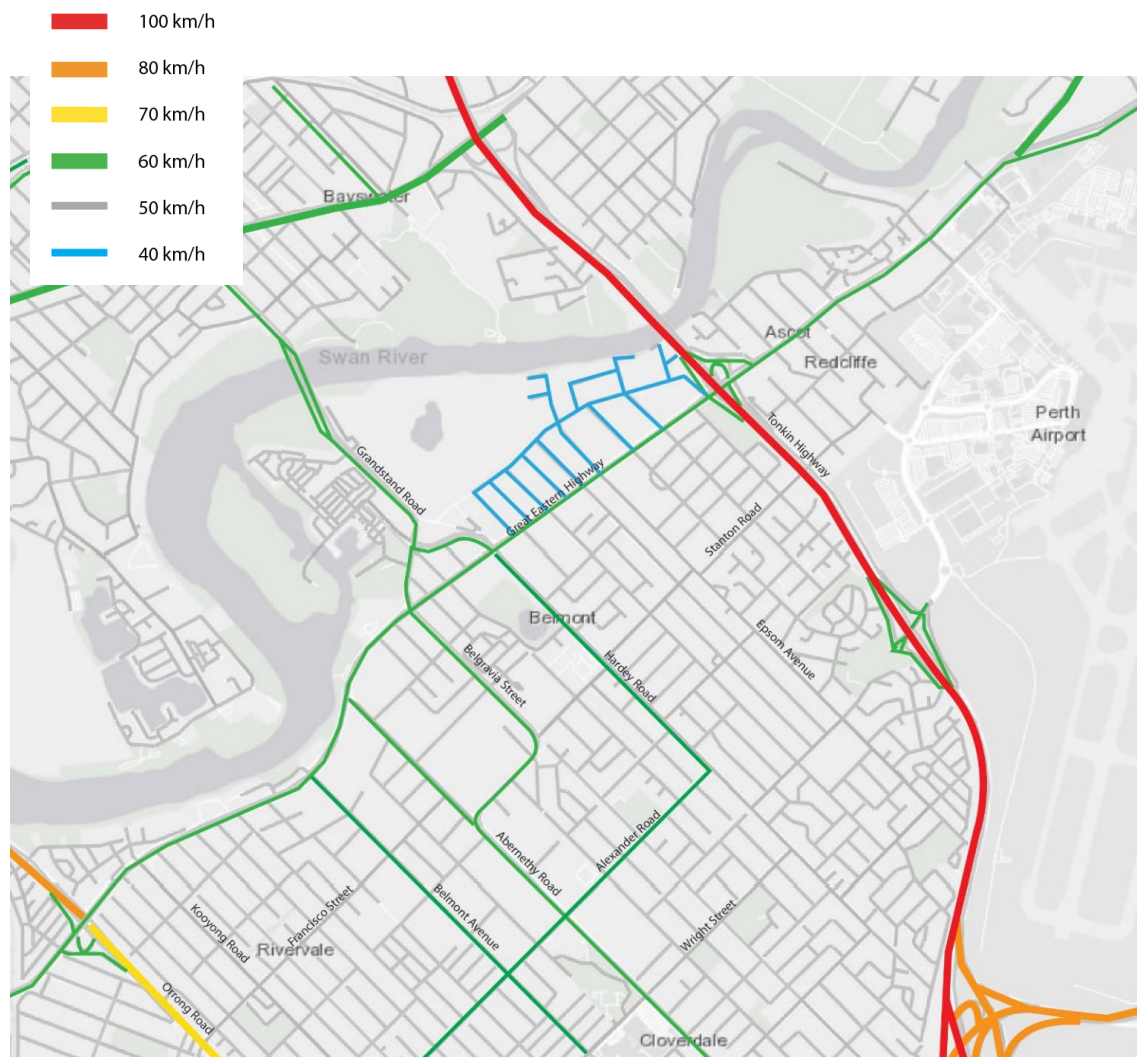
The higher order Tonkin Highway corridor has a posted speed limit of 100km/h, the Orrong Road corridor has a posted speed limit of 70km/h and the Graham Farmer Freeway corridor has a posted speed limit of 80km/h.

The Grandstand Road (Garratt Road Bridge), Resolution Drive, Stoneham Street, Hardey Road, Abernethy Road and Belmont Avenue corridors all have a posted speed limit of 60km/h.

All other roads leading from the GEH corridor have a posted speed limit of 50km/h, except for the area known as the 'Residential and Stables' area, which has a posted speed limit of 40km/h. This special area is bounded by the Swan River, Tonkin Highway, GEH, Hardey Road, Matheson Road and the Ascot Racecourse. The special area is unique and close to the Ascot Racecourse which is firmly ingrained in Belmont history and character. Due to the nature of the vehicle activity and movements within this special area (transportation of horses by horse box/float) and horses being walked between residential stables and the racecourse, a lower posted speed limit of 40km/h is used to restrict vehicles speeds.

Figure 8 shows the posted speed limit on the road network within the vicinity of the GEH corridor study area.

Figure 8 Posted speed limits within the vicinity of the Great Eastern Highway corridor (source: Main Roads)



3.3 Vehicle access

The Austroads *Guide to Traffic Management Part 5: Road Management (2019)*, provides guidance in relation to traffic management at mid-block locations along individual roads. The Guide defines mid-block as being a location 'between significant intersections', so that issues associated with vehicles turning to enter or leave minor roads or access driveways to roadside properties (for example) are addressed.

The Austroads Guide sets out that the road network needs to provide for all users of the network in an equitable and balanced manner. This is a challenge in along urban corridors such as GEH where there are various types of users of the road network and their needs vary depending on their mode of travel.

The Austroads Guide sets out a Movement and Place framework to consider the relative priorities of the movement of people and goods to their destination.

3.3.1 Movement and Place framework

The Movement and Place framework recognises that roads serve two primary roles for users:

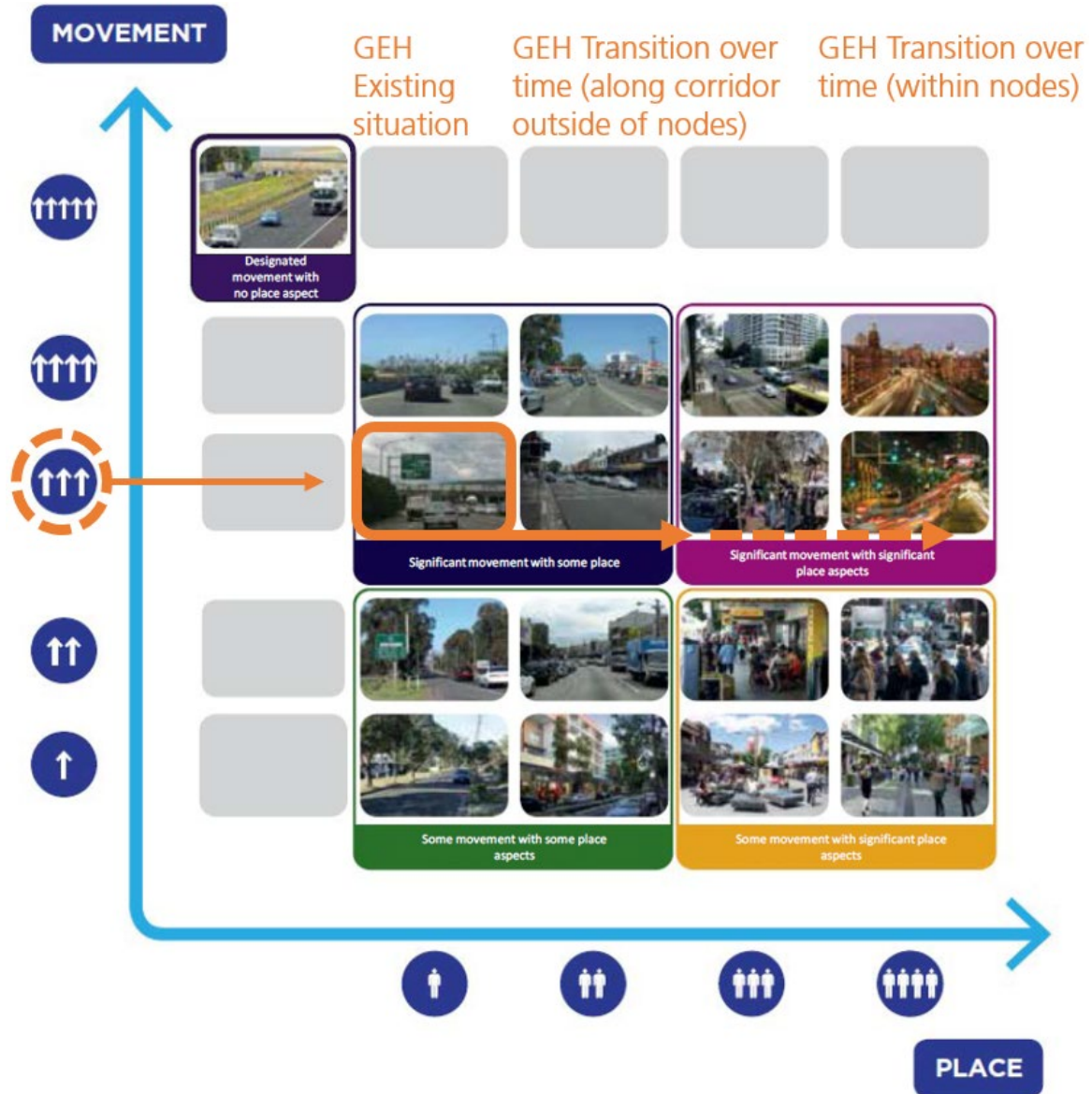
- To facilitate the **movement** of people and goods
- To act as **places** for people.

The **movement** function is determined by the strategic significance of the road within the network. This is identified by the volume of people and goods moved and the longer journeys that it serves. Movements include all forms including those of pedestrians and **bike riders**.

The **place** function is determined by the strategic significance and community value of a place. Roads can be places and are often located within areas such as urban activity centres, strip shopping centres, transport hubs, educational institutes and community centres.

Figure 9 shows the Movement and Place framework – this has been illustrated (in orange) to show that the existing situation along GEH is a corridor with a significant traffic movement function and limited place function. Over time the objective of the GEH Urban Corridor Strategy is to maintain the significant traffic movement function but enhance the place function in transition area either side of major nodes of activity, and within the nodes themselves the objective is to maintain the significant traffic movement function as well as significantly enhance the place function.

Figure 9 Movement and Place framework in relation to the Great Eastern Highway context (source: Austroads 2019)



The Austroads Guide sets out that the implementation of the Movement and Place framework will enable more effective management of infrastructure to prioritise the user's needs, reduce potential conflicts and facilitate safe and timely journeys with minimum disruption.

In relation to the GEH corridor the primary objective is the safe movement of people and goods, however the road serves a combination of other functions including:

- provision of access to abutting land
- provision for loading, unloading and parking
- use of the road as public open space and space for trading and commerce, entertainment, informal recreational use, and in more densely populated areas is seen as part of the living space.

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Therefore, the two essential functions of a road when viewed from the movement component of the Movement and Place framework are to provide:

- **Mobility**, which is concerned with the movement of through-traffic and is focused on the efficient movement of people and freight
- **Access**, which relates to the ease with which traffic from land abutting roads can enter or leave the road.

3.3.2 Road type and function

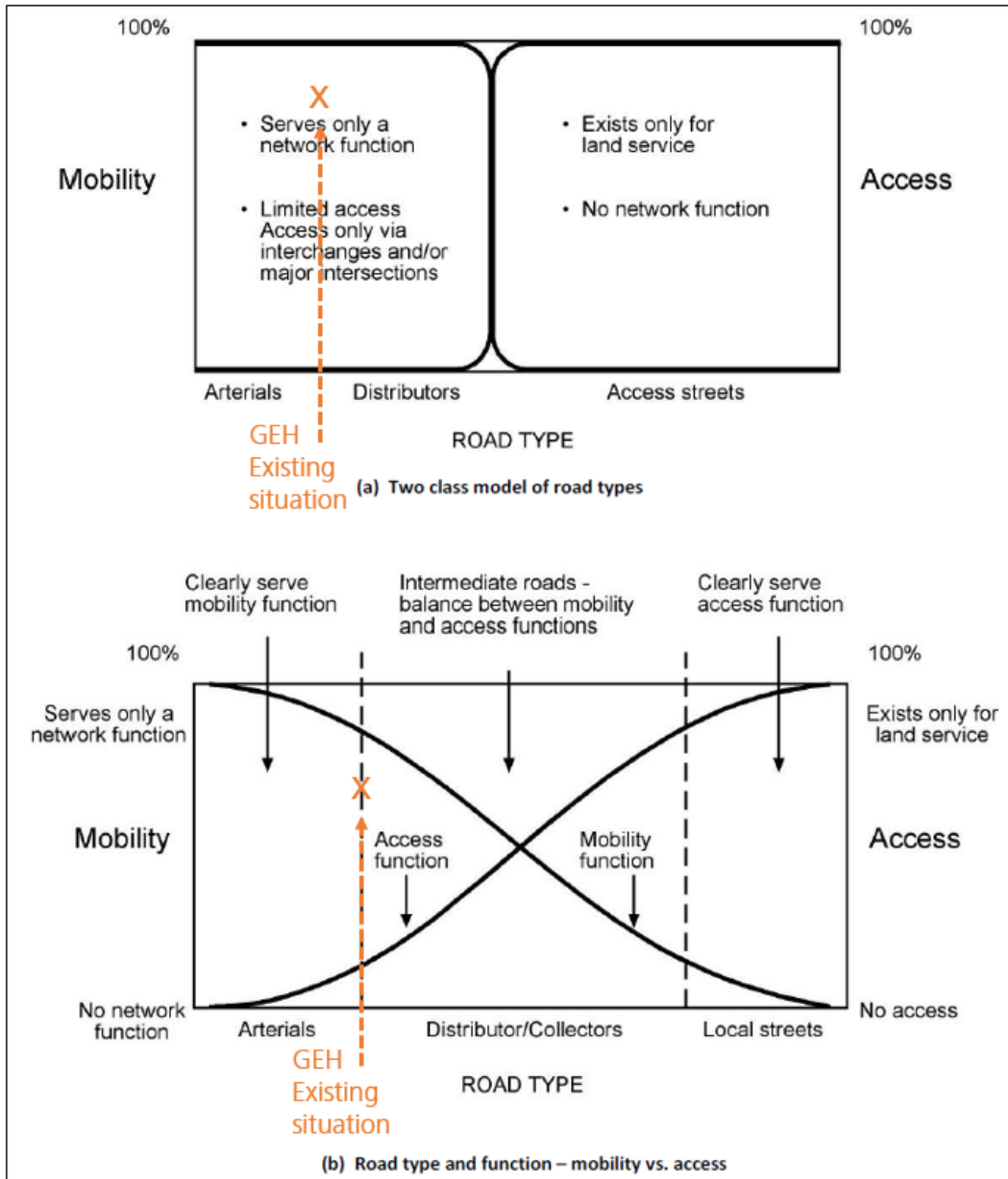
Historically the road type and function were considered in a 'two class model' whereby roads were separated by those that provided high levels of mobility and those that provided high levels of access. The two-class model typically leads to a high level of mobility on arterial roads but was considered to not result in roads systems/environments desired by the broader community.

As such, over time a model of mobility versus access was developed, which attempted to develop road corridors with a dual function of providing for both mobility and access. This model was employed extensively across Australia and led to the development of many corridors similar to GEH, which has a mixed function of providing for both mobility and access.

For some road corridors there is a legitimate demand for a strong emphasis on mobility and an increased emphasis on local amenity. However, the dual function model has typically led to conflict and difficulty in achieving an appropriate balance.

Figure 10 shows the two-road type/road function models and has been illustrated (in orange) to show where on each model the GEH corridor currently sits in relation to mobility and access.

Figure 10 Road type and function in relation to the Great Eastern Highway context (source: Austroads 2019)



3.3.3 Access management strategic approach

There is a trend in Australia towards going back to the two-class model, whereby roads are separated by those that provided high levels of mobility and those that provided high levels of access.

Austrroads has developed a framework for arterial road access management based on more refined road corridor categories. The framework provides the basis for categorising and managing specific routes and sections of roads within arterial networks, and the framework seeks to resolve the balance to be achieved between the mobility and access functions.

The framework identifies the following arterial road categories:

- Cat 1A: roads with minimal access – motorways and expressway
- Cat 1B: roads with minimal access – rural or urban roads
- Cat 2A: roads with restricted access – higher speed urban arterials
- Cat 2B: roads with restricted access – intermediate speed urban arterials
- Cat 3A: roads with frequent but regulated direct access – mixed function urban or rural secondary arterials
- Cat 3B: roads with frequent but regulated access – mixed function secondary urban arterial
- Cat 4: roads with unrestricted access – local roads providing local access to properties.

For each road category the framework provides a generic description, typical road type and function, specific access control tools and details regarding good practice for implementation.

Whilst Section 3.2.1 sets out details of the traffic volumes along the corridor and how busy the corridor is from a traffic movement perspective compared to other major traffic corridors in metropolitan Perth – when reading the description of the road categories in the framework, based on existing access arrangements and other factors, you would conclude that the GEH corridor is operating currently as a Category 3A type road:

- Description: Road with frequent but regulated direct access and median control/protection of right turns
- Typical road type/function: Mixed function urban arterial road, serving both community and traffic roles
- Access control: Medians preventing right turns except for selected locations, some U-turn facilities.

Over time the objective of the GEH Urban Corridor Strategy is to restrict direct access to lots, which would result in the corridor moving up from a Category 3A road to a Category 2B road, which have the following characteristics:

- Description: Road with restricted access, with medians with restricted provisions of access (200-500m)
- Typical road type/function: Intermediate speed urban arterial road
- Access control: Use of service roads with limited number of access points to the major road.

It is important that whilst the GEH Urban Corridor Strategy seeks to restrict direct lot access over time, that the reduction in friction along the corridor does not lead to an increase in speed limits. As such the existing 60km/h speed limit should be retained along the corridor.

Table 1 shows the full details for the Category 2b and 3A road corridors – this has been illustrated (in orange) to shows the transition over time of the GEH corridor.

Table 1 – Access categories as a basis for planning policy and development control (source: Austroads 2019)

Category	Generic description	Typical road type and function	Specific access control tools	Good practice in implementation
2B	Roads with restricted access – roads with no direct access to a major road except via service road exit/entry, minor road junction or driveway constructed as a junction (70–80 km/h). With medians and subject to restricted provision of access points (e.g. 200 to 500 m) and median design standards, consistent with intermediate speed and moderate traffic service.	Intermediate-speed urban arterial providing a primary arterial function at a lesser level of service to Category 2A roads, with more frequent median breaks, minor junctions and regulated driveways. Not normally applicable to non-urban areas.	<ul style="list-style-type: none"> • Service roads with a limited number of access points to the major road. • Some minor side roads have access only to the service road. • Medians preventing right-turns except at selected locations. • Median-opening geometry allowing right-turns in one direction only. • Indented turn lanes in median where turns are allowed. • Some median openings for U-turns only. • Turn bans may apply at specified times. 	<ul style="list-style-type: none"> • All driveways, some side roads have access to service road only, as for Category 2A. • Closer spacing of access points from service roads than for Category 2A but still check effects on the major road traffic flow. • At lower major-road speeds, angled median openings can be used to allow exiting right-turns while preventing entering right-turns. This may be appropriate, for example, where sight distance is restricted in one direction. • At the lower speeds for Category 2B roads compared with 2A, long deceleration lengths are not needed in right-turn or U-turn slots indented in the median. • Locate U-turn slots and apply time-specific right-turn bans as advised for Category 2A roads.
<p>This should be kept to 60km/h. Speed is the primary reason why Cat 2A is not appropriate.</p>				
3A	Roads with frequent but regulated direct access and median control/protection of right-turns.	Mixed function urban or rural secondary arterial roads with medians, serving both community and traffic roles.	<ul style="list-style-type: none"> • Median preventing right-turns except at selected locations. • Some median opening geometry allowing right-turns in one direction only. • Some median openings for U-turns only. • Right-turn bans may apply at specified times. 	<ul style="list-style-type: none"> • As property driveways directly access the major road, use a median to ensure that, generally, only left-turns are used to enter or exit driveways of abutting properties. • Good practice for Category 2B roads in relation to angled median openings, median right-turn or U-turn slots and time-specific right-turn bans, also apply to Category 3A roads.

GEH
Transition
over time

GEH
Existing
situation

3.3.4 Access and intersection density

Austroads has developed a methodology to calculate the average number of standard vehicle accesses per 100m of a corridor, based on driveways, business access points, minor and major intersections.

The methodology requires the total number of accesses to be counted on both sides of the road for the full length of the section being reviewed. Crossroads are counted once on each side of the road. Each type of access is weighted as per Table 2 to convert it to equivalent standard driveways. The total is summed and divided by the road section length in kilometres x 0.1.

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Table 2 – Access and intersection weighting (source: Austroads 2019)

Access category	Weighting
Residences, small commercial establishments, small public buildings and other units that generate light and/or occasional activity.	1
Average commercial establishment, local schools, caravan parks, light industries, public buildings and units generating activity, which is either: <ul style="list-style-type: none"> continuously light moderate at certain times, such as commuting hours substantial at infrequent intervals. 	2
Heavy industry, schools, shopping centres and other units generating continuous moderate activity or substantial activity at certain regular times.	3
Large shopping centres and other units generating substantial and continuous activity. Some large industries, which are tourist attractions or for some other reason generate substantial traffic volumes, would be included in this activity.	4
Unsignalised intersecting roads of substantially lesser importance than the road being assessed, or intersecting roads where side traffic and turning movements have little effect on the traffic flow pattern of the road being considered.	1
Unsignalised intersecting roads of lesser importance than the road being assessed but where the side-road traffic and turning movements are such that the intersection has an appreciable effect on the traffic flow pattern of the road being considered.	2
Unsignalised intersecting roads of comparable or greater significance than the road being assessed. Intersections that have a pronounced effect on the traffic flow pattern of the road being considered.	3
Roundabouts, signalised intersecting roads and any at-grade rail crossings.	3

Table 3 shows the raw data for each section of the GEH corridor between Orrong Road and Ivy Street.

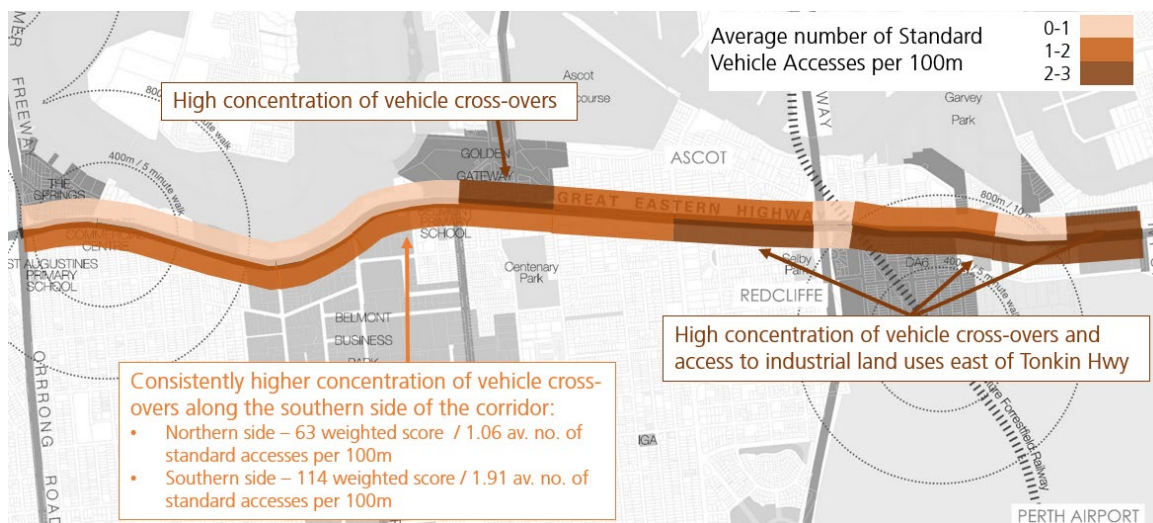
Table 3 – Great Eastern Highway corridor intersection density assessment

GEH Road Section	Side of Corridor	KM	Total Veh	Total Veh	Av. No. of Standard Veh	Comparison to the	
			Accesses/Crossovers	Weighted Score			Accesses per 100m
Orrong Rd	Kooyong Rd	North	0.37	1	2	0.54	-0.92
		South	0.37	4	5	1.35	-0.11
Kooyong Rd	Belmont Ave	North	1.00	6	6	0.60	-0.86
		South	1.00	14	19	1.90	0.44
Belmont Ave	Abernethy Rd	North	0.44	1	2	0.45	-1.01
		South	0.44	6	8	1.82	0.36
Abernethy Rd	Belgravia St	North	0.58	2	3	0.52	-0.94
		South	0.58	7	9	1.55	0.09
Belgravia St	Hardey Rd	North	0.49	7	10	2.04	0.58
		South	0.49	5	6	1.22	-0.24
Hardey Rd	Epsom Ave	North	0.65	7	8	1.23	-0.23
		South	0.65	7	10	1.54	0.08
Epsom Ave	Tonkin Hwy	North	0.71	7	9	1.27	-0.19
		South	0.71	17	18	2.54	1.07
Tonkin Hwy	Brearley Ave	North	0.24	1	1	0.42	-1.04
		South	0.24	2	2	0.83	-0.63
Brearley Ave	Coolgardie Ave	North	0.50	9	9	1.80	0.34
		South	0.50	11	14	2.80	1.34
Coolgardie Ave	Fauntleroy Ave	North	0.59	1	1	0.17	-1.29
		South	0.59	9	15	2.54	1.08
Fauntleroy Ave	Ivy St	North	0.40	11	12	3.00	1.54
		South	0.40	3	8	2.00	0.54
Total KM			5.97			1.46	
							GEH Corridor Average
Orrong Rd	Ivy St	North	5.97	53	63	1.06	-0.41
Ivy St	Orrong Rd	South	5.97	85	114	1.91	0.45

Figure 11 shows the raw data displayed along a map of the corridor. The data is displayed in bands of 0-1, 1-2 and 2-3 equivalent standard driveways (crossovers). The data shows the following:

- Consistently a higher concentration of vehicle crossovers along the southern side of the corridor
- High concentration of vehicle crossovers along the Golden Gateway frontage to GEH
- High concentration of vehicle crossovers and access to industrial land uses east of Tonkin Highway along the southern side of the corridor.

Figure 11 Great Eastern Highway corridor intersection density assessment



The information displayed above will assist with identifying sections of the GEH corridor where restricting direct lot access will have the biggest impact upon the reducing access and intersection density.

3.4 Pedestrian network

The extent and quality of the existing pedestrian infrastructure along the GEH corridor is of a standard commensurate with the form of the transport corridor, extent of existing development, form of land uses, and 2011-2013 upgrade works. The existing pedestrian infrastructure is summarised in the following section.

3.4.1 Pedestrian infrastructure

As part of the 2011-2013 upgrade works along the GEH corridor between Kooyong Road and Tonkin Highway, footpaths of 3.0m were installed on both sides of the corridor. The footpaths are typically located adjacent to the on-road bike lanes with no buffer between the footpath and on-road bike facility.

Along the southern side of the corridor between Orrong Road and Tonkin Highway there is typically a planted buffer between the footpath and property boundary – in some locations this is a wide planted strip featuring street trees, in other locations this is a narrower planted strip featuring small native planting.

Along the northern side of the corridor between Orrong Road and Tonkin Highway there is typically no buffer between the footpath and property boundary and the footpath typically runs adjacent to a property fence, wall or sound wall.

Along both the northern and southern sides of the corridor between Tonkin Highway and east of Ivy Street the footpath is older and narrower – typically 1.5m wide. For the majority of this section of the corridor there is a planted buffer between the footpath and the road, typically between 1.5-2.5m wide.

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It is anticipated that the future Main Roads upgrade of the GEH corridor between Tonkin Highway and the GEH Bypass will feature higher quality footpaths wider than the existing 1.5m paths.

Crossing the GEH corridor as a pedestrian is currently facilitated by at-grade pedestrian crossing facilities at traffic signal-controlled intersections and by grade-separated pedestrian underpasses.

At-grade pedestrian crossings facilities are provided at the following locations through the study area:

- Graham Farmer Freeway/Orrong Road ramps and GEH – across all approaches
- Kooyong Road/Brighton Road and GEH – across only the north, east and south approaches
- Acton Avenue and GEH – two-stage pedestrian crossing facility to the east of the intersection
- Belmont Avenue/Tanunda Drive and GEH – across only the north, south and west approaches
- Abernethy Road and GEH – two-stage pedestrian crossing facility to the east of the intersection
- Belgravia Street/Stoneham Street and GEH – across only the north, south and west approaches
- Hardey Road/Resolution Drive and GEH – across only the north, south and west approaches
- Epsom Avenue and GEH – across only the north, south and west approaches
- Brearley Avenue and GEH – across all approaches
- Coolgardie Avenue and GEH – across all approaches
- Fautleroy Avenue and GEH – across all approaches.

Grade-separated pedestrian underpasses are provided at the following locations through the study area:

- Underpass between Surrey Road and The Springs
- Underpass between Selby Park and Davis Street (to the west of the Tonkin Highway interchange).

Figure 12 shows the typical arrangements of footpaths and pedestrian crossing facilities along the GEH corridor.

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Figure 12 Typical pedestrian infrastructure along the Great Eastern Highway corridor (source: Nearmap and Google Streetview)



At-grade pedestrian crossing facilities across only the north, south and west approaches to the intersection



At-grade pedestrian crossing – requiring pedestrians to cross 8 lanes (38m) in a single movement. No pedestrian call button in the central median



At-grade two-stage pedestrian crossing facility. With pedestrian call buttons in the central median



Grade-separated pedestrian underpass

3.4.2 Pedestrian accessibility

Walkscore is a commercial product that provides a geographical based rating score of a location based on availability of services within a walking catchment. Walkscore measures the walkability of a location based on the distance to nearby places and pedestrian facilities, the overall scoring is ranked as follows:

- 90–100 Walker’s Paradise: Daily errands do not require a car
- 70–89 Very Walkable: Most errands can be accomplished on foot
- 50–69 Somewhat Walkable: Some errands can be accomplished on foot
- 25–49 Car-Dependent: Most errands require a car
- 0–24 Car-Dependent: Almost all errands require a car.

For the purposes of the GEH corridor study, three locations (addresses) along the corridor have been analysed to provide context in relation to the existing walkability of locations along the corridor. The three locations (addresses) analysed are:

- Eastern end of the GEH corridor: Airport Apartments Hotel by Aurum (100 Coolgardie Avenue)
- Central location along the GEH corridor: Country Comfort Intercity Hotel (49 Hardey Road)
- Western end of the GEH corridor: The Springs (8 Hawksburn Road).

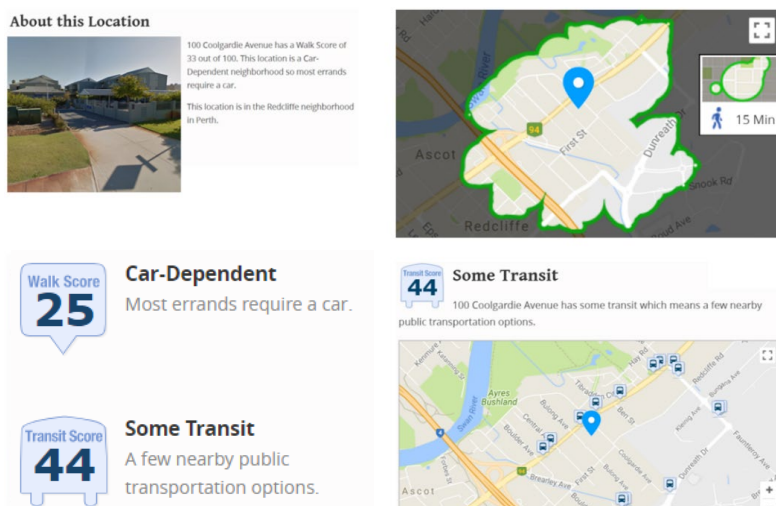
Eastern end of the GEH corridor

The Walkscore rating for a location towards the eastern end of the GEH corridor is 25 out of 100 (the address used for the purposes of this analysis was 100 Coolgardie Avenue, Redcliffe) – this is summarised in Figure 13.

As such the eastern end of the GEH corridor is considered on the Walkscore ranking system to be ‘Car Dependent – most errands require a car’. Whilst the subject location benefits from good access to dining and drinking, shopping and general errands, the location is less well situated to access groceries, culture and entertainment, parks and schools.

The subject site scores a below average 44 out of 100 in terms of access to transit services (public transport services). The Transperth bus network provides services along the GEH corridor (bus route numbers 290, 291, 940) which provides access to the west to Perth CBD, and to the east to Redcliffe Station and Midland Station.

Figure 13 Walkscore rating for a location at the eastern end of the Great Eastern Highway corridor (source: Walkscore.com)



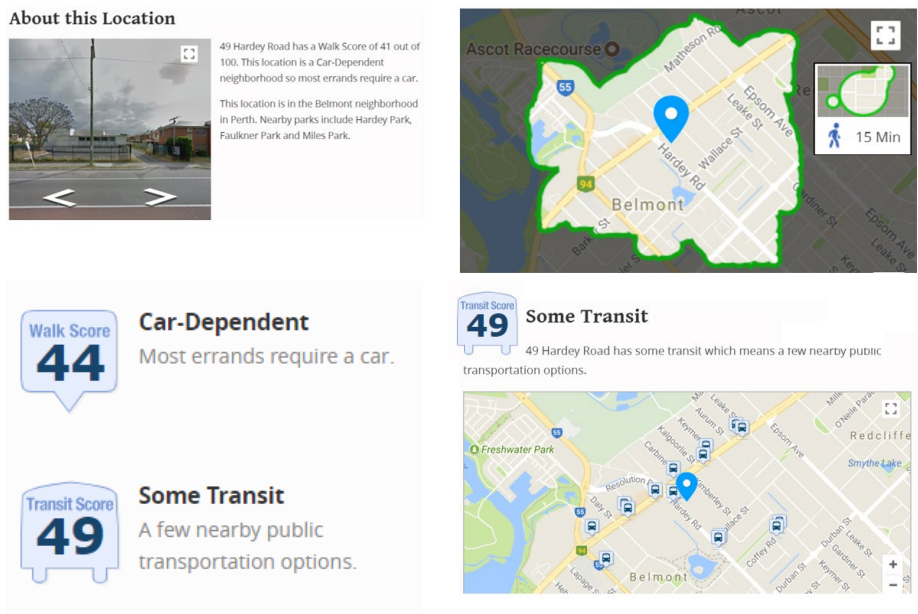
Central location along the GEH corridor

The Walkscore rating for a central location along the GEH corridor is 44 out of 100 (the address used for the purposes of this analysis was 49 Hardey Road, Belmont) – this is summarised in Figure 14.

As such the central area of the GEH corridor is considered on the Walkscore ranking system to be ‘Car Dependent – most errands require a car’. Whilst the subject location benefits from good access to dining and drinking, shopping, general errands and schools, the location is less well situated to access groceries and parks.

The subject site scores a below average 49 out of 100 in terms of access to transit services (public transport services). The Transperth bus network provides services along the GEH corridor (bus route numbers 940, 293) which provides access to the west to Perth CBD, and to the east to Redcliffe Station and High Wycombe Station.

Figure 14 Walkscore rating for a central location along the Great Eastern Highway corridor (source: Walkscore.com)



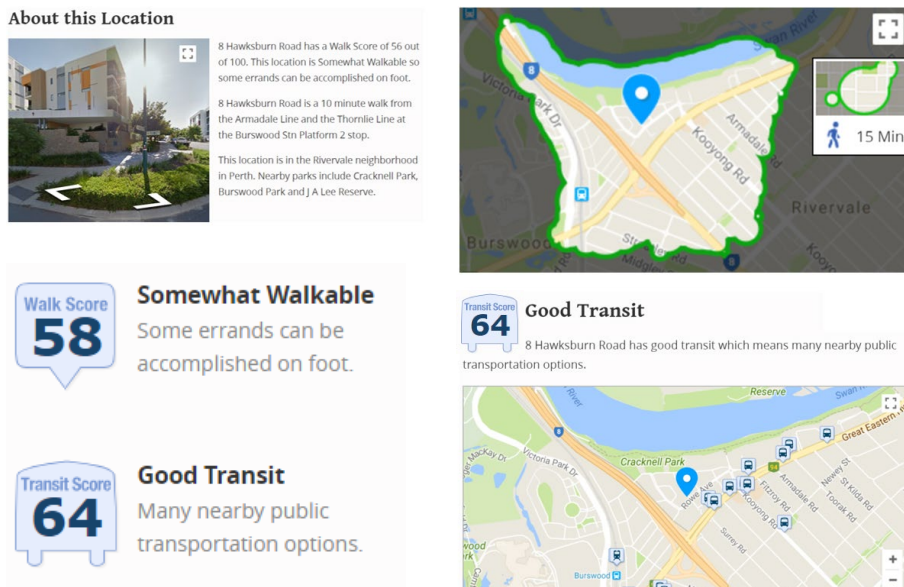
Western end of the GEH corridor

The Walkscore rating for a location towards the eastern end of the GEH corridor is 58 out of 100 (the address used for the purposes of this analysis was 8 Hawksburn Road, Rivervale) – this is summarised in Figure 15.

As such the western end of the GEH corridor is considered on the Walkscore ranking system to be ‘Somewhat Walkable – some errands can be accomplished on foot’. Whilst the subject location benefits from good access to parks, schools, dining and drinking, groceries, shopping and general errands, the location is less well situated to access culture and entertainment.

The subject site scores a slightly above average 64 out of 100 in terms of access to transit services (public transport services). The Transperth bus network provides services along the GEH corridor (bus route numbers 935, 940) which provides access to the west to Perth CBD and Kings Park, and to the east to Redcliffe Station.

Figure 15 Walkscore rating for a location at the western end of the Great Eastern Highway corridor (source: Walkscore.com)



3.5 Cycling network

As part of the 2011-2013 upgrade works along the GEH corridor between Kooyong Road and Tonkin Highway, dedicated on-road cycling facilities were installed. The on-road cycling facilities installed are as follows:

- Typically consist of on-road kerb side bike lanes at 1.5m wide (eastbound and westbound)
- Mid-block arrangement:
 - On-road kerb side bike lane with solid edge line
 - Bike lane in red asphalt
 - Bike lane either adjacent to near side general traffic lane or adjacent to bus lane (where provided)
- Intersection arrangements:
 - On approach to traffic signal-controlled intersections the on-road bike lane transitions from red asphalt to green asphalt – with dashed edge line to permit left turning vehicles to cross the bike lane
 - On approach to traffic signal-controlled intersections the on-road bike lane is typically adjacent to a bus lane (used by left turning general traffic)
 - At mid-block left in/left out intersections the on-road bike lane continues through the intersection in red asphalt – with dashed edge line to permit left turning vehicles to cross the bike lane
 - At mid-block left in/left out intersections the on-road bike lane is typically adjacent to the near side general traffic lane, with no buffer provided by a bus lane

Figure 16 shows the typical arrangements of the on-road bike lanes along the GEH corridor. Figure 17 and Figure 18 show the bike network along the GEH corridor and along parallel routes, including the continuous high quality shared path along the Swan River between Cracknell Park (The Springs) and Resolution Drive (Ascot Waters), and a broken shared path between Ascot Racecourse and Garvey Park.

It is anticipated that the future Main Roads upgrade of the GEH corridor between Tonkin Highway and the GEH Bypass will feature dedicated cycling facilities within the corridor.

Figure 16 Typical bike lane arrangements along the Great Eastern Highway corridor (source: Nearmap and Google Streetview)



On-road bike lane on approach to traffic signal-controlled intersection:

- Green asphalt treatment
- Dashed edge line to permit left turning vehicles to cross the bike lane



On-road bike lane mid-block adjacent to bus lane:

- Red asphalt treatment
- Solid edge line



On-road bike lane at mid-block left in / left out intersection:

- Red asphalt treatment
- Dashed edge line to permit left turning vehicles to cross the bike lane



On-road bike lane mid-block adjacent to general traffic lane:

- Red asphalt treatment
- Solid edge line

Figure 17 Bike network along the western section of the Great Eastern Highway corridor (source: Belmont Local TravelSmart Map)



Figure 18 Bike network along the eastern section of the Great Eastern Highway corridor (source: Belmont Local TravelSmart Map)



3.6 Public transport network

The GEH corridor is serviced by frequent bus services. During the weekday AM peak period buses along the Highway travel to Perth CBD approximately every 5-8 minutes and towards Redcliffe Station approximately every 10-12 minutes. During the weekday PM peak period, buses along the Highway travel to Perth CBD approximately every 10-12 minutes and towards Redcliffe Station every 5-8 minutes.

The GEH corridor has a number of bus routes that operate along its entire length, or through part of the study area, in addition the Circle Route bus crosses the GEH corridor at a central location in the study area (Resolution Drive to Hardey Road). The bus routes that operate along the corridor are:

- Bus Route 270 – Elizabeth Quay Bus Station to High Wycombe Station, via Abernethy Road/Belmont Avenue
- Bus Route 290 – Redcliffe Station to Midland Station, via Guildford
- Bus Route 291 – Redcliffe Station to Midland Station, via South Guildford
- Bus Route 935 – Redcliffe Station to Kings Park, via Kooyong Road
- Bus Route 940 – Elizabeth Quay Bus Station to Redcliffe Station, via Great Eastern Highway
- Bus Route 293- Redcliffe Station to High Wycombe Station
- Special Event Limited Stops 654- Perth Stadium Bus Station to Ellenbrook Central via Great Eastern Highway and Bassendean Station
- Circle Route 998 clockwise/999 anti-clockwise crosses GEH via Hardey Road/Resolution Drive
Circle Route services provide a high frequency orbital public transport connection around Perth, linking inner suburbs, major activity centres, key land uses and public transport hubs including: Belmont Forum, Oats Street Station, Curtin University, Murdoch Activity Centre, Fremantle, Cottesloe, Claremont, UWA, QEII Medical Centre, Stirling Station and Morley Galleria

Figure 20 shows the Transperth bus route network within the vicinity of the GEH corridor. This figure shows the route of each bus service along the GEH corridor, and which side roads each bus route uses to access the GEH corridor.

Figure 21 shows the bus route service frequency overlaid on the GEH corridor. The bus service frequency information displayed in this format highlights that from a public transport service perspective the existing GEH corridor can be considered as six separate sections of the corridor, as follows:

- Orrong Road to Kooyong Road:
 - 320 weekday bus services
 - 180 Saturday services
 - 158 Sunday services
- Kooyong Road to Belmont Avenue:
 - 269 weekday bus services
 - 150 Saturday services
 - 132 Sunday services
- Belmont Avenue to Belgravia Street:
 - 204 weekday bus services
 - 118 Saturday services
 - 106 Sunday services
- Belgravia Street to Epsom Avenue:
 - 240 weekday bus services
 - 118 Saturday services
 - 106 Sunday services
- Epsom Avenue to Fautleroy Avenue:
 - 204 weekday bus services
 - 118 Saturday services

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- 106 Sunday services
- Fawntleroy Avenue to Kalamunda Road:
 - 90 weekday bus services
 - 50 Saturday services
 - 22 Sunday services

Figure 22 shows the bus passenger boardings and alightings at bus stops along the GEH corridor study area. The data shows the tidal nature of weekday bus passenger movements with a higher number of AM peak period boardings towards Perth city (391), and higher PM peak period alightings from Perth city towards Perth Airport (354).

Figure 23 shows the combined bus service provision along the GEH corridor and bus passenger boardings and alightings at bus stops along the GEH corridor.

The GEH corridor features bus priority measures at all main traffic signal-controlled intersections. The bus priority measures consist of bus lanes along GEH on the approach to and exit from the traffic signal-controlled intersections. These bus priority measures provide bus services with queue jump facilities, ensuring bus services avoid any delays associated with traffic congestion along the corridor. Figure 19 shows the typical bus lane arrangement.

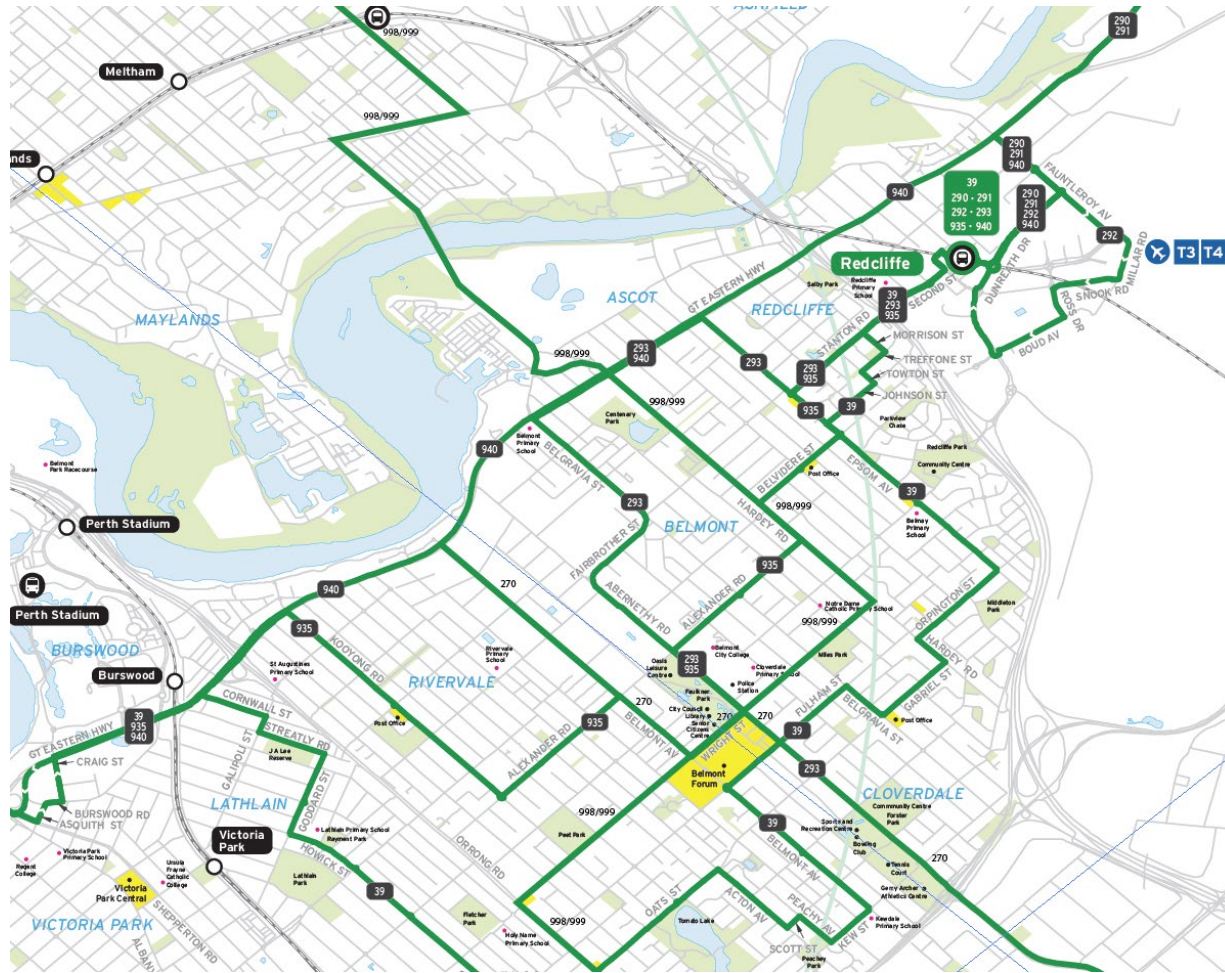
The following intersections feature bus lanes on the GEH approach to and exit from the intersection:

- Kooyong Road/Brighton Road and GEH intersection
- Belmont Avenue/Tanunda Drive and GEH intersection
- Stoneham Street/Belgravia Street and GEH intersection
- Resolution Drive/Harvey Road and GEH intersection
- Epsom Avenue and GEH intersection
- Fawntleroy Avenue and GEH intersection

Figure 19 Typical bus lane arrangements at traffic signal intersections along the Great Eastern Highway corridor (source: Nearnmap)

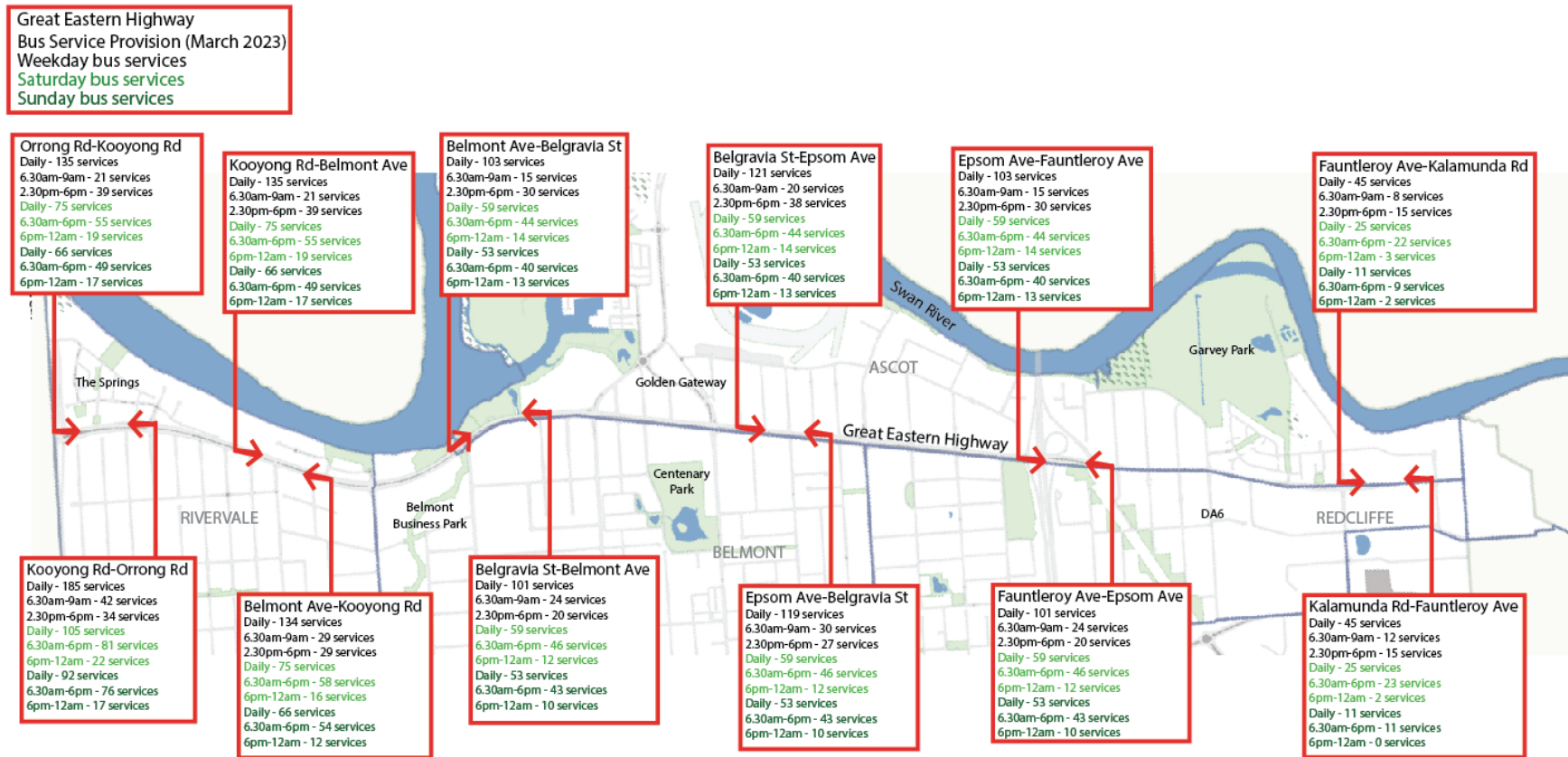


Figure 20 Transperth bus route map within the vicinity of the Great Eastern Highway corridor (source: Transperth)



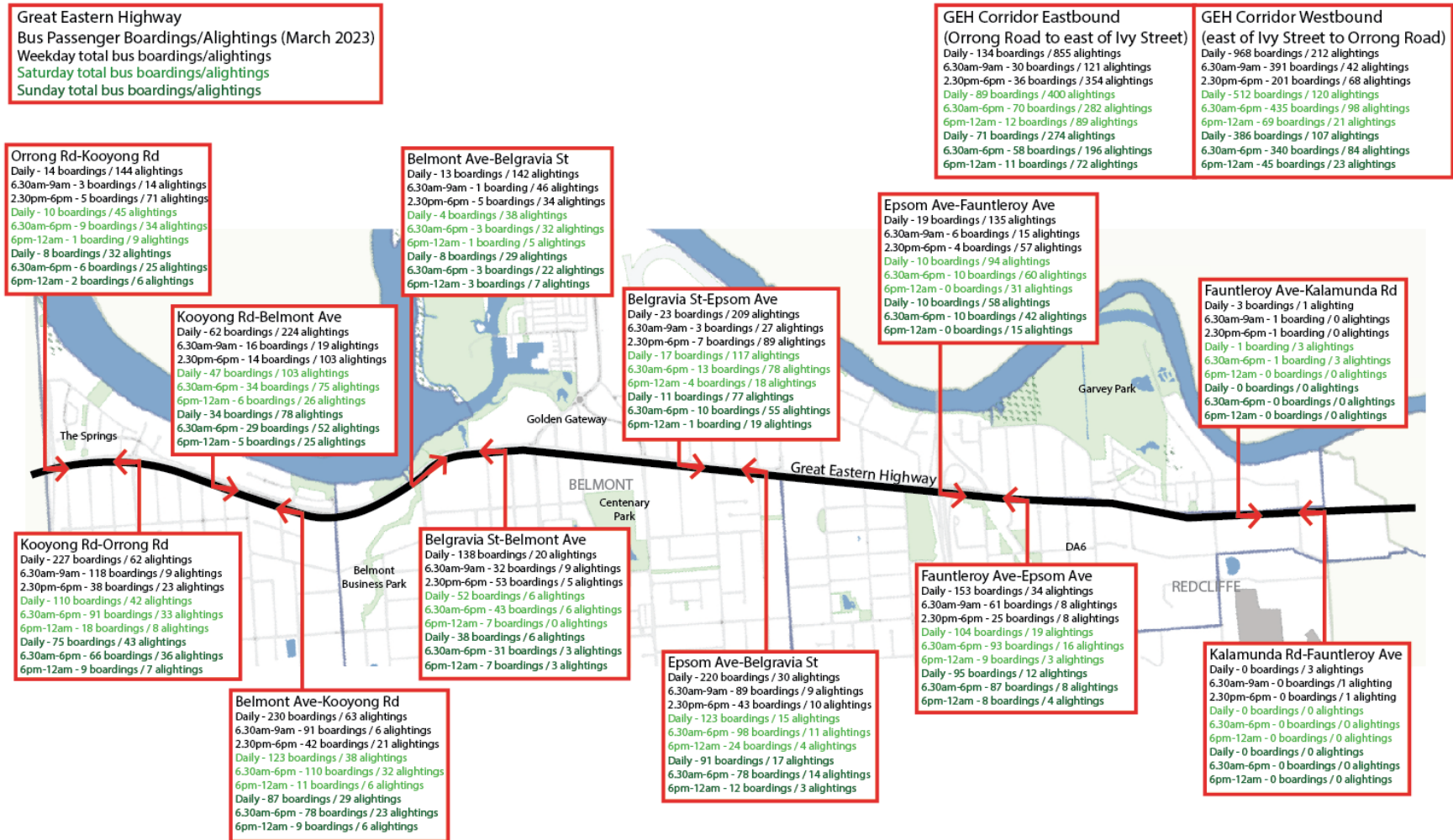
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Figure 21 Existing bus service provision along the Great Eastern Highway corridor (source: Transperth)



Attachment 12.3.5 Transport Strategy

Figure 22 Existing bus passenger boardings and alightings at bus stops along the Great Eastern Highway corridor (source: Transperth)



Attachment 12.3.5 Transport Strategy

Figure 23 Combined existing bus service provision and bus passenger boardings and alightings at bus stops along the Great Eastern Highway corridor (source: Transperth)



3.7 Freight movements

3.7.1 Road freight network

The State Government's integrated long-term transport plan, Perth and [Peel@3.5m](#) – Transport Network (2018) provides an overview of the plan for a road freight network across Perth. The plan for a road freight network is divided into a two-tier classification system comprising primary and secondary freight roads.

The GEH corridor is identified as a secondary freight road based on the significant and forecast volumes of freight traffic relative to other transport routes, the strategic functionality of the corridor within the overall network and the overall suitability of the road infrastructure to support both existing and forecast freight traffic volumes. As such, it is expected that the GEH corridor will accommodate significant road freight movements in the future.

3.7.2 Restricted Access Vehicles (RAV) network

The Road Traffic Regulations (Vehicle Standard) 2002 together with the Road Traffic Rules (Vehicle Standard) specify that Heavy Vehicle permits are required for loads and/or vehicles exceeding any of the dimensions set out below:

- A width of 2.5 metres
- A height of 4.3 metres
- A length of 19 metres for a vehicle combination
- A length of 12.5 metres for a rigid vehicle
- A gross mass of 42.5 tonnes
- Any other mass or dimension limit prescribed in the Road Traffic (Vehicles) Regulations 2014.

Any vehicle, or vehicle plus load, which exceeds any of these dimensions is considered to be an Over-Size Over-Mass load. These vehicles are classified as Restricted Access Vehicles (RAVs). Main Roads has created a system of RAV networks and regulates access of RAV vehicles to these networks via a system of notices and permits.

There are many types of RAVs and each of them has different performance characteristics, require a different amount of road space when operating and have a different impact on the road infrastructure. For this reason, it is necessary to assess the roads these RAVs operate on to ensure the road is suitable for the particular type of vehicle and the safety of other road users is not compromised.

Main Roads HVS works collaboratively with the relevant road asset owner to ensure roads are suitable for RAV access. RAV Networks are maintained for the various types of RAVs and are published in the form of Road Tables and a RAV Mapping Tool.

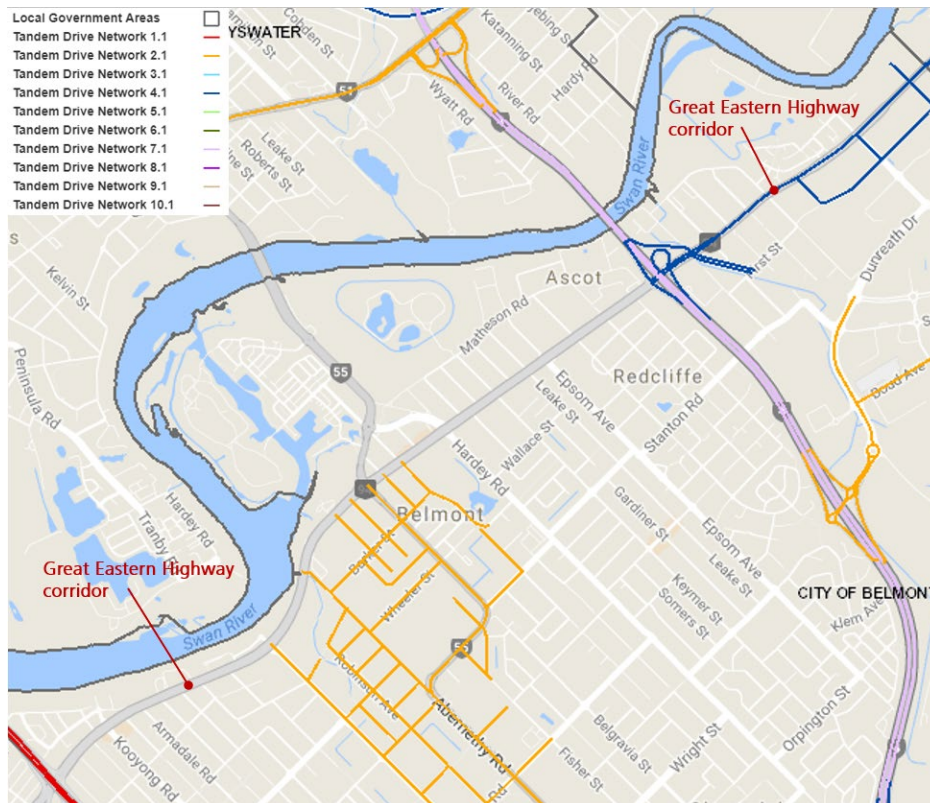
Figure 24 shows the RAVs network within the vicinity of the GEH corridor – the figure shows the following:

- GEH corridor between Orrong Road and Tonkin Highway:
 - RAVs are not permitted to travel along this section of the GEH corridor
- GEH corridor between Tonkin Highway and east of Ivy Street:
 - Includes the Tonkin Highway and GEH interchange, as well as Ben Street, Redcliffe Road and Ivy Street
 - Area can be accessed by RAVs via Tonkin Highway, GEH Bypass / Kalamunda Road to Kewdale / Welshpool
 - Maximum RAV Network 4 – vehicles up to 27.5 metres and 87.5 tonnes (prime mover, semi-trailer towing 6 axle dog trailer vehicle)
- Belmont Business Park to the south of the GEH corridor:
 - An area bounded by GEH, Belmont Avenue, Daly Street and Alexander Road
 - Area can be accessed by RAVs via Abernethy Road to Kewdale / Welshpool

- o Maximum RAV Network 2 – vehicles up to 27.5 metres and 87.5 tonnes (short B triple vehicle)

As such the section of GEH between Orrong Road and Tonkin Highway does not carry any RAVs, but the section of GEH between Tonkin Highway and east of Ivy Street does carry RAV's – providing access to the industrial land uses along that section of GEH and the Ben Street, Redcliffe Road and Ivy Street corridors.

Figure 24 Restricted Access Vehicles (RAVs) networks within the vicinity of the Great Eastern Highway corridor (source: Main Roads)



3.8 Parking

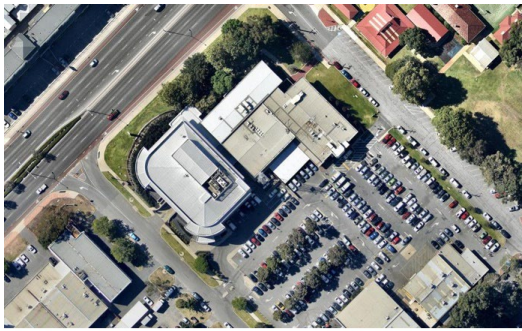
The existing parking arrangements along the GEH corridor include:

- Direct lot access from the front with parking at the front (and including rear parking in some circumstances)
 - o Typically accessed via left in/left out vehicle access on GEH
 - o Provide for limited landscaping between the footpath and front parking area
- Lot access from the rear with rear parking
 - o Typically accessed via minor or major side road, with full movement intersection on the side road
 - o Provide for substantial landscaping between the footpath and building edge
- Lot access from the rear with multi-story parking and podium style development above
 - o Typically accessed via either left in/left out vehicle access on GEH (less typical) or via minor/major side road, with full movement intersection on the side road (more typical)
 - o Provide for limited landscaping between the footpath and building edge – typically provide no street address and a blank wall onto GEH

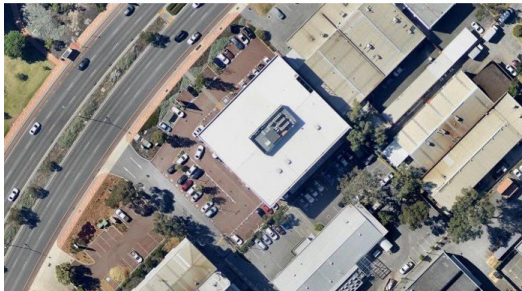
The existing parking arrangements are shown in Figure 25.

Attachment 12.3.5 Transport Strategy

Figure 25 Typical parking arrangements along the Great Eastern Highway corridor (source: Nearmap and Google Streetview)



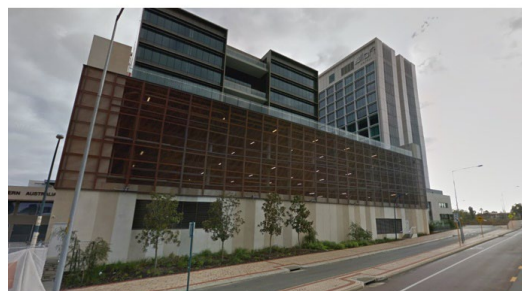
Lot access from the rear with rear parking



Direct lot access from the front with parking at the front and rear



Direct lot access from the front with parking at the front



Lot access from the rear with multi-story parking and podium style development above

4. FUTURE MOVEMENT NETWORK – TRANSPORT, ACCESS AND PARKING

The GEH Urban Corridor Strategy sets out that the fundamental movement aspects of the corridor and include consideration of vehicular access arrangements and parking locations to ensure safe pedestrian and cycling movement and landscape amenity is achieved as identified in the public realm typologies.

The GEH Urban Corridor Strategy also sets out that it is essential to consider the provision of a network of safe, accessible and convenient pedestrian and **bike rider** crossings to complement the range of land uses, built form and network of connections along the corridor.

This section of the report provides details of the GEH Urban Corridor Strategy proposals in relation to:

- Vehicular access and parking typologies
- Pedestrian and bike crossing typologies
- Future public transport plans
- Identification of four urban corridor precincts and the internal access and parking, and transport network.

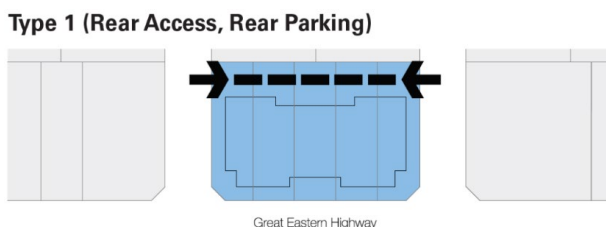
4.1 Vehicular access and parking typologies

The location and arrangement of access into properties and parking within properties should ensure efficient vehicular movement, while also providing safe and efficient pedestrian and cycling movement, ensure amenity of the landscape, as well as align with the land use, built form and public realm elements of the corridor. The Access and Parking typologies included in the Urban Design Framework are: Type 1, Type 2 and Type 3 (as outlined in Table 4).

It should be noted that until all lots within a street block are developed, temporary access onto the highway will need to be maintained.

Table 4 – Vehicular access and parking typologies

Typology	Key criteria for each typology
Type 1 Rear Access, Rear Parking	<p>Type 1</p> <ul style="list-style-type: none"> • Provide a rear access zone that is approximately 9-10m wide, along the rear boundary • Provide for safe pedestrian movement within the rear access zone, including possible consideration for a minimum footpath width of approximately 1.5m wide • Depending on the nature of the land uses either side of the rear access zone and the required transition scale, provide landscaping within and/or along the rear access zone that benefits the amenity of pedestrians and adjoining properties.



Where Type 1 cannot be achieved, the variation to Type 1 will be achieved. The key criteria for the Type 1 variation is:

- No crossover along GEH frontage
- No parking in front of buildings along GEH frontage

Typology **Key criteria for each typology**

- Crossover access from side streets.
- (Type 1 variation image is shown over the page)

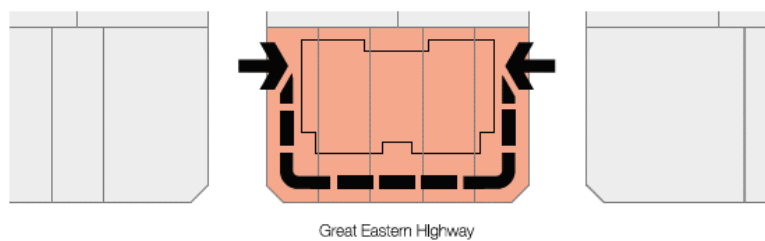
Variations to Type 1



Type 2
Rear Access,
Front Parking

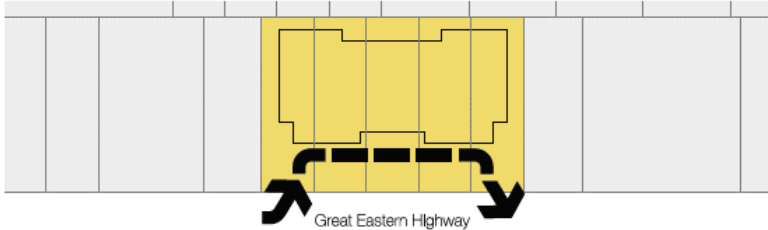
- Type 2**
- No crossover access along GEH frontage
 - Parking allowed in front of buildings along GEH frontage
 - Crossover access from side streets
 - Common accessway (R.O.W or easement – minimum 6m) to service multiple properties, where relevant.

Type 2 (Rear Access, Front Parking)



Type 3
Front Access,
Front Rear

- Type 3**
- Crossover access allowed along GEH frontage – limited to one left-in crossover and one left-out crossover for each group of properties
 - Parking allowed in front of buildings along Great Eastern Highway frontage
 - Common accessway (R.O.W or easement – minimum 6m) to service multiple properties, where relevant.

Typology	Key criteria for each typology
Type 3 (Front Access, Front Parking)	
	

4.2 Pedestrian and bike crossings typologies

The provision of a network of safe, accessible and convenient pedestrian and **bike rider** crossings is crucial to improving the existing pedestrian and cycling environment of the corridor. Providing a multitude of pedestrian and **bike rider** crossing opportunities will encourage walking and cycling, creating a catalyst for active spaces, as well as enhance the connection of the corridor with the Swan River.

The crossings should be strategically located to facilitate access to and from existing bus stops, activity nodes, public open space and places which attract a high volume of pedestrians and cycling activity. The crossings should be integrated with the extensive network of connections along and surrounding the corridor. The crossing typologies included in the Urban Design Framework are: at-grade crossings, underpasses and overpasses (as outlined in Table 5).

Table 5 – Pedestrian and bike crossings typologies

Typology	Key criteria for each typology
<p><u>At-grade Crossings</u></p>	<p>At-grade pedestrian crossings associated with signalised traffic intersections provide safe and comfortable opportunities for pedestrian crossings, particularly within Activity Nodes.</p> <p>Signalised intersections should provide pedestrian crossing opportunities across each segment of the intersection to provide convenience to pedestrians. Countdown timers or flashing yellows should be investigated at signalised intersections to inform pedestrians of the time left to cross the road. This is subject to approval by Main Roads Western Australia (MRWA).</p> 
<p><u>Underpasses</u></p>	<p>Underpasses will provide safe, convenient opportunities for pedestrians and bike riders to cross the corridor, providing a high level of protection for pedestrians where there are high volumes of vehicular traffic.</p>

Typology

Key criteria for each typology

Underpasses should be designed to ensure safety and comfort of pedestrians and **bike riders**, including the provision of bright, attractive and secure lighting, the provision of uninterrupted sight lines to and through the underpass, and be of a sufficient width and height to maintain the feeling openness and safety.



Overpasses

Overpasses are proposed along the corridor to provide safe, convenient crossings opportunities for pedestrians and **bike riders** at strategic locations adjacent to activity nodes, bus stops or other areas of amenity.

Overpasses may either be free standing or connected to adjacent buildings depending on their location.

Overpasses should ensure safety and comfort of pedestrians and **bike riders**, and consideration should be given to the provision of suitable lighting, the provision of a sheltered walkway, and ensuring accessibility to, from and along overpasses.



Integrated green overpasses provide diverse crossings



Architecture to consider including overpasses

4.3 Future public transport plans

4.3.1 Future bus network

In order to facilitate higher density development along the GEH corridor, a step change in public transport provision and public transport use will be required to ensure residents, employees and visitors have the potential to travel to/from/along the corridor by a sustainable form of transport – and take up that opportunity.

High level discussions with the Public Transport Authority (PTA) Transperth Service Development Team have informed the information provided below.

The introduction of the Forrestfield Airport link rail connection from central Perth to Perth Airport saw the removal of four of the five existing bus routes operating along the GEH corridor (bus routes 36, 295, 296 and 299) and caused a

41

renumbering and change of route for another bus route (bus route 40). These routes have been consolidated into high frequency routes 935 and 940 and the local feeder bus network connecting to High Wycombe, Midland and Redcliffe Station.

The PTA has indicated that, if sufficient public transport demand was generated by redevelopment along the GEH corridor, they would consider the option of operating a bus network that better served the new higher density residential neighbourhoods along the corridor (such as the Golden Gateway site). This could be achieved by operating public transport services through those neighbourhoods, in addition to public transport services along the corridor. However, this would be contingent upon the newly created residential neighbourhoods generating the requisite public transport demand to warrant the investment in such a public transport network.

4.3.2 Future rail network

The State Government's Metronet plan is a long-term vision to connect Perth's suburbs, reduce road congestion and meet the city's future planning needs. Metronet is an ambitious program of rail projects and stage one proposed to deliver approximately 72km of new passenger rail and up to 18 new stations.

The focus of Metronet is for an extension of the existing heavy rail network across Perth, rather than the creation of a new light rail network, which was the plan under the previous State Government. One of the more recent Metronet projects was the Forrestfield-Airport Link, which is a joint Federal and State funded rail project connecting the eastern foothills with Perth Airport and Perth CBD and the wider Perth rail network.

The Forrestfield-Airport Link saw the creation of three new stations off an 8.5km spur connected to the Midland Line near Bayswater Station – the three new stations being Redcliffe Station in the residential heart of Redcliffe, Airport Central at the consolidated terminal, and Forrestfield Station in the eastern foothills.

The Forrestfield-Airport Link was completed in 2022 and provides the primary public transport connection between central Perth and Perth Airport. Given the primary role that the Forrestfield-Airport Link played in terms of connecting the City with the airport, and amended bus routes, it is unlikely in the short to medium term that the GEH corridor will have any significant upgrades to public transport, beyond upgrades to the existing bus priority measures over time based on an operational and performance need.

It is possible in the longer-term, if State Government priorities shifted to focus on the delivery of a light rail network across the City, that the GEH corridor would be a candidate corridor for consideration of light rail in a second phase of any such system. It is likely that an initial phase of any light rail system would focus on Perth CBD and corridors towards QEII Medical Centre/UWA, Curtin University and inner northern residential catchments (North Perth).

However, in the longer-term the GEH corridor with its existing public transport priority and possible widespread redevelopment providing increased numbers of residents, employees and visitors, could be considered an ideal candidate for a second phase of any light rail system.

4.4 Urban corridor precincts

The GEH corridor is both a single linear road used for the movement of people and goods, and a series of distinct but interconnected places that have their own identity and play a particular role in the character of the corridor. The east and west and north and south sections of the corridor are distinctly different in many ways including topography, land use, subdivision pattern, built form, economic and demographic characteristics. As a result, the challenges and opportunities presented along the corridor require varied approaches to redevelopment, access and parking.

For the purposes of the project, the corridor has been separated into four precincts as follows:

- Precinct 1 – Graham Farmer Freeway to Belmont Avenue
- Precinct 2 – Belmont Avenue to Hardey Road

- Precinct 3 – Hardey Road to Tonkin Highway
- Precinct 4 – Tonkin Highway to east of Ivy Street.

4.5 Precinct 1 – Graham Farmer Freeway to Belmont Avenue

With its proximity to and excellent access to the Perth CBD, Optus Stadium, Crown Casino and the Swan River as well as good access to the Perth Airport, Precinct 1 will be a vibrant, thriving precinct, with the built environment catering to residents, workers and visitors to the area.

The precinct will offer a diverse range of accommodation to cater for singles, couples and young families likely comprising apartment and maisonette development as well as hotel and short stay accommodation to cater for visitors. Accommodation will be supported by active uses on the ground floor such as restaurants, cafes, small bars, convenience and comparison shopping and potentially some professional and technical service uses. Some small-scale entertainment and leisure-based uses may also thrive in the precinct, particularly related to the Swan River and links to the key visitor attractions adjacent to the precinct.

Future development will be designed to transition towards the adjacent residential areas on the southern side of the precinct. This precinct will comprise of the Eastgate Activity Node, and the Springs Activity Node and an Activity Corridor between these nodes and Precinct 2.

4.5.1 Precinct 1 – access and parking

The access and parking within Precinct 1 comprise of predominantly Rear Access, Rear Parking Typology.

The significant amount of the Rear Access, Rear Parking Typology will ensure there is safe and efficient vehicular movement along the Corridor and allow for the safe movement of **bike riders** and pedestrians.

There is one site within Precinct 1 where the Rear Access, Front Parking Typology has been identified, accommodating parking within the front setback area, which is Rear Accessed, where parking cannot be relocated to the rear due to narrow lot depth.

A Front Access and Front Parking site is included in the centre of the northern edge of the Corridor where the site is physically constrained by the Swan River so would not be able to provide Rear Access or parking.

4.5.2 Precinct 1 – network

Precinct 1 will be supported by an extensive movement network along the Corridor, comprising existing at-grade pedestrian crossings, an existing pedestrian underpass and existing on-street cycle lane. Precinct 1 is also serviced by the **high frequency bus network** and associated bus stops.

The movement network currently consists of on-street cycle lanes on the north and south of the corridor, with provisions for a principle shared path on the northern edge of the Corridor, and a continuous pedestrian path on the southern edges of the Corridor, as demonstrated in the Landscape Zone Typologies.

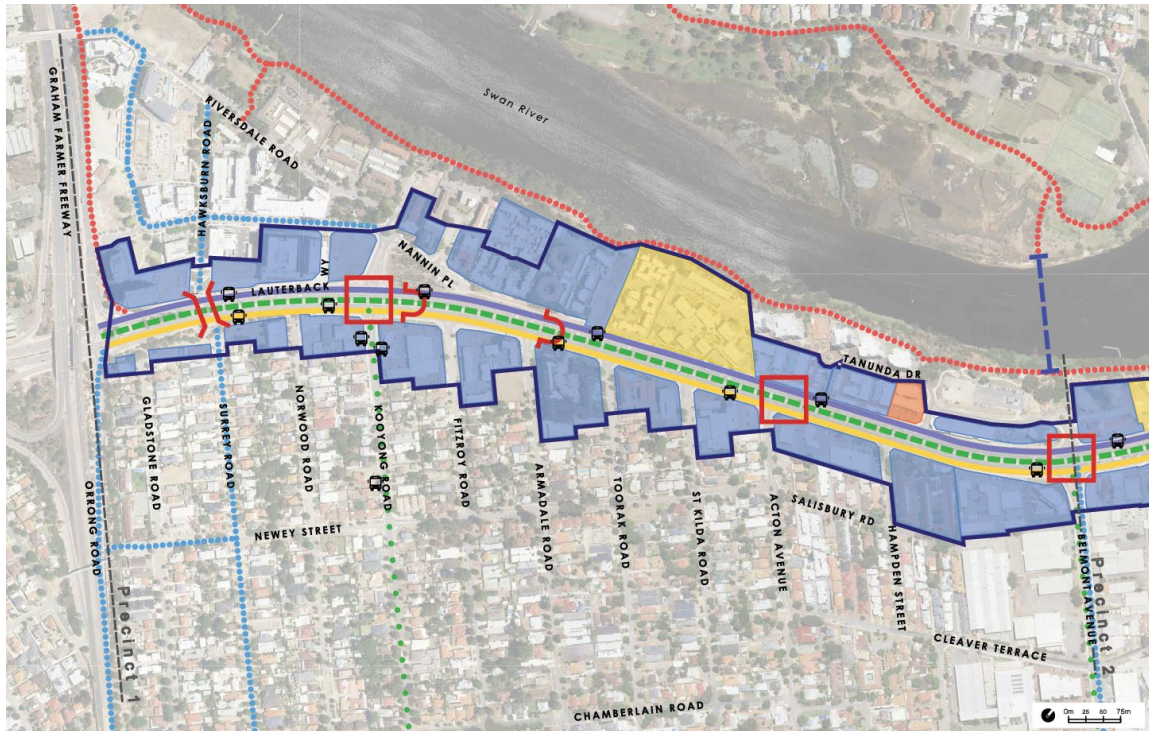
The movement network surrounding the Corridor comprises key cycle routes providing north-south connections from the Swan River to the Corridor, extending south into the residential areas and into the Belmont Business Park.

The existing shared pedestrian / cycle path provides access along the Swan River, which would be enhanced by the provision of Swan River pedestrian bridge to facilitate access to and from the Maylands peninsula.

Bus services also provide a connection from the Springs and Eastgate Activity Nodes south into the residential area and into the Belmont Business Park and the Belmont town centre.

Figure 26 shows the transport networks and access and parking typologies for Precinct 1.

Figure 26 Precinct 1 – transport networks and access and parking typologies (source: TBB, December 2023)



LEGEND

ACCESS & PARKING TYPOLOGY

- REAR ACCESS, REAR PARKING
- REAR ACCESS, FRONT PARKING
- FRONT ACCESS, FRONT PARKING

OTHER

- INDICATIVE NEW CONNECTION

CROSSINGS TYPOLOGY

- AT-GRADE CROSSING (EXISTING)
- OVERPASS (POSSIBLE)
- UNDERPASS (EXISTING)
- UNDERPASS (POSSIBLE)
- INDICATIVE SWAN RIVER BRIDGE

- HIGH FREQUENCY BUS ROUTE
- OTHER BUS ROUTE
- BUS STOP
- PRINCIPLE SHARED PATH
- PEDESTRIAN PATH AND ON-STREET CYCLE PATH
- KEY SHARED PEDESTRIAN / CYCLE PATH
- KEY CYCLE ROUTE



4.6 Precinct 2 – Belmont Avenue to Hardey Road

Precinct 2 will form the entrance to the Belmont Business Park to the south, forming the major mixed employment area of the corridor. Precinct 2 will be supported by the Golden Gateway Activity Node which will develop as a creative hub comprising a mixture of commercial uses, civic spaces, offices, professional and technical service uses. Cafes and restaurants may emerge as the local workforce grows and will also be supported by high density residential development.

This Precinct will benefit from a significant improvement to the public realm, making the precinct safer, convenient and enjoyable for pedestrians to be in. The enhancement of Severin Walk will provide a place of leisure for workers to enjoy and coupled with the proposed overpass across the corridor will reconnect Precinct 2 with the Swan River.

4.6.1 Precinct 2- access and parking

The access and parking within Precinct 2 comprise of predominantly Rear Access and Rear Parking. This will ensure there is safe and efficient vehicular movement along the Corridor and allow for the safe movement of **bike riders** and pedestrians.

There are four sites within Precinct 2 where a Front Access, Front Parking Typology is identified, due to the restrictions on the ability to provide Rear Access and parking as a result of physical constraints of the Swan River and Severin Walk.

An indicative new pedestrian connection is proposed on the southern side of the Corridor, between Abernethy Road and Hehir Street, which will improve the permeability of the large street block and improve accessibility to development within this area for pedestrians and **bike riders**.

4.6.2 Precinct 2 – network

Precinct 2 will be supported by an extensive movement network along the Corridor, comprising existing at-grade pedestrian crossings and an existing on-street cycle lane. Precinct 2 is also serviced by the **high frequency bus network** and associated bus stops.

The movement network will be supplemented with the provision of an underpass adjacent to Abernethy Road to enable a continuous pedestrian link from Severin Walk across the Corridor to the Swan River foreshore. The pedestrian underpass will provide a safe crossing opportunity for the significant volume of pedestrians associated within the Belmont Business Park and will provide a convenient crossing point for commuters utilising the existing bus stops.

Pedestrian bridges will also facilitate safe crossing opportunities, with a pedestrian bridge proposed adjacent to the bus stops within the Golden Gateway Activity Node, and adjacent to the bus stops between Hehir Street and Abernethy Road.

The movement network will be enhanced with the provision of an off-street bike lane in the form of a principle shared path on the northern edge of the corridor and continuous pedestrian paths on the southern edges of the corridor.

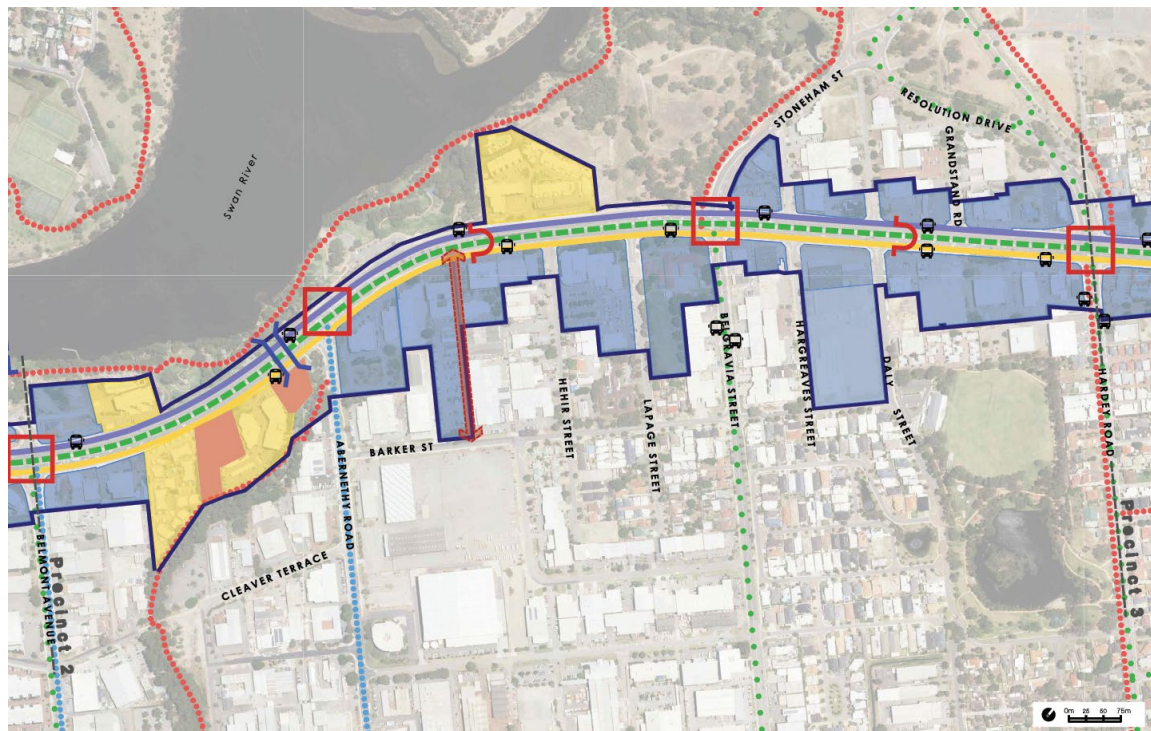
The movement network surrounding the corridor includes a key cycle route which provides a connection from the corridor south along Abernethy Road towards the Belmont Business Park and the Belmont Town Centre.

The existing shared pedestrian/cycle path provides access along the Swan River, Severin Walk, across the Centenary Park Open Space and north throughout the Golden Gateway Activity Node.

Bus services also provide a connection from the Golden Gateway Activity Node south towards the Belmont Business Park and the Belmont Town Centre and from Golden Gateway south along Belgravia Street and Hardey Road, as well as to the north along Resolution Drive.

Figure 27 shows the transport networks and access and parking typologies for Precinct 2.

Figure 27 Precinct 2 – transport networks and access and parking typologies (source: TBB, December 2023)



LEGEND

ACCESS & PARKING TYPOLOGY

- REAR ACCESS, REAR PARKING
- REAR ACCESS, FRONT PARKING
- FRONT ACCESS, FRONT PARKING

OTHER

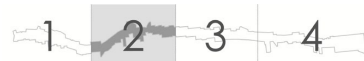
- INDICATIVE NEW CONNECTION

CROSSINGS TYPOLOGY

- AT-GRADE CROSSING (EXISTING)
- OVERPASS (POSSIBLE)
- UNDERPASS (EXISTING)
- UNDERPASS (POSSIBLE)
- INDICATIVE SWAN RIVER BRIDGE

- HIGH FREQUENCY BUS ROUTE
- OTHER BUS ROUTE
- BUS STOP
- PRINCIPLE SHARED PATH
- PEDESTRIAN PATH AND ON-STREET CYCLE PATH

- KEY SHARED PEDESTRIAN / CYCLE PATH
- KEY CYCLE ROUTE



4.7 Precinct 3 – Hardy Road to Tonkin Highway

Precinct 3 will prosper from its proximity to a highly accessible movement network, facilitating access into and out of the precinct. To the north, the precinct has access to the Swan River, Ascot Racecourse and Garratt Road Bridge, facilitating access to Bayswater and surrounding residential development. Hardey Road provides a connection to Alexander Road, which facilitates access to the Belmont town centre to the south. Tonkin Highway provides a connection south to the Perth Airport and further to the industrial area of Welshpool, and north into the industrial areas of Bassendean and Bayswater.

This precinct will have no activity nodes, and will consist of activity corridor, linking precincts 2 and 4.

4.7.1 Precinct 3 – access and parking

The access and parking within Precinct 3 comprise of predominantly Rear Access and Rear Parking.

The significant amount of Rear access and Rear Parking will ensure there is safe and efficient vehicular movement along the Corridor and allow for the safe movement of **bike riders** and pedestrians.

There are four sites within Precinct 3 where the Rear Access and Front Parking Typologies has been identified to accommodate the small lots which have a narrow depth.

Two sites towards the eastern end of Precinct 3 have the Front Access, Front Parking Typology identified, given the physical constraint to provide rear access and to be consistent with Main Roads WA Vehicle Access Strategy.

Access arrangements are to consider the existing stables area north of the Corridor.

4.7.2 Precinct 3 – network

Precinct 3 will be supported by an extensive movement network along the Corridor, comprising existing at-grade pedestrian crossings, an existing pedestrian underpass and existing on-street cycle lane. Precinct 3 is also serviced by the **high frequency bus network** and associated bus stops.

The movement network will be enhanced with the provision of a pedestrian bridge between the Hardey Road and Epsom Avenue at-grade pedestrian crossings, adjacent to existing bus stops, facilitating a safe crossing point for the significant volume of pedestrians within the surrounding residential areas to the north and south.

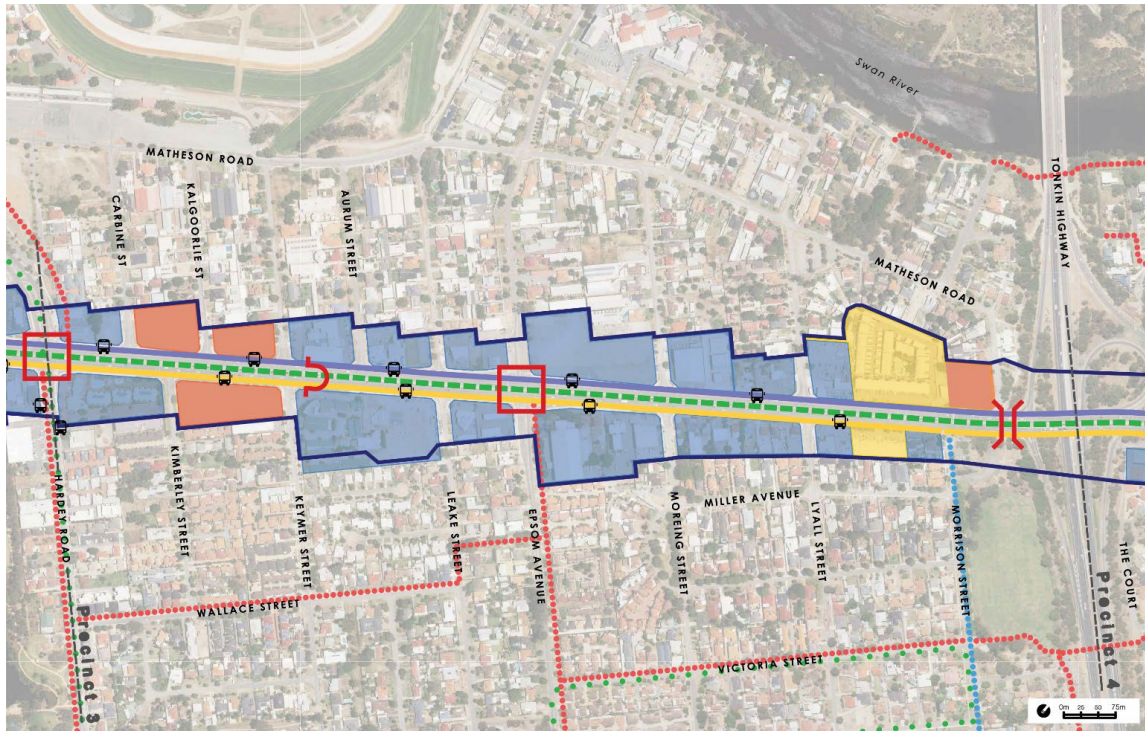
The movement network will be supplemented with the provision of a principle shared path on the northern edge of the Corridor and a pedestrian path and on-street cycle lane on the southern edge of the Corridor, as demonstrated in the Landscape Zone Typologies.

The movement network surrounding the Corridor includes a key cycle route which provides a connection from the Corridor south along Morrison Street towards existing residential development.

A network of shared pedestrian/ cycle paths exists south of the Corridor providing a connection from Epsom Avenue into the surrounding residential areas.

Figure 28 shows the transport networks and access and parking typologies for Precinct 3.

Figure 28 Precinct 3 – transport networks and access and parking typologies (source: TBB, December 2023)



LEGEND

ACCESS & PARKING TYPOLOGY

- REAR ACCESS, REAR PARKING
- REAR ACCESS, FRONT PARKING
- FRONT ACCESS, FRONT PARKING

OTHER

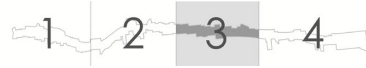
- INDICATIVE NEW CONNECTION

CROSSINGS TYPOLOGY

- AT-GRADE CROSSING (EXISTING)
- OVERPASS (POSSIBLE)
- UNDERPASS (EXISTING)
- UNDERPASS (POSSIBLE)
- INDICATIVE SWAN RIVER BRIDGE

- HIGH FREQUENCY BUS ROUTE
- OTHER BUS ROUTE
- BUS STOP
- PRINCIPLE SHARED PATH
- PEDESTRIAN PATH AND ON-STREET CYCLE PATH

- KEY SHARED PEDESTRIAN / CYCLE PATH
- KEY CYCLE ROUTE



4.8 Precinct 4 – Tonkin Highway to east of Ivy Street

Precinct 4 will be influenced by the Redcliffe Train Station and proposed development planned for the Redcliffe locality through the Development Area 6 Structure Planning.

The precinct will comprise of uses which thrive from the proximity to a public transport hub, though can also embrace the benefits of the Swan River.

The precinct will benefit from the Ascot Local Centre Activity Node, which will build upon the existing medical services and childcare services on the northern edge of the corridor.

4.8.1 Precinct 4 – access and parking

The access and parking within Precinct 4 comprise of predominantly Type 1; rear access with rear parking, to ensure efficient vehicular movement along the corridor, and reduce the number of exiting crossovers, improving pedestrian and **bike rider** safety.

There is one portion on the southern side of the corridor within the eastern end which is identified as Type 2: rear access with front parking, due to the nature of the existing land use and parking on this site.

There are two proposed additional connections within precinct 4, which have been identified to facilitate pedestrian and cycling access.

4.8.2 Precinct 4 – network

Precinct 4 will be supported by an extensive movement network along the Corridor, comprising of three existing at-grade pedestrian crossings. Precinct 4 is also serviced by the **high frequency bus network** and associated bus stops.

The movement network will be enhanced with the provision of pedestrian bridges between the Tonkin Highway and Coolgardie Avenue at-grade pedestrian crossings, in proximity to existing bus stops, to enable safe and convenient pedestrian crossing opportunities from the Corridor to the Redcliffe Train Station and surrounding area.

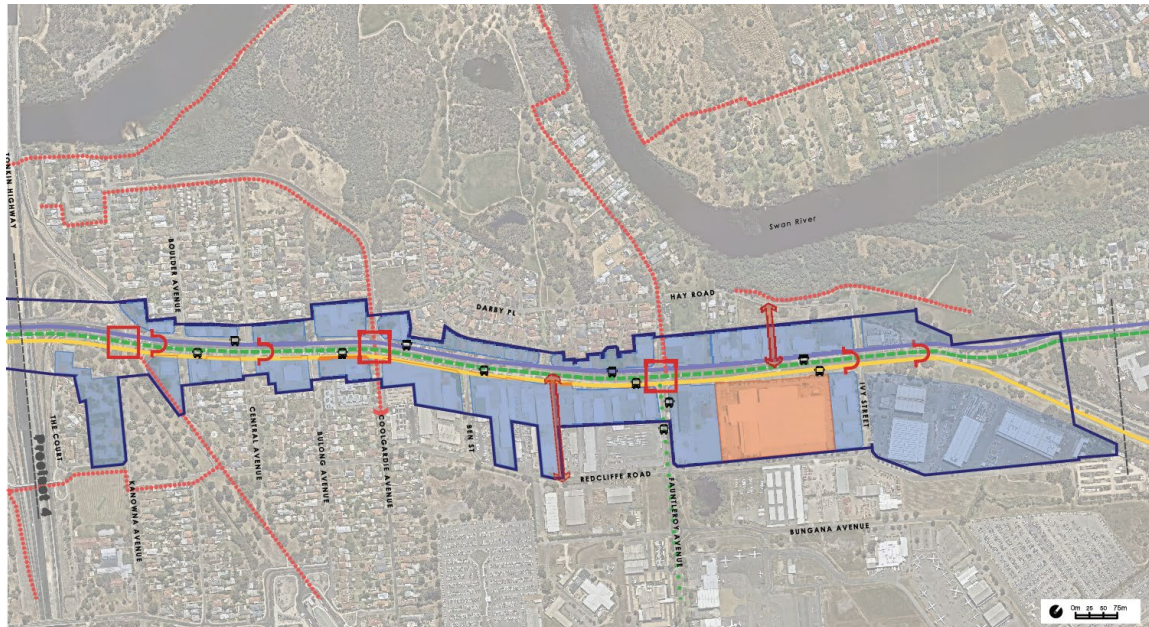
The movement network will be supplemented with the provision of an off-street cycle lane in the form of a principle shared path on the northern edge of the Corridor and a pedestrian path on the southern edge of the Corridor, as demonstrated in the Landscape Zone Typologies.

The movement network surrounding the Corridor includes a network of shared pedestrian/ cycle paths which provide connections from the Corridor towards the Redcliffe Train Station to the south, and from the Corridor into the residential area and areas to the north. A shared/pedestrian path is also located along the edge of the Swan River.

Bus services also provide a connection from the Corridor south along Fauntleroy Avenue towards the Redcliffe Train Station.

Figure 29 shows the transport networks and access and parking typologies for Precinct 4.

Figure 29 Precinct 4 – transport networks and access and parking typologies (source: TBB, December 2023)



LEGEND

ACCESS & PARKING TYPOLOGY

- REAR ACCESS, REAR PARKING
- REAR ACCESS, FRONT PARKING
- FRONT ACCESS, FRONT PARKING

OTHER

- INDICATIVE NEW CONNECTION

CROSSINGS TYPOLOGY

- AT-GRADE CROSSING (EXISTING)
- OVERPASS (POSSIBLE)
- UNDERPASS (EXISTING)
- UNDERPASS (POSSIBLE)
- INDICATIVE SWAN RIVER BRIDGE

- HIGH FREQUENCY BUS ROUTE
- OTHER BUS ROUTE
- BUS STOP
- PRINCIPLE SHARED PATH
- PEDESTRIAN PATH AND ON-STREET CYCLE PATH
- KEY SHARED PEDESTRIAN / CYCLE PATH
- KEY CYCLE ROUTE



5. GREAT EASTERN HIGHWAY STRATEGIES AND IMPLEMENTATION

The GEH Urban Corridor Strategy plan establishes a framework to guide, coordinate and facilitate the transformation of the GEH corridor in line with the vision, themes, principles and strategies outlined in the GEH Urban Corridor Strategy plan (TBB, December 2023).

Delivery of the GEH Urban Corridor Strategy plan will rely on the cooperation of stakeholders including State Government, the City, the private sector and the community.

Some initiatives will be implemented more readily than others. As outlined in the GEH Urban Corridor Strategy plan, the study on the GEH Corridor Transition Area could commence immediately, as well as the adoption of the GEH Corridor Strategy as an interim Local Planning Policy, until such time the planning framework has been implemented. However, delivery of physical improvements will be more gradual over a longer period of time.

5.1 Corridor issues and opportunities

The GEH corridor is a significant arterial road managed by Main Roads and is classified as a Primary Distributor Road and identified as a major thoroughfare into the Perth CBD. As a result, it has strong influences on the character of the adjoining properties and neighbourhoods along the corridor, the experience of those who travel along it and how the community feel about their sense of place around it.

The issues and opportunities for the GEH corridor, from a movement perspective, can be summarised as follows:

- **Traffic:** the GEH corridor currently accommodates average weekly traffic of around 44,000 vpd at the eastern end of the corridor, 56,000 vpd through the central area of the corridor and 73,000 vpd at the western end of the corridor. As such, the GEH is a major barrier for pedestrians, requiring them to cross around 40m of carriageway, and in some locations, several signal phases are required to cross the road.
- **Lot access:** the corridor currently facilitates vehicular lot access directly off GEH, this is irrespective of lot size, land use or location of lot. As such, the corridor has a number of sections where intersection density is between 2-3 average standard vehicle accesses per 100m. This level of intersection density can result in a corridor with a break down in traffic flow, complex vehicle movements and unsafe driving behaviours.
- **Pedestrians:** the GEH corridor includes footpaths on both side of the corridor of approximately 3.0m wide between Orrong Road and Tonkin Highway. Through this section there is typically a planted buffer between the footpath and road edge on the southern side of the corridor, but no buffer along the northern side of the corridor. Between Tonkin Highway and east of Ivy Street the footpath on both sides of the corridor is narrower and typically only 1.5m wide, with a planted buffer on both side of 1.5m-2.5m. As such the existing pedestrian amenity is relatively poor with very high volumes of traffic (including freight traffic on the section between Tonkin Highway and east of Ivy Street) passing close to pedestrians on the footpaths.
- **Cycling:** the GEH corridor includes on-road kerb side bike lanes in both directions in Precincts 1-3, with a lack of on-street cycle lanes in Precinct 4. The bike lanes are typically 1.5m wide and are either adjacent to the near side general traffic lane or adjacent to bus lanes (where provided). As such the existing cycling amenity is relatively poor with the proximity of **bike riders** to very high volumes of traffic and/or to sections of high frequency bus lanes.
- **Public transport:** the GEH corridor is a high frequency public transport corridor serviced by frequent bus services that provide weekday AM peak period frequencies towards Perth city of 1 bus every 5-8 minutes and towards Redcliffe Station of 1 bus every 10-12 minutes. PM peak period frequencies include 1 bus every 10-12 minutes towards Perth City and 1 bus every 5-8 minutes towards Redcliffe Station. However, access to bus stops is problematic in either the outbound or inbound direction with public transport users having to cross the GEH corridor on one leg of a return journey to access bus stops.

5.2 Strategic directions for the future of movement for the corridor

The GEH Urban Corridor Strategy plan sets out the following strategic directions in relation to movement to achieve the vision and themes for the corridor.

Connecting people and places

- Improve the connectivity of the GEH corridor to adjoining activity areas and open spaces including the Swan River
- Improve the connectivity between public spaces and places of residence and employment.

Creating streets and spaces for people

- Maintaining walking, cycling and public transport as safe and efficient transport modes to and within Great Eastern Highway corridor without compromising the primary distributor function of the road.
- Ensure the design of streets and adjoining development promotes safe pedestrian and cycling networks along and through the GEH corridor
- Ensure access and parking within the GEH corridor is managed to reduce impact on the corridors functionality and improve and enhance amenity.

Providing managed access for all

- Pursue enhanced access and transport choices for a growing worker and resident population
- Achieve a fully endorsed vehicle access management strategy for properties along the GEH corridor
- Achieve a fully integrated and connected pedestrian and cycle network
- Promote the use of public transport by enhancing accessibility to services within the GEH corridor and increase connecting services to the adjoining neighbourhoods
- Improve the amenity and function of GEH as a key pedestrian spine and adjoining streets that connect with GEH corridor
- Define and upgrade key north-south pedestrian connections that may include consideration of at-grade and grade-separated crossing options
- Define a safe and connected cycling network.

Creating a great place to live

- Mitigate the impacts of through traffic to enhance the adjacent residential neighbourhoods
- Limit traffic speed and volumes in adjacent residential streets
- Ensure that public realm spaces are well-defined, attractive, functional and safe
- Ensure new development is self-sufficient in terms of on-site parking.

The recommended strategies for the following modes of transport are outlined in the following sections of this report:

- Vehicle movement strategies - Section 5.3
- Pedestrian and cycling strategies - Section 5.4
- Public transport strategies - Section 5.5
- Parking strategies - Section 5.6

5.3 Vehicle movement strategies

Managing access to properties along the corridor

- Vehicle access for new development must:
 - Limit direct access from GEH through the application of alternative access arrangements to minimise crossover locations to GEH and the impact on its functionality
 - Comply with the requirements of the access and parking typologies

- Improve the capacity and network connections of laneways (including through rear building setbacks, where appropriate).

Managing access through adjacent residential neighbourhoods

- Require traffic and parking assessments for new developments to assess and address impacts on the network in adjacent residential neighbourhoods
- Investigate the opportunities to manage the impacts of through traffic, including traffic volumes and speed in the adjacent neighbourhoods.

5.4 Pedestrian and cycling strategies

Improve pedestrian network

- Identify priorities for the development of physical road, bicycle and pedestrian linkages and infrastructure
- Provide infrastructure for pedestrians that enable safe and convenient movement
- Upgrade the pedestrian network to improve accessibility and pedestrian amenity.

Improve pedestrian crossing points

- Create safe crossing points at intersections that do not have traffic signals and in mid-block locations between the signalised intersections
- Work with Main Roads to improve signalised pedestrian crossing times
- Improve pedestrian crossing opportunities at the following locations:
 - Precinct 1 – a pedestrian/bike overpass to the east of the GEH and Armadale Road intersection
 - Precinct 2 – a pedestrian/bike underpass to the west of the GEH and Abernethy Road intersection
 - Precinct 2 – a pedestrian/bike overpass to the west of the GEH and Hehir Street intersection
 - Precinct 2 – a pedestrian/bike overpass to the east of the GEH and Daly Street intersection
 - Precinct 3 – a pedestrian/bike overpass to the east of the GEH and Keymer Street intersection
 - Precinct 4 – a pedestrian/bike overpass to the east of the GEH and Brearley Avenue intersection
 - Precinct 4 – a pedestrian/bike overpass to the east of the GEH and Central Avenue intersection
- Review and upgrade all side-street/laneway crossings to achieve a greater consistency of design and optimise accessibility.

Indicative New Connections

- Identify potential for new connections through the urban structure to provide better access and greater pedestrian and **bike rider** amenity and safety. Possible locations for new connections are:
 - Precinct 2 – connection between GEH and Barker Street at a midpoint between Abernethy Road and Hehir Street intersections with GEH
 - Precinct 4 – connection between GEH and Redcliffe Road at a midpoint between Ben Street and Fautleroy Avenue intersections with GEH (opposite Lillian Gove)
 - Precinct 4 – connection between GEH and Hay Road at a midpoint between Fautleroy Avenue and east of Ivy Street intersections with GEH
- Optimise the integration of the surrounding urban fabric with GEH and the Swan River foreshore.

Indicative Swan River Pedestrian Bridge

There is a potential opportunity for a pedestrian bridge to be located across the Swan River, in line with Belmont Avenue, to connect Belmont with Maylands. In order for this to occur, the City of Belmont would need to liaise with the relevant State Government agencies (DBCA, DWER, DPLH, Department of Transport). Future implementation of this bridge would be subject to approval from State Government agencies, as well as a comprehensive project management process, planning approvals, environmental clearances, public consultation and budget considerations.

Streetscape / footpath amenity

- Implement public realm upgrades to improve pedestrian amenity in the corridor, side streets and within key connections, including through verandas (within retail/commercial areas), shade trees, seating and wayfinding signage.

Improve cycling network

- Improve the cycling network and facilities within the corridor and connections to the surround cycle network
- Facilitate connections to key cycle routes with priority given to the following locations:
 - GEH corridor – retention of existing on-road bike lanes along the corridor (eastbound and westbound). Supplemented with off-street bike lane or off-street shared path along the southern side of the corridor
 - Precinct 1 – connection either side of the existing pedestrian/bike underpass at The Springs – providing connection to Surrey Road Bike Boulevard and connection through The Springs to the Swan River shared path and Graham Farmer Freeway principal shared path
 - Precinct 2 – connection to the Belmont Avenue shared path and access south towards Belmont town centre
 - Precinct 2 – connection to the Abernethy Road shared path and access south towards Belmont town centre
 - Precinct 2 – connection to the Stoneham Street shared path and access north towards Ascot Waters and the Swan River foreshore path network
 - Precinct 2 – connection to the Raconteur Drive shared path and access north towards Ascot Racecourse and the Swan River foreshore path network
 - Precinct 3 – connection to the Epsom Avenue on-road sealed shoulders and off-street shared path, south towards Epsom Avenue Shopping Centre
 - Precinct 3 – connection to the Morrison Street shared path and access south through the residential suburb of Redcliffe
 - Precinct 4 – connection to the Brearley Avenue shared path and access towards the new Redcliffe Station Precinct
 - Precinct 4 – connection to the Coolgardie Avenue local cycle friendly route and access north towards the Swan River foreshore path network
 - Precinct 4 – connection to the Fautleroy Avenue local cycle friendly route and access north towards Garvey Park and the Swan River foreshore path network.

Provide infrastructure for **bike riders** that enable safe and convenient movement

- Investigate the longer-term potential for protected bike lanes
- Implement a principle shared path on the northern edge of the corridor
- Review the suitability of on-road cycling on Great Eastern Highway
- Support the proposed local cycling network with appropriate infrastructure and signage.

Landscaped zones providing opportunities for pedestrian and cycle infrastructure

The fundamental aspects of the public realm strategy for the corridor is the creation of quality spaces and connections. It is vital that these spaces and connections provide for a landscape zone which include footpaths, bike paths and landscaping. The design of these elements is fundamental in promoting social interaction and physical activity and developing a high-quality urban environment.

The aim of providing enhanced connections through a landscaped zone is to support ease of access, and an enjoyable experience, to and through the corridor for pedestrians and **bike riders** with a network of high-quality connections.

Attachment 12.3.5 Transport Strategy

Within the study area, these connections essentially occur through the side streets, with important routes aligned with existing and proposed crossing points along the corridor. There are a range of connections that have been identified as requiring enhancing in order to improve the public realm of the corridor. The priorities of the connections are to:

- Prioritise pedestrian access by ensuring footpath material is located over driveways
- Create footpaths which are wide enough for people and **bike riders**
- Retain and protect mature trees
- Plant more trees and prioritise shade to pedestrian areas over medians.

The landscape zone typologies are set out in Figure 30 and the detail of each typology is set out below:

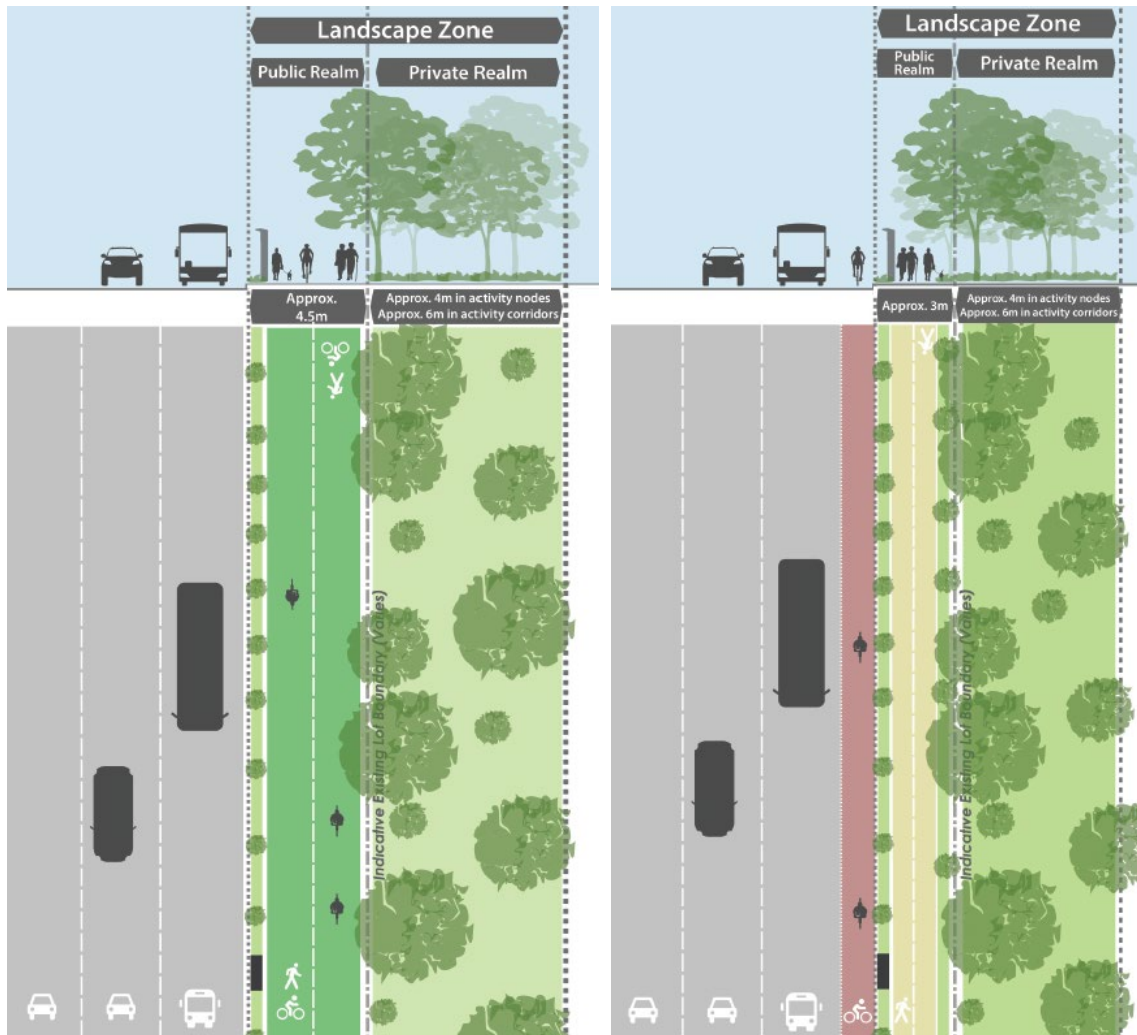
The North – Orrong Road to east of Ivy Street landscaped zone includes:

- A principle shared path for walking and cycling
- A landscape buffer between the path and traffic traversing Great Eastern Highway
- A generous 3m landscaping strip within private lot boundaries
- Public transport infrastructure as required

The South – Orrong Road to east of Ivy Street landscaped zone includes:

- A pedestrian path
- A landscape buffer adjacent to the existing on-street cycle lane
- A landscape buffer between the path and private lot boundaries
- A generous 3m landscaping strip within private lot boundaries
- Public transport infrastructure as required
- Existing on-road cycling to be maintained, and extended where appropriate

Figure 30 Pedestrian and bike infrastructure within the landscaped zone typologies



5.5 Public transport strategy

Improved network services from the corridor to adjoining neighbourhoods (including Redcliffe Train Station)

- Advocate for increased bus services to connect adjoining residential neighbourhoods with the existing services provided for within the corridor
- Commence the creation of a green corridor that can accommodate more extensive public transport infrastructure.

Improved accessibility to public transport stops

- Enable direct safe access to public transport stops.
- Improve pedestrian access to bus stops along the corridor, with priority given to the following improvements:
 - Precinct 1 – the proposed overpass to the east of the GEH and Armadale Road intersection would provide access to the pair of bus stops to the east of the overpass
 - Precinct 2 – the proposed underpass to the west of the GEH and Abernethy Road intersection would provide access to the bus stops either side of the underpass
 - Precinct 2 – the proposed overpass to the west of the GEH and Hehir Street intersection would provide access to the pair of bus stops to the east of the overpass
 - Precinct 2 – the proposed overpass to the east of the GEH and Daly Street intersection would provide access to the pair of bus stops to the east of the overpass
 - Precinct 3 – the proposed overpass to the east of the GEH and Keymer Street intersection would provide access to the pair of bus stops to the east of the overpass and the pair of bus stops to the west of the overpass
 - Precinct 4 – the proposed overpass to the east of the GEH and Brearley Avenue intersection and the proposed overpass to the east of the GEH and Central Avenue intersection, would provide access to the pair of bus stops located between these two overpasses.

5.6 Parking strategy

Managing on-site parking within the corridor

- Support management of car parking through parking policies and design guidelines
- Design off-street car-parking to have little or no impact on the visual amenity of the public realm
- Managing on-street parking in adjacent access streets.

5.7 Implementation

The GEH Urban Corridor Strategy plan establishes a framework to guide, coordinate and facilitate the transformation of the GEH corridor in line with the established vision, themes, principles and strategies.

The role of the strategy in the context of existing state and local planning, transport and infrastructure frameworks are outlined in detail in the GEH Urban Corridor Strategy Plan (TBB, December 2023). The Plan also provides discussion with regards to the staging/timing and implementation of recommended actions.

12.4 2024-25 October Budget Review

Voting Requirement	:	Absolute Majority
Subject Index	:	54/004 Budget Documentation Council
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	N/A
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Corporate and Governance

Council role

Executive The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

The purpose of this report is to present the October 2024 Budget Review and to seek Council's authorisation of the proposed budget amendments arising from the review.

Summary and key issues

In keeping with sound financial management practices, a review of the 2024-25 Adopted Budget has been conducted to review carried forward items from 2023-24 and including other amendments.

Officer Recommendation

That Council, in accordance with *Local Government (Financial Management) Regulations 1996 (WA)* Regulation 33A, adopt the amendments contained in the 2024-25 October Budget Review (Attachment 12.4.1).

An absolute majority of Council is required

Location

Not applicable.

Consultation

There has been no specific consultation undertaken in respect to this matter other than internal staff.

Strategic Community Plan implications

In accordance with the 2020–2040 Strategic Community Plan:

Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.

Policy implications

There are no policy implications associated with this report.

Statutory environment

Regulation 33A of the *Local Government (Financial Management) Regulations 1996 (WA)* requires a local government to carry out a review of its budget between 1 January and the last day of February each year, report it to Council on or before 31 March, and then report the outcome of the review to the Department of Local Government Sport and Cultural Industries within 14 days.

Although this current budget review is not mandatory, it has been considered good financial practice to perform two budget reviews at the City of Belmont. The second budget review will commence preparation in January and be reported to Council in March.

Background

In keeping with the City's ongoing budget control and financial management, a number of adjustments are required to ensure the City's 2024-25 Budget is current and reflects all changes that are occurring. Since the detailed 2024-25 budget was prepared and adopted by Council in June 2024, the draft 2023-24 financial statements have been prepared and the carried forward figures and

surplus amounts arising from the preparation of the financial statements can now be updated. It is important to note that the final position remains subject to completion of the financial audit currently underway.

The October Budget Review process is predominantly aimed at addressing the following issues:

- Decisions of Council requiring funding
- New items arising following the original budget adoption
- Updating of carry forward capital works
- Reviewing and updating the estimated opening surplus

Report

Opening Balance

As in previous Budget Reviews, one issue to be addressed relates to the estimated opening balance. The opening balance is predicted early in the budget process to enable budget preparation and rate modelling to proceed and is an estimate at that point in time. This surplus position is finalised when the audit of the financial statements has been completed.

The draft financial statements for 30 June 2024 have been completed (and as required by the *Local Government Act 1995 (WA)* sent to the Office of the Auditor General (OAG) by the 30 September), however the audit is expected to be completed at the end of November 2024 and at that stage the opening surplus will be confirmed. In the interim, the opening surplus has been updated based on the completion of the draft 2023-24 financial statements and will be further updated during the March 2025 budget review should further changes arise from the completion of the 2023-24 audit by the OAG.

The following table summarises the movement in the opening surplus position for this review:

Budgeted opening surplus	\$6,304,342
Decrease in opening surplus	\$4,990,527
Estimated opening surplus position	\$1,313,815

The decreased surplus is attributable to lower than anticipated overall underspends arising from capital works from the 2023-24 budget year.

The surplus for the 2024-25 adopted budget remains unchanged at \$0.5m.

Budget Amendments

The detail of the proposed budget review is included in the following documents:

- Statement of Financial Activity (Attachment 12.4.1); and
- Budgeted Reserve Balances for the year ending 30 June 2025 (Attachment 12.4.2).

The updated Statement of Financial Activity at Attachment 12.4.2 compares the proposed October 2024 budget review to the adopted 2024-25 budget. A summary of the movements is as follows, with material adjustments included below.

Item	Movement
Budgeted closing surplus	\$497,000
Reduced opening surplus	(\$4,990,527)
Additional revenue	\$367,633
Additional expenditure	(\$154,263)
Additional capital grants	\$776,692
Additional sale proceeds	\$195,857
Additional capital expenditure	(\$7,400,921)
Additional reserve transfers	\$11,208,529
Closing surplus	\$500,000

Please note, this narration below adopts the term "K" as a substitute for the word/term thousands so \$5,000 or \$5,323 would be summarised as \$5K.

Revenue from operating activities has increased by \$367K, including the following amendments:

- Increase in income from Department of Water and Environmental Regulation (Better Bins Plus Go FOGO Kerbside funding) of \$101K
- Increased rate revenue as a result of an increase in Airport valuation and higher take up of early payment discount resulting in a net increase of \$79K
- Increased Financial Assistance Grant income of \$61K
- Increase in income from insurance relating to claim funds for the damage to Whiteside Park playground of \$50K

- Increase in income from Lottery West to support the delivery of the KidzFest event of \$30K

Expenditure from operating activities has increased by \$154K, including the following amendments:

- Various increases to City Facilities maintenance \$322K
- Reduction in employment costs \$741K
- Increase in costs relating to temporary employment engagement of residential pool barrier inspection service of \$150K
- Increase in Town Planning consulting fees for Rivervale Open Space Study (\$60K) and Great Eastern Highway Corridor Strategy transition analysis and models (\$35K)
- Increase in IT expenditure for various minor licensing and equipment requirements (\$32K)

Amounts attributable to investing activities have increased by \$6.4 million including the following amendments:

- Reallocation of Faulkner Civic Precinct funds from reserve for construction works following award of tender \$4.7M
- Increase to Peet Park Revitalisation for design and documentation in line with business case presented to and adopted by Council \$455K
- Increase to Tomato Lake Activation project of \$440K
- Reallocation of Belmont Hub Major Defects Rectification funds from reserve for construction \$346K
- Increase in Swan Canning Riverpark Urban Forest (SCRUF) project to include elements not completed prior to 30 June \$331K
- Increase to Centenary Park Sports Lighting Upgrade brought forward to 2024-25 in line with Grant Requirements at a net annual cost to City of \$320K
- Reallocation of employment costs for the design of road projects to commence in 2025-26 \$181K
- Increase to Abernethy Road: Alexander Rd to Wright St at a net cost to the City of \$128K
- Inclusion of Fleet and Plant purchases not delivered prior to 30 June \$122K
- Reallocation of Wilson Park Precinct Redevelopment funds to reserve until award of tender (\$858K)

Amounts attributable to financing activities have been amended, with an overall transfer to reserves of \$50K to be amended to an overall transfer from reserves of \$11.1m.

This movement can be attributed to the following:

- Reallocation of \$6m of funds budgeted to be transferred to reserve for capital works to capital project delivery costs
- Increased transfer from reserve of \$5.1m of previous financial year surplus funds held in reserve

Financial implications

The presentation of these reports to Council ensures compliance with the *Local Government Act 1995 (WA)* and associated Regulations, and also ensures that Council is regularly informed as to the status of its financial position.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are no social implications associated with this report.

Attachment details

Attachment No and title	
1.	Statement of Financial Activity [12.4.1 - 1 page]
2.	Budgeted Reserve Balances [12.4.2 - 1 page]

City of Belmont

Statement of Financial Activity for October Budget Review 2024/25

	Budget vs Actual				
	Adopted Budget	Current Authorised Budget	Year to Date Actual	October Review	Movement
<small>Budget: 25CLBUD, Actual: 25CLACT</small>					
OPERATING ACTIVITIES					
Revenue from operating activities					
Rates	59,790,869	59,790,869	59,467,102	59,869,936	79,067
Grants, subsidies and contributions	2,425,280	2,425,280	310,321	2,643,219	217,939
Fees and charges	10,444,111	10,444,111	8,032,409	10,463,111	19,000
Interest revenue	6,751,202	6,751,202	2,179,980	6,751,202	0
Other revenue	596,556	596,556	307,477	648,183	51,627
Profit on asset disposals	87,469	87,469	0	87,469	0
	80,095,487	80,095,487	70,297,289	80,463,120	367,633
Expenditure from operating activities					
Employee costs	(29,084,851)	(29,084,851)	(6,734,430)	(28,143,531)	(941,320)
Materials and contracts	(36,674,146)	(36,674,146)	(7,034,580)	(37,775,249)	1,101,102
Utility charges	(2,392,832)	(2,392,832)	(490,055)	(2,392,832)	(0)
Depreciation	(12,935,924)	(12,935,924)	(2,156,000)	(12,935,924)	0
Finance Costs	(520,949)	(520,949)	0	(520,949)	0
Insurance	(940,847)	(940,829)	(284,109)	(938,950)	(1,896)
Other expenditure	(1,543,703)	(1,543,703)	(274,694)	(1,530,081)	(13,622)
	(84,093,253)	(84,093,235)	(16,973,868)	(84,237,515)	144,263
Non-cash amounts excluded from operating activities	12,829,160	12,829,160	1,568,671	12,819,160	10,000
Amount attributable to operating activities	8,831,394	8,831,412	54,892,092	9,044,765	(213,353)
INVESTING ACTIVITIES					
Inflows from investing activities					
Capital grants, subsidies and contributions	3,566,506	3,566,506	694,842	4,343,198	(776,692)
Proceeds from disposal of assets	672,140	672,140	157,840	867,997	(195,857)
Outflows from investing activities					
Purchase of property, plant and equipment	(3,923,470)	(3,923,470)	(461,314)	(5,214,468)	1,290,998
Payments for construction of infrastructure	(14,156,005)	(14,156,005)	(870,531)	(20,265,928)	6,109,923
Amount attributable to investing activities	(13,840,829)	(13,840,829)	(479,163)	(20,269,201)	6,428,372
FINANCING ACTIVITIES					
Inflows from financing activities					
Transfers from reserve accounts	11,309,790	11,309,790	0	18,446,042	(7,136,252)
Outflows from financing activities					
Repayment of borrowings	(641,884)	(641,884)	0	(641,884)	0
Payments for principal portion of lease facilities	(105,428)	(105,428)	0	(105,428)	0
Transfers to reserve accounts	(11,360,386)	(11,360,386)	0	(7,288,109)	(4,072,277)
Amount attributable to financing activities	(797,908)	(797,908)	0	10,410,621	(11,208,529)
MOVEMENT IN SURPLUS OR DEFICIT					
Surplus or deficit at the start of the financial year	6,304,342	6,304,342	0	1,313,815	4,990,527
Amount attributable to operating activities	8,831,394	8,831,412	54,892,092	9,044,765	(213,353)
Amount attributable to investing activities	(13,840,829)	(13,840,829)	(479,163)	(20,269,201)	6,428,372
Amount attributable to financing activities	(797,908)	(797,908)	0	10,410,621	(11,208,529)
Surplus or deficit at the end of the financial year	497,000	497,018	54,412,929	500,000	(2,982)

Attachment 12.4.2 Budgeted Reserve Balances

CITY OF BELMONT ESTIMATED CLOSING RESERVE BALANCE FOR THE YEAR ENDED 30 JUNE 2025

RESERVE ACCOUNTS	Opening	Transfer	Transfer	Closing
	Balance	to	from	Balance
	\$	\$	\$	\$
Administration building Reserve	254,062	11,264	0	265,326
Aged Accommodation - Homeswest Reserve	998,563	51,084	0	1,049,647
Aged Community Care Reserve	235,668	10,449	0	246,117
Aged persons housing Reserve	224,620	32,618	(257,238)	0
Aged Services Reserve	1,146,414	50,828	0	1,197,242
Ascot Waters Marina Maintenance & Restoration Reserve	1,091,037	48,399	(50,000)	1,089,436
Belmont District Band Reserve	50,559	2,242	0	52,801
Belmont Oasis Refurbishment Reserve	4,456,122	197,568	0	4,653,690
Belmont Trust Reserve	1,657,363	74,620	(216,324)	1,515,659
Building maintenance Reserve	4,657,748	233,538	(200,000)	4,691,286
Capital Projects Reserve	5,827,421	3,747,544	(2,703,590)	6,871,375
Car Parking Reserve	66,674	2,956	0	69,630
Carry Forward Projects Reserve	1,744,079	0	(1,647,757)	96,322
District valuation Reserve	23,651	96,049	0	119,700
Election expenses Reserve	2,030	81,412	0	83,442
Environment Reserve	884,673	69,281	0	953,954
Faulkner Park Retirement Village Buy Back Reserve	2,533,333	112,319	0	2,645,652
Faulkner Park Retirement Village Owners Maintenance Reserve	515,197	31,613	0	546,810
History Reserve	179,010	7,937	0	186,947
Information Technology Reserve	1,486,554	65,908	0	1,552,462
Land acquisition Reserve	10,904,340	467,902	0	11,372,242
Long Service Leave Reserve - Salaries	3,449,639	86,855	(153,273)	3,383,221
Long Service Leave Reserve - Wages	528,885	11,137	(5,753)	534,269
Miscellaneous Entitlements Reserve	779,710	35,942	0	815,652
Plant replacement Reserve	1,633,290	662,491	(1,008,951)	1,286,830
Property development Reserve	21,704,520	703,244	(10,564,852)	11,842,912
Public Art Reserve	411,617	18,870	(30,000)	400,487
Ruth Faulkner library Reserve	49,432	2,192	0	51,624
Streetscapes Reserve	529,620	23,481	(500,000)	53,101
Urban Forest Strategy Management Reserve	125,066	5,545	0	130,611
Waste Management Reserve	4,674,332	282,028	(1,108,304)	3,848,056
Workers Compensation/Insurance Reserve	1,400,052	60,793	0	1,460,845
	74,225,281	7,288,109	(18,446,042)	63,067,348

12.5 WALGA - Advocacy Positions - Local Government Elections

Voting Requirement	:	Simple Majority
Subject Index	:	44/008
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Corporate and Governance

Council role

Advocacy	When Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.
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Purpose of report

The Western Australian Local Government Association (WALGA) is requesting Councils consider WALGA's current and alternative Elections Advocacy Positions and provide a response back to WALGA for the December 2024 State Council meeting.

Summary and key issues

WALGA's Elections Analysis Review and Report was presented to State Council on 4 September 2024, with State Council supporting a review of WALGA's Local Government Elections Advocacy Positions.

WALGA is requesting Councils consider current and alternative Elections Advocacy Positions and provide a response back to WALGA for the December 2024 State Council meeting.

Officer Recommendation

That Council endorses WALGA adopting the following Local Government Election Advocacy Positions:

1. Participation – Council support advocacy position (a), being voluntary voting at Local Government elections.
2. Terms of Office - Council support advocacy position (a), being four-year terms with a two year spill.
3. Voting Methods - Council support advocacy position (a), being First Past the Post (FPTP) as the preferred voting method for general elections. If Optional Preferential Voting (OPV) remains as the primary method of voting, then sector should support the removal of the 'proportional' part of the voting method for general elections.
4. Internal Elections - Council support advocacy position (a), being First Past the Post (FPTP) as the preferred voting method for all internal elections.
5. Voting Accessibility - Council support advocacy position (b) and/or (c), being Postal voting and/or In-Person voting.
6. Method of Election of Mayor - Council support advocacy position (b), being the return to previous legislated provisions – all classes of local governments can decide, by absolute majority, the method for electing their Mayor or President.

Location

Not applicable.

Consultation

There has been no specific consultation undertaken in respect to this matter.

Strategic Community Plan implications

In accordance with the 2020–2040 Strategic Community Plan:

Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.

Policy implications

There are no policy implications associated with this report.

Statutory environment

There are no specific statutory requirements in respect to this matter.

Background

The *Local Government Amendment Act 2023 (WA)* introduced a range of electoral reforms that came into effect prior to the 2023 Local Government ordinary elections:

- the introduction of Optional Preferential Voting (OPV);
- extending the election period to account for delays in postal services;
- changes to the publication of information about candidates;
- backfilling provisions for extraordinary vacancies after the 2023 election;
- public election of the Mayor or President for larger Local Governments;
- abolishing wards for smaller Local Governments; and
- aligning the size of councils with the size of populations of each Local Government (change to representation).

Following requests from several Zones, WALGA undertook a comprehensive review and analysis of five ordinary election cycles up to and including the 2023 Local Government election against the backdrop of these legislative reforms. The review and report focused on postal elections conducted exclusively by the Western Australian Electoral Commission (WAEC), with the analysis finding evidence of the rising cost and a reduction in service of conducting Local Government elections in Western Australia.

WALGA is requesting Councils consider the current and alternative Elections Advocacy Positions and provide a response back to WALGA for the December 2024 State Council meeting.

Report

WALGA State Council current advocacy positions:

The following is a summary of WALGA's current Advocacy Positions in relation to Local Government Elections:

2.5.15 Elections

Position Statement

The Local Government sector supports:

1. Four year terms with a two year spill
2. Greater participation in Local Government elections
3. The option to hold elections through:
 - Online voting
 - Postal voting, and
 - In-person voting
4. Voting at Local Government elections to be voluntary
5. The first past the post method of counting votes

The Local Government sector opposes the introduction of preferential voting, however if 'first past the post' voting is not retained then optional preferential voting is preferred.

Background

The first past the post (FPTP) method is simple, allows an expression of the electorate's wishes and does not encourage tickets and alliances to be formed to allocate preferences.

State Council
Resolution

February 2022 – 312.1/2022

December 2020 – 142.6/2020

March 2019 – 06.3/2019

December 2017 – 121.6/2017

October 2008 – 427.5/2008

2.5.16 Method of Election of Mayor

Position Statement

Local Governments should determine whether their Mayor or President will be elected by the Council or elected by the community.

State Council
Resolution

February 2022 – 312.1/2022

March 2019 – 06.3/2019

December 2017 – 121.6/2017

2.5.18 Conduct of Postal Elections

Position Statement	The <i>Local Government Act 1995 (WA)</i> should be amended to allow the Australian Electoral Commission (AEC) and any other third-party provider including Local Governments to conduct postal elections.
Background	Currently, the WAEC has a legislatively enshrined monopoly on the conduct of postal elections that has not been tested by the market.
State Council Resolution	May 2023 – 452.2/2023 March 2019 – 06.3/2019 December 2017 – 121.6/2017 March 2012 – 24.2/2012

WALGA has requested the following advocacy positions be considered by Councils:

1. Participation

(a) The sector continues to support voluntary voting at Local Government elections.

OR

(b) The sector supports compulsory voting at Local Governments elections.

2. Terms of Office

(a) The sector continues to support four-year terms with a two year spill;

OR

(b) The sector supports four-year terms on an all in/all out basis.

3. Voting Methods

(a) The sector supports First Past the Post (FPTP) as the preferred voting method for general elections. If Optional Preferential Voting (OPV) remains as the primary method of voting, the sector supports the removal of the 'proportional' part of the voting method for general elections

OR

(b) The sector supports Optional Preferential Voting (OPV) as the preferred voting method for general elections.

Internal Elections

(a) The sector supports First Past the Post (FPTP) as the preferred voting method for all internal elections.

OR

(b) The sector supports Optional Preferential Voting (OPV) as the preferred voting method for all internal elections.

4. Voting Accessibility

The sector supports the option to hold general elections through:

(a) Electronic voting; and/or

(b) Postal voting; and/or

(c) In-Person voting.

5. Method of Election of Mayor

The sector supports:

(a) As per the current legislation with no change – Class 1 and 2 local governments directly elect the Mayor or President (election by electors method), with regulations preventing a change in this method.

(b) Return to previous legislated provisions – all classes of local governments can decide, by absolute majority, the method for electing their Mayor or President.

(c) Apply current provisions to all Bands of Local Governments – apply the election by electors method to all classes of local governments.

Financial implications

There are no financial implications evident at this time.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are no social implications associated with this report.

Attachment details

Attachment No and title
Nil

12.6 Accounts for Payment September 2024

Voting Requirement	:	Simple Majority
Subject Index	:	54/007 - Creditors Payment Authorisations
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	Nil
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Corporate and Governance

Council role

Executive The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

To present to Council the list of expenditure paid for the period 1 September 2024 to 30 September 2024 under delegated authority.

Summary and key issues

A list of payments is presented to the Council each month for confirmation and endorsement in accordance with the *Local Government (Financial Management) Regulations 1996 (WA)*.

Officer Recommendation

That the Authorised Payment Listing for September 2024 as provided under Attachment 12.6.1 be received.

Location

Not applicable.

Consultation

There has been no specific consultation undertaken in respect to this matter.

Strategic Community Plan implications

In accordance with the 2020–2040 Strategic Community Plan:

Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.

Outcome: 11. A happy, well informed and engaged community.

Policy implications

There are no policy implications associated with this report.

Statutory environment

Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996 (WA)* states:

“If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared:

- (a) the payee's name;
- (b) the amount of the payment;
- (c) the date of the payment; and
- (d) sufficient information to identify the transaction.”

(3) A list prepared under sub regulation (1) is to be presented to Council at the next ordinary meeting of Council after the list is prepared; and recorded in the minutes of that meeting.

Regulation 13A of the *Local Government (Financial Management) Regulations 1996 (WA)* effective from 1 September 2023 states:

- (1) If a local government has authorised an employee to use a credit, debit or other purchasing card, a list of payments made using the card must be prepared each month showing the following for each payment made since the last such list was prepared —

- (a) the payee’s name;
 - (b) the amount of the payment;
 - (c) the date of the payment;
 - (d) sufficient information to identify the payment.
- (2) A list prepared under subregulation (1) must be —
- (a) presented to the council at the next ordinary meeting of the council after the list is prepared; and
 - (b) recorded in the minutes of that meeting.

Background

Council has delegated to the Chief Executive Officer under Delegation 1.1.18 to make payment from the Municipal and Trust Fund account. In accordance with Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996 (WA)*, where this power has been delegated, a list of payments each month is to be compiled and presented to Council.

Report

The following summary of payments are recommended for confirmation and endorsement.

Payment type	Payment reference	\$
Municipal Fund Cheques	788888-788890	897.40
Municipal Fund EFTs	EF092089- EF092599	8,221,489.08
Municipal Fund Payroll	September 2024	2,249,202.53
Trust Fund EFT	EF092189-EF092190	21,673.10
Total Payments for September 2024		10,493,262.11

A copy of the Authorised Payment Listing is included as Attachment 12.6.1.

Financial implications

All expenditure included in the Authorised Payment Listing is in accordance with Council's Annual budget.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are no social implications associated with this report.

Attachment details

Attachment No and title
1. September 2024 payments [12.6.1 - 8 pages]

Attachment 12.6.1 September 2024 payments

City of Belmont					
Accounts for Payment - September 2024					Compiled : 02/10/24 12:32
Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
Contractors					
EF092090	06/09/24	00027	ABB Australia Pty Limited	2,612.50	Reticulation Parts & Repairs
EF092094	06/09/24	00390	Landgate	1,034.31	Title Searches - GRV's Metro & Fesa
EF092095	06/09/24	00394	Child & Adolescent Health Service - Dept of Health WA	721.86	Immunisation Expenses - June 2024
EF092098	06/09/24	00525	Artbeat Publishers - Mark Greenwood	792.00	Library Presentation - Children's Bookweek Sessions
EF092100	06/09/24	00613	Qualcon Laboratories Pty Ltd	2,002.00	Core Analysis and Asphalt Testing
EF092102	06/09/24	00707	LoGo Appointments	987.53	Labour/Personnel Hire
EF092104	06/09/24	00884	Perth Expo Hire & Furniture Group	2,434.30	Plant/Equipment Hire - Art Awards
EF092106	06/09/24	01002	RAC Businesswise Vehicle Breakdowns	108.00	Plant Parts & Repairs
EF092116	06/09/24	02672	Ruah Community Services	16,962.73	Provision of Preventive Domestic Violence Service - July 2024
EF092117	06/09/24	02837	GLG Greenlife Group	391.19	Verge Mowing - Various Parks
EF092119	06/09/24	02864	EnvisionWare Pty Ltd	220.00	Computer Software Maintenance
EF092120	06/09/24	02958	Yoshino Sushi	204.37	Catering/Catering Supplies
EF092121	06/09/24	03419	Gott Health	110.00	Community Exercise Classes
EF092123	06/09/24	03599	Donald Cant Watts Corke (WA) Pty Ltd	3,888.50	Survey - The Esplanade
EF092127	06/09/24	04131	Total Green Recycling Pty Ltd	3,232.52	Rubbish Removals
EF092128	06/09/24	04137	Greive Panelbeaters	500.00	Plant Parts & Repairs
EF092135	06/09/24	05127	Champion Music	544.50	Music/Entertainment Expenses - Adachi Welcome
EF092136	06/09/24	05283	IRP Pty Ltd	5,576.07	Labour/Personnel Hire
EF092138	06/09/24	05523	Go Doors Pty Ltd	349.14	Building Maintenance - Various Locations
EF092139	06/09/24	05572	Pack & Send Welshpool	63.77	Postage
EF092142	06/09/24	05911	Cherished Cherubs Pty Ltd	468.00	Creche Service for CoB
EF092143	06/09/24	06094	Boyan Electrical Services	1,089.00	Electrical Contractor
EF092144	06/09/24	06117	ELM (WA) Pty Ltd	6,930.00	Gardening Maintenance - Faulkner Park Mowing
EF092145	06/09/24	06125	Harbour Software	15,294.40	Annual Subscription - DocAssembler
EF092146	06/09/24	06138	Cake Twist by Kim	515.00	Catering/Catering Supplies
EF092147	06/09/24	06164	Briatology	335.00	Electrical Contractor
EF092148	06/09/24	06276	Efficient Site Services (WA)	3,432.00	Gardening Maintenance - Mulch
EF092149	06/09/24	06308	South West Corridor Development Foundation Incorporated	5,500.00	Environmental Expenses - Save our Turtles 24/25
EF092151	06/09/24	06362	Marjan Partitions Pty Ltd t/as M & M Interiors	24,370.50	Building Construction - Library Offices
EF092152	06/09/24	06389	Netstar Australia Pty Ltd	405.90	Security Services - GPS
EF092153	06/09/24	06451	Evergreen Synthetic Grass	2,475.00	Gardening Maintenance
EF092154	06/09/24	06458	ES2 Pty Ltd	1,507.00	Computer Software Maintenance
EF092155	06/09/24	06528	Diplomatik Pty Ltd	3,866.29	Professional Fees - Recruitment Services
EF092156	06/09/24	06561	Pinyo Fordham	3,100.00	Professional Fees - Marketing
EF092157	06/09/24	06602	Perth Symphony Orchestra	31,027.70	Music Entertainment - Christmas Concert
EF092158	06/09/24	06608	Robert Walters Pty Ltd	1,696.20	Labour/Personnel Hire
EF092159	06/09/24	06619	Baaz Security Services Pty Ltd	782.11	Security Services
EF092160	06/09/24	06691	Wood Recruitment Pty Ltd	1,879.68	Labour/Personnel Hire
EF092167	06/09/24	06853	Di Cubitt	330.00	Library Presentation - Artist Talk
EF092168	06/09/24	06875	Jimbu4J	121.00	Catering/Catering Supplies
EF092169	06/09/24	06889	PTG Consulting Pty Ltd	4,840.00	Survey Expenses - Abernethy Road
EF092170	06/09/24	06891	BMC Grout Injection Specialists Pty Ltd	13,640.00	Oasis Expenses - Grout Maintenance
EF092172	06/09/24	06930	Matthew Lukin Biotech	476.30	Photography/Framing Expenses
EF092173	06/09/24	06931	Chefmade Solutions	1,950.00	Catering/Catering Supplies
EF092191	13/09/24	00118	Australia Post	11,676.27	Postage
EF092196	13/09/24	00608	Programmed Skilled Workforce Ltd	8,930.02	Labour/Personnel Hire
EF092198	13/09/24	00707	LoGo Appointments	5,373.11	Labour/Personnel Hire
EF092199	13/09/24	00760	Alison M Barrett, Art Consultant	6,600.00	Public Art Project Consultancy - Wilson Park
EF092202	13/09/24	01002	RAC Businesswise Vehicle Breakdowns	286.00	Plant Parts & Repairs
EF092210	13/09/24	01772	Data3 Limited	1,294.15	Computer Software Maintenance - Warranty Renewal
EF092211	13/09/24	02210	Macri Partners	1,485.00	Audit Fee - Audit of Roads
EF092213	13/09/24	02672	Ruah Community Services	20,083.89	Provision of Preventive Domestic Violence Service - July 2024
EF092214	13/09/24	02844	Chandler Macleod Group Ltd	7,134.92	Labour/Personnel Hire
EF092216	13/09/24	02958	Yoshino Sushi	194.37	Catering/Catering Supplies
EF092219	13/09/24	03823	Remplan - Compelling Economics Pty Ltd	22,550.00	Professional Fees - Annual Subscription
EF092220	13/09/24	04067	Taylor Burrell Barnett	3,437.50	Professional Fees - Golden Gateway
EF092222	13/09/24	04529	Southern Cross Care (WA) Inc	67,723.53	Independent Living Units - Management Fees
EF092223	13/09/24	04693	Allwest Plant Hire Australia Pty Ltd	10,709.28	Plant/Equipment Hire - July 2024
EF092224	13/09/24	05016	Cyclus Pty Ltd	2,788.25	Labour/Personnel Hire
EF092225	13/09/24	05190	Mark Foote	2,825.60	Building Maintenance
EF092226	13/09/24	05240	Otium Planning Group Pty Ltd	19,096.00	Club Room Redevelopment - Wilson & Peet Park
EF092227	13/09/24	05283	IRP Pty Ltd	4,570.72	Labour/Personnel Hire
EF092228	13/09/24	05336	West-Sure Group Pty Ltd	572.33	Security Services
EF092230	13/09/24	05819	Ritz Drycleaners	521.75	Cleaning Services
EF092231	13/09/24	05838	Petstock Pty Ltd	167.31	Pound Expenses
EF092232	13/09/24	05945	Motorola Solutions Australia Pty Ltd	297.00	Two Way Radio Expenses
EF092234	13/09/24	06160	SEEK Limited	2,412.08	Advertising
EF092235	13/09/24	06203	Ngala Boodja Aboriginal Land Care	26,140.50	Maintenance of Natural Areas COB
EF092237	13/09/24	06293	Freo Fire Maintenance Services Pty Ltd	1,232.00	Fire Equipment/Service
EF092238	13/09/24	06345	SoCo Studios - Travis Hayto Photography	577.50	Photography/Framing Expenses
EF092241	13/09/24	06458	ES2 Pty Ltd	34,010.63	Computer Software Maintenance - ES2 Project
EF092242	13/09/24	06461	Kristy Nita Brown	945.00	Library Presentation - Children's Book week Sessions
EF092244	13/09/24	06528	Diplomatik Pty Ltd	7,350.89	Professional Fees - Recruitment Services
EF092246	13/09/24	06592	Grosvenor Engineering Group	1,597.76	Electrical Contractor - Various Locations
EF092247	13/09/24	06608	Robert Walters Pty Ltd	1,766.88	Labour/Personnel Hire
EF092248	13/09/24	06642	Event Artillery Pty Ltd	1,479.00	Plant/Equipment Hire - Mayoral Dinner
EF092249	13/09/24	06691	Wood Recruitment Pty Ltd	4,699.20	Labour/Personnel Hire
EF092250	13/09/24	06727	Karen Blair	683.00	Library Presentation - Book Week
EF092251	13/09/24	06773	Evolve Talent	6,253.96	Labour/Personnel Hire
EF092252	13/09/24	06833	First Choice Gates (WA)	600.00	Fencing
EF092253	13/09/24	06874	Bug Busters	242.00	Pest Control
EF092254	13/09/24	06875	Jimbu4J	4,152.50	Catering/Catering Supplies
EF092270	20/09/24	00294	City of Canning	1,080.66	Rubbish Removals
EF092273	20/09/24	00350	Veolia Environmental Services	7,052.10	Rubbish Removals
EF092274	20/09/24	00394	Child & Adolescent Health Service - Dept of Health WA	721.86	Immunisation Expenses - August 2024

Attachment 12.6.1 September 2024 payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF092276	20/09/24	00608	Programmed Skilled Workforce Ltd	297.22	Labour/Personnel Hire
EF092277	20/09/24	00638	Leederville Cameras	1,849.00	Photography/Framing Expenses
EF092281	20/09/24	00707	LoGo Appointments	1,609.58	Labour/Personnel Hire
EF092282	20/09/24	00784	Bucher Municipal	848.56	Plant Parts & Repairs
EF092283	20/09/24	00830	Canon Production Printing Australia Pty Ltd	430.57	Photocopy Expenses
EF092284	20/09/24	01002	RAC Businesswise Vehicle Breakdowns	119.79	Plant Parts & Repairs
EF092287	20/09/24	01199	Toyota Material Handling Pty Ltd	193.88	Plant Parts & Repairs
EF092291	20/09/24	01476	Hays Specialist Recruitment	4,034.01	Labour/Personnel Hire
EF092293	20/09/24	01712	Donegan Enterprises Pty Ltd	5,984.00	Various Parks Repairs and Maintenance
EF092295	20/09/24	02425	Prestige Alarms	132.00	Security Services
EF092297	20/09/24	02958	Yoshino Sushi	75.79	Catering/Catering Supplies
EF092298	20/09/24	03392	Investigative Solutions WA Pty Ltd	408.00	Professional Fees - Debt Collection
EF092300	20/09/24	03603	Victoria Park Belmont Baseball Club	150.00	Line Marking
EF092302	20/09/24	04106	Effects Picture Framing	220.00	Photography/Framing Expenses
EF092303	20/09/24	04120	Randstad Pty Ltd	7,664.67	Labour/Personnel Hire
EF092306	20/09/24	04713	Festoon Lighting Perth	799.36	Plant/Equipment Hire
EF092307	20/09/24	05283	IRP Pty Ltd	4,570.72	Labour/Personnel Hire
EF092310	20/09/24	06104	Flick Anticimex Pty Ltd	330.00	Pest Control
EF092311	20/09/24	06130	Amalgam Recruitment	1,847.70	Labour/Personnel Hire
EF092312	20/09/24	06142	Medical Edge Australia Pty Ltd	905.88	First Aid Service - Events
EF092313	20/09/24	06164	Brianology	300.00	Electrical Contractor
EF092314	20/09/24	06203	Ngala Boodja Aboriginal Land Care	2,087.25	Maintenance of Natural Areas COB
EF092315	20/09/24	06304	Prestige Property Maintenance	2,184.05	Building Maintenance - COB
EF092317	20/09/24	06608	Robert Walters Pty Ltd	1,696.20	Labour/Personnel Hire
EF092318	20/09/24	06623	Glen Flood Group Pty Ltd T/as GFG Consulting	11,521.13	FOGO Customer Service Officer
EF092320	20/09/24	06761	Artistic Disorder	3,030.00	Library Presentation - Skate Sessions
EF092321	20/09/24	06773	Evolve Talent	3,296.01	Labour/Personnel Hire
EF092322	20/09/24	06856	Karen Morgan	450.00	Art Awards - Judging Panel
EF092323	20/09/24	06871	Mobile Sentinel T/A Little Rippers Technology	3,189.99	Cleaning Services - Dog Water Bags & Dispensers
EF092324	20/09/24	06875	Jimbu4J	804.54	Catering/Catering Supplies
EF092325	20/09/24	06887	Sara Tadesse	759.00	Art Awards/Exhibition
EF092326	20/09/24	06902	Oscar Mckay	50.00	Stationery & Printing
EF092327	20/09/24	06920	Natalie Ong	4,950.00	Professional Fees - Marketing
EF092330	20/09/24	06937	Nightguard Security Services	1,964.47	Security Services - Event
EF092331	20/09/24	06944	Perth Garden Games	100.00	Kooyong Road - Games Hire
EF092344	27/09/24	00033	ATF Services Pty Ltd - Aust Temporary Fencing	749.65	Fencing
EF092349	27/09/24	00187	Statewide Bearings	27.52	Plant Parts & Repairs
EF092350	27/09/24	00221	John Hughes Group	4,304.06	Plant Parts & Repairs
EF092351	27/09/24	00230	Jackson McDonald	21,958.20	Legal Expenses
EF092357	27/09/24	00294	City of Canning	990.00	Rubbish Removals
EF092358	27/09/24	00295	Capital Recycling	23,736.17	Rubbish Removals
EF092359	27/09/24	00350	Veolia Environmental Services	637,417.72	Rubbish Removals
EF092361	27/09/24	00390	Landgate	94.80	Title Searches
EF092362	27/09/24	00391	Chemistry Centre (WA) t/as ChemCentre	2,062.42	Professional Fees - Testing
EF092365	27/09/24	00412	Dowsing Group Pty Ltd	24,004.64	Concrete Contractor - Profiling and Concrete Various Locations
EF092366	27/09/24	00491	Fujifilm Business Innovation Australia	2,260.20	Photocopy Expenses
EF092367	27/09/24	00557	City Subaru	868.70	Plant Parts & Repairs
EF092368	27/09/24	00608	Programmed Skilled Workforce Ltd	2,861.21	Labour/Personnel Hire
EF092370	27/09/24	00668	IRS Pty Ltd - Industrial Rubber Supplies	284.90	Plant Parts & Repairs
EF092371	27/09/24	00699	Marketforce Pty Ltd	1,847.91	Advertising & Printing
EF092372	27/09/24	00707	LoGo Appointments	4,781.05	Labour/Personnel Hire
EF092373	27/09/24	00726	T-Quip	72.02	Plant Parts & Repairs
EF092374	27/09/24	00734	McIntosh and Son WA	7,701.17	Plant Parts & Repairs - Turbo Charger
EF092375	27/09/24	00815	New Town Toyota	2,879.60	Plant Parts & Repairs
EF092376	27/09/24	00830	Canon Production Printing Australia Pty Ltd	254.10	Photocopy Expenses
EF092380	27/09/24	00917	Positive Auto Electrics	2,522.38	Plant Parts & Repairs
EF092381	27/09/24	00931	Sonic HealthPlus Pty Ltd	1,029.60	Pre Employment Medicals
EF092382	27/09/24	00972	Repco Auto Parts	776.14	Plant Parts & Repairs
EF092383	27/09/24	00988	Reece Australia Pty Ltd	1,703.78	Plumbing Maintenance/Supplies
EF092384	27/09/24	00989	PAV Perth Audiovisual - Royal Pride Pty Ltd	11,427.84	Plant/Equipment Hire - Art Awards
EF092385	27/09/24	01002	RAC Businesswise Vehicle Breakdowns	302.00	Plant Parts & Repairs
EF092386	27/09/24	01090	St John Ambulance Australia Inc	610.50	First Aid Service - Events
EF092387	27/09/24	01112	Sunny Industrial Brushware	376.20	Plant Parts & Repairs
EF092388	27/09/24	01118	SuperSealing Pty Ltd	660.00	Road Building Contractor
EF092389	27/09/24	01138	E & M J Roshier Pty Ltd	394.01	Plant Parts & Repairs
EF092391	27/09/24	01186	ZircoDATA Pty Ltd	2,080.96	Records Storage
EF092392	27/09/24	01188	Transcore Pty Ltd	22,000.00	Professional Fees - Redcliffe Traffic Modelling Analysis
EF092396	27/09/24	01243	WARP Pty Ltd	55,033.53	Traffic Control - Various Locations
EF092398	27/09/24	01289	Wayne's Windscreens Pty Ltd	90.00	Plant Parts & Repairs
EF092400	27/09/24	01358	Kevrek Australia Pty Ltd	440.00	Plant Parts & Repairs
EF092403	27/09/24	01476	Hays Specialist Recruitment	3,053.85	Labour/Personnel Hire
EF092404	27/09/24	01507	The Pressure King	37,751.83	Graffiti Removal - Various Location
EF092405	27/09/24	01533	WC Convenience Management	5,462.61	Building Maintenance
EF092407	27/09/24	01712	Donegan Enterprises Pty Ltd	8,387.45	Various Parks Repairs and Maintenance
EF092408	27/09/24	01713	M P Rogers and Associates	4,613.83	Professional Fees - Bilya Kard Boodja
EF092409	27/09/24	01721	Fulton Hogan Industries	1,893.76	Road Building Contractor - Asphalt
EF092410	27/09/24	01731	Charter Plumbing and Gas	15,603.61	Plumbing Maintenance/Supplies
EF092412	27/09/24	01976	Ecoscape Australia Pty Ltd	18,812.75	Landscaping - Wilson Park Precinct
EF092414	27/09/24	02023	YMCA of Perth Youth and Community Services Inc	167,320.02	Provision of Youth Services - July & August 2024
EF092415	27/09/24	02049	NVMS - Noise and Vibration Measurement Systems	907.50	Plant Parts & Repairs
EF092416	27/09/24	02059	Western Resource Recovery Pty Ltd	883.17	Rubbish Removals
EF092419	27/09/24	02207	Wilson Security	139,932.51	Security Services
EF092420	27/09/24	02303	Ultimo Catering and Events	7,787.40	Catering/Catering Supplies
EF092422	27/09/24	02387	Triton Electrical Contractors Pty Ltd	2,810.50	Electrical Contractor - COB
EF092423	27/09/24	02410	System Maintenance T/A Systems By Ballantyne	26,565.62	Plumbing Maintenance/Supplies
EF092424	27/09/24	02425	Prestige Alarms	6,730.90	Security Services
EF092426	27/09/24	02451	Carlisle Events Hire Pty Ltd	4,357.10	Plant/Equipment Hire - Events
EF092427	27/09/24	02458	Technology One Ltd	39,799.27	Computer Software - Annual Subscription
EF092429	27/09/24	02589	Zenien	3,141.65	Security Services
EF092430	27/09/24	02629	Paperbark Technologies Pty Ltd	2,250.00	Professional Fees - Arbor Assessments

Attachment 12.6.1 September 2024 payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF092431	27/09/24	02779	Natural Area Holdings Pty Ltd	72,941.28	Gardening Maintenance - Garvey Park Revegetation
EF092432	27/09/24	02837	GLG Greenlife Group	25,537.89	Verge Mowing - Various Parks
EF092433	27/09/24	02844	Chandler Macleod Group Ltd	7,829.08	Labour/Personnel Hire
EF092436	27/09/24	02913	Syrinx Environmental Pty Ltd	40,687.90	Landscaping - Esplanade Foreshore
EF092440	27/09/24	03464	Bridgestone Australia Ltd	10,049.37	Plant Parts & Repairs
EF092441	27/09/24	03498	Talis Consultants Pty Ltd	11,038.50	Professional Fees - Belmont Belvidere Street - Consultancy
EF092442	27/09/24	03504	Classic Tree Services	14,801.23	Tree Pruning Within CoB
EF092444	27/09/24	03599	Donald Cant Watts Corke (WA) Pty Ltd	15,699.75	Professional Fees - Survey COB
EF092446	27/09/24	04109	Heroes Framing & Memorabilia	250.15	Photography/Framing Expenses
EF092448	27/09/24	04250	TLC Safety Pty Ltd T/As Einsteins Australia	599.28	Library Presentation - Einsteins Australia Workshop
EF092449	27/09/24	04320	ABM Landscaping	1,320.00	Bricks/Bricklaying
EF092450	27/09/24	04391	Lifeskills Australia	1,463.00	Professional Fees - Analysis
EF092451	27/09/24	04467	Rent a Fence Pty Ltd	607.44	Fencing
EF092452	27/09/24	04474	AquamoniX	4,950.00	Gardening Maintenance
EF092453	27/09/24	04594	Website Weed and Pest W A Pty Ltd	21,214.56	Weed Control - COB
EF092454	27/09/24	04645	Instant Products Hire	1,275.53	Plant/Equipment Hire
EF092456	27/09/24	04693	Allwest Plant Hire Australia Pty Ltd	13,352.34	Plant/Equipment Hire - August 2024
EF092459	27/09/24	04779	One 20 Productions	7,389.25	Plant/Equipment Hire - Various Events
EF092461	27/09/24	04870	Tree Care Machinery	1,409.14	Plant Parts & Repairs
EF092463	27/09/24	04917	Environmental Industries Pty Ltd	18,945.85	Landscape Maintenance - Ascot Waters
EF092464	27/09/24	04958	Eco Bin (Aust) Pty Ltd	895.43	Rubbish Removals
EF092466	27/09/24	05016	Cyclus Pty Ltd	266.48	Labour/Personnel Hire
EF092468	27/09/24	05083	Dent Dismissal	165.00	Plant Parts & Repairs
EF092469	27/09/24	05190	Mark Foote	7,227.00	Building Maintenance - Belmont Oasis
EF092471	27/09/24	05283	IRP Pty Ltd	4,570.72	Labour/Personnel Hire
EF092472	27/09/24	05427	Horizon West Landscape & Irrigation Pty Ltd	62,752.80	Gardening Maintenance - Various Locations
EF092473	27/09/24	05523	Go Doors Pty Ltd	2,168.39	Building Maintenance - Various Locations
EF092475	27/09/24	05558	BlueFit Pty Ltd	77,898.24	Oasis Management Subsidy August 2024
EF092476	27/09/24	05642	Steve's Sand Sifting for Playground Services	5,154.37	Sand Sifting - Various Parks
EF092477	27/09/24	05692	Newground Water Services Pty Ltd	1,023.00	Design - Plant Lane Truck Watering
EF092478	27/09/24	05771	AlSCO Pty Ltd	182.19	Cleaning Services
EF092479	27/09/24	05809	Specialized Cleaning Group t/as Clean Sweep	23,742.40	Belmont Carparks - Sweeping Services
EF092480	27/09/24	05840	Commercial Aquatics Australia Pty Ltd	3,267.00	Oasis Expenses - Monthly Maintenance
EF092481	27/09/24	05920	Boults Black and White Light	2,704.85	Electrical Contractor
EF092482	27/09/24	05944	Delron Cleaning Pty Ltd - Ventia	97,721.08	Cleaning Services - Various Locations
EF092486	27/09/24	06031	Williams Creative Company PL tas Proof The Band	2,172.50	Music/Entertainment Expenses - Civic Dinner
EF092487	27/09/24	06067	TK Elevator Australia Pty Ltd	568.70	Building Maintenance
EF092488	27/09/24	06094	Boyan Electrical Services	27,374.52	Electrical Contractor
EF092489	27/09/24	06104	Flick Anticimex Pty Ltd	2,570.83	Pest Control
EF092490	27/09/24	06130	Amalgam Recruitment	2,160.87	Labour/Personnel Hire
EF092491	27/09/24	06203	Ngala Boodja Aboriginal Land Care	2,970.00	Maintenance of Natural Areas COB
EF092492	27/09/24	06210	366 Solutions Pty Ltd	1,320.00	Computer Software Maintenance
EF092493	27/09/24	06282	Dell Financial Services Pty Ltd	26,745.04	Plant/Equipment Hire - August 2024
EF092494	27/09/24	06293	Freo Fire Maintenance Services Pty Ltd	7,857.59	Fire Equipment/Service
EF092495	27/09/24	06304	Prestige Property Maintenance	28,599.33	Building Maintenance - COB
EF092496	27/09/24	06326	Total Tools Kewdale	54.95	Tools/Tool Repairs
EF092497	27/09/24	06345	SoCo Studios - Travis Hayto Photography	4,207.50	Photography/Framing Expenses
EF092498	27/09/24	06358	The Event Mill Pty Ltd	9,682.64	Plant/Equipment Hire - Art Awards
EF092499	27/09/24	06377	Choiceone Pty Ltd	8,999.51	Labour/Personnel Hire
EF092500	27/09/24	06384	Hire Society	408.89	Plant/Equipment Hire
EF092501	27/09/24	06389	Netstar Australia Pty Ltd	797.50	Security Services
EF092504	27/09/24	06458	ES2 Pty Ltd	128,962.49	Computer Software Maintenance - Netskope DLP
EF092505	27/09/24	06468	Perth Bouncy Castle Hire	3,135.00	Plant/Equipment Hire - Avon Descent
EF092506	27/09/24	06472	Overall Perth Gutter Cleaning	7,703.30	Cleaning Services - Various Location
EF092508	27/09/24	06528	Diplomatik Pty Ltd	6,514.17	Professional Fees - Recruitment Services
EF092509	27/09/24	06580	Omnicom Media Group	6,542.96	Advertising
EF092511	27/09/24	06591	Blue Tang (WA) T/A The Reef Unit Trust	2,200.00	Professional Fees - Design Faulkner Park
EF092512	27/09/24	06592	Grosvenor Engineering Group	27,441.46	Electrical Contractor - Various Locations
EF092513	27/09/24	06608	Robert Walters Pty Ltd	1,696.20	Labour/Personnel Hire
EF092515	27/09/24	06623	Glen Flood Group Pty Ltd T/as GFG Consulting	5,841.42	FOGO Customer Service Officer
EF092516	27/09/24	06662	Tool Kit Depot	959.65	Tools/Tool Repairs
EF092517	27/09/24	06669	DJ Incredible	800.00	Music/Entertainment Expenses - Art Awards
EF092519	27/09/24	06691	Wood Recruitment Pty Ltd	1,879.68	Labour/Personnel Hire
EF092520	27/09/24	06699	All G Investments - Total Tint Solutions	275.00	Building Maintenance
EF092521	27/09/24	06718	Empire Roofing Services	11,100.00	Building Maintenance - COB
EF092522	27/09/24	06740	3E Consulting Engineers Pty Ltd	1,760.00	Professional Fees - Design
EF092523	27/09/24	06743	East African Coffee	450.00	Catering/Catering Supplies
EF092524	27/09/24	06750	Access Without Barriers	43,146.30	Building Maintenance - Forster Park Changeroom
EF092525	27/09/24	06773	Evolve Talent	3,380.52	Labour/Personnel Hire
EF092526	27/09/24	06776	Easy Access Lifts	1,886.00	Plant Parts & Repairs - Oasis Hoist Plumbing
EF092529	27/09/24	06847	Trayd Australia Pty Ltd	1,740.93	Building Maintenance - COB
EF092530	27/09/24	06853	Di Cubitt	450.00	Art Awards - Judging Panel
EF092531	27/09/24	06857	Arion Service	902.00	Building Maintenance - COB
EF092532	27/09/24	06871	Mobile Sentinel T/A Little Rippers Technology	14,652.00	Cleaning Services - Dog Water Bags & Dispensers
EF092533	27/09/24	06884	McLeods Lawyers	11,200.96	Legal Expenses
EF092534	27/09/24	06888	Veolia Water Operations Pty Ltd T/A Allpipe Technologies	20,384.98	Building Maintenance - CCTV & Stormwater Trap Cleaning
EF092535	27/09/24	06899	Exel Train T/A Test & Tag Training	2,490.00	Professional Fees - Testing & Tagging
EF092536	27/09/24	06900	AMS Installation & Maintenance Solutions	3,056.26	Airconditioning/Refrigeration Maintenance - COB
EF092537	27/09/24	06909	Bark Environmental Consulting	4,675.00	Professional Fees - Testing
EF092538	27/09/24	06910	Dream Courts Pty Ltd	2,230.00	Fencing - Peachey Park
EF092539	27/09/24	06929	Brett David Investments T/A Successful Projects	2,855.47	Professional Fees - Ornamental Lake
EF092540	27/09/24	06941	Darren William Onley	500.00	Reticulation Installation
Contractors Total				2,884,005.18	
Councillor Payments					
EF092105	06/09/24	00919	Cr Janet Powell	3,148.17	Councillor Sitting Fee
EF092111	06/09/24	01369	Philip Marks	3,148.17	Councillor Sitting Fee
EF092113	06/09/24	02145	Robert Rossi	12,991.93	Councillor Sitting Fee
EF092126	06/09/24	03916	Bernard Ryan	3,148.17	Councillor Sitting Fee
EF092133	06/09/24	05084	Jenny Davis	3,148.17	Councillor Sitting Fee
EF092134	06/09/24	05085	George Sekulla	3,148.17	Councillor Sitting Fee

Attachment 12.6.1 September 2024 payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF092141	06/09/24	05828	Deborah Sessions	5,171.40	Councillor Sitting Fee
EF092161	06/09/24	06704	Christopher John Kulczycki	3,148.17	Councillor Sitting Fee
EF092162	06/09/24	06738	Tamak Vijay(Vijay Vijay)	3,148.17	Councillor Sitting Fee
EF092309	20/09/24	05828	Deborah Sessions	334.70	Councillor - Child Care Fee
Councillor Payments Total				40,535.22	
Credit Card 2310					
EF092339	27/09/24	03526	Miss Maud	14.75	Catering
EF092339	27/09/24	03526	R U OK Ltd	126.72	R U OK Merchandise
EF092339	27/09/24	03526	WALGA Events	1,367.80	Registration - WALGA Convention 2024
EF092339	27/09/24	03526	DMIRS	40.00	Registration - PAMG
EF092339	27/09/24	03526	Google Gsuite	11.09	Subscription
EF092339	27/09/24	03526	EB Local Govt.	1,030.00	Registration - LGCOG Conference
Credit Card 2310 Total				2,590.36	
Credit Card 4739					
EF092341	27/09/24	06409	Wilson Parking	27.00	Parking
EF092341	27/09/24	06409	Chat GPT	32.19	Membership Fee
EF092341	27/09/24	06409	Chat GPT	32.19	Membership Fee
EF092341	27/09/24	06409	News Pty Ltd	28.00	Subscription
EF092341	27/09/24	06409	Google Gsuite	11.09	Subscription
Credit Card 4739 Total				130.47	
Credit Card 7563					
EF092342	27/09/24	06834	Jetstar	726.36	Flights - NEDC Conference VIC
EF092342	27/09/24	06834	Ergolink	838.00	Office Furniture
EF092342	27/09/24	06834	Creativebug	1,836.77	Subscription
Credit Card 7563 Total				3,401.13	
Credit Card 8380					
EF092340	27/09/24	06342	Greenvelope	327.25	Subscription
EF092340	27/09/24	06342	Eventbrite	49.00	Advertising
EF092340	27/09/24	06342	Microsoft	1,697.86	Subscription
EF092340	27/09/24	06342	CivicPlus	4,943.64	Subscription
EF092340	27/09/24	06342	Campaign Monitors	1,373.90	Subscription
EF092340	27/09/24	06342	Adobe Systems	39.59	Subscription
EF092340	27/09/24	06342	Matterport	1,062.25	Subscription
EF092340	27/09/24	06342	Matterport	90.21	Subscription
EF092340	27/09/24	06342	Twilio SendGrid	32.11	Subscription
EF092340	27/09/24	06342	Public Sector Network	889.80	Training Fee
EF092340	27/09/24	06342	ORG SUB FEE	29.00	Subscription
EF092340	27/09/24	06342	Eventbrite	24.00	Advertising
EF092340	27/09/24	06342	Eventbrite	49.00	Advertising
EF092340	27/09/24	06342	Google ADS	110.38	Advertising
EF092340	27/09/24	06342	Facebook	74.06	Advertising
EF092340	27/09/24	06342	WA News	66.46	Subscription
EF092340	27/09/24	06342	Facebook	1,250.00	Reimbursements
Credit Card 8380 Total				12,108.51	
Credit Card 8670					
EF092343	27/09/24	06849	Coast 2 Coast	239.55	Bike Accessories
EF092343	27/09/24	06849	Institute of Public Work	152.26	Registration - Asset Management
EF092343	27/09/24	06849	Event & Conference	649.60	Registration - Waste Conference
EF092343	27/09/24	06849	Secure Your World	60.00	Hardware
Credit Card 8670 Total				1,101.41	
Fuels and Utilities					
EF092108	06/09/24	01252	Water Corporation	3,626.71	Water, Annual & Excess
EF092110	06/09/24	01274	Synergy	10,843.26	Light, Power, Gas
EF092206	13/09/24	01252	Water Corporation	17,818.53	Water, Annual & Excess
EF092207	13/09/24	01274	Synergy	108,466.15	Light, Power, Gas
EF092212	13/09/24	02631	Ampol - Caltex	22,259.08	Fuel, Oil, Additives
EF092218	13/09/24	03592	Steven Harling	132.53	Parking
EF092240	13/09/24	06424	Telstra Limited	3,984.08	Phone/Internet expenses
EF092289	20/09/24	01252	Water Corporation	506.53	Water, Annual & Excess
EF092290	20/09/24	01274	Synergy	40,192.52	Light, Power, Gas
EF092316	20/09/24	06424	Telstra Limited	12,477.52	Phone/Internet expenses
EF092319	20/09/24	06707	Motorpass - 1617 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 5911 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 0085 - Coles Express Perth	73.15	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 0591 - BP Express	383.73	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 6934 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 9327 - BP Welshpool	347.43	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 6978 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 2466 - BP Bibra Lake	400.91	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 5578 - Puma Burswood	490.13	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 5523 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 4232 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 1411 - 7 Eleven Carlisle	153.91	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 1661 - Coles Express Cloverdale	629.37	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 1178 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 5974 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 7657 - Coles Express Cloverdale	542.99	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 9084 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 2681 - Coles Express Cloverdale	223.03	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 7944 - Coles Express Cloverdale	217.99	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 2065 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 3289 - United Southern River	413.62	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 5561 - BP Carlisle	126.73	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 5103 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 5818 - BP Greenwood	281.88	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 9157 - Caltex Mount Lawley	167.68	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 1893 - Ampol Midvale	710.58	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 3239 - Caltex Gwelup	85.97	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 7149 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 3748 - BP Carlisle	542.96	Fuel, Oil, Additives

Attachment 12.6.1 September 2024 payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF092319	20/09/24	06707	Motorpass - 1754 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 5447 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 2710 - BP Attadale	142.88	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 9603 - Atlas Fuel Ascot	298.45	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 1917 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 6284 - Caltex Mount Lawley	223.89	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 9357 - Ampol Forrestdale	494.13	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 1615 - Coles Express Bull creek	325.36	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 3839 - Ampol Belmont	209.59	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 3847 - BP Mindarie	442.30	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 2474 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 2516 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 4361 - Liberty Gosnells	352.81	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 3567 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 6390 - Ampol Bentley	205.80	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 4083 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 5625 - Coles Express Cloverdale	162.03	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 4201 - Ampol Ascot	350.15	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 7786 - Ampol Kingsley	313.23	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 5490 - Ampol Bunbury	383.88	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 5997 - BP Cannington	341.96	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 0034 - Ampol Murdoch	204.62	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 0091 - Ampol Applecross	327.40	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 4565 - Ampol Willetton	449.56	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 3741 - Ampol Belmont	94.44	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 0327 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 0177 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 1658 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 6153 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 7033 - Ampol Belmont	637.60	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 7872 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 5317 - Atlas Fuel Ascot	136.01	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 6117 - Coles Express Cloverdale	449.96	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 4903 - Better Choice Stratton	234.83	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 2562 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 3517 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 4060 - BP Connect North Perth	231.47	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 0387 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 1187 - Puma Burswood	222.88	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 6973 - Ampol Murdoch	244.54	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 3142 - Coles Express Banksia Grove	97.57	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 5189 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 9357 - Ampol Forrestdale	135.63	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 4878 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 4886 - WEX Card Fee	3.00	Fuel, Oil, Additives
EF092319	20/09/24	06707	Motorpass - 9265 - United Roystone	95.04	Fuel, Oil, Additives
788888	27/09/24	00392	Department of Transport - Fleet Licensing	251.55	Vehicle Licences
EF092345	27/09/24	00042	Alinta Energy	6,008.50	Light, Power, Gas
EF092354	27/09/24	00264	Castrol Australia Pty Ltd	156.15	Fuel, Oil, Additives
EF092397	27/09/24	01252	Water Corporation	16,129.56	Water, Annual & Excess
EF092443	27/09/24	03592	Steven Harling	82.47	Parking
Fuels and Utilities Total				256,625.21	
Materials					
EF092089	06/09/24	00009	Cafe Corporate	470.80	Groceries
EF092092	06/09/24	00231	Bunnings Group Ltd	173.42	Hardware
EF092093	06/09/24	00317	Coles Supermarkets Aust Pty Ltd	893.71	Groceries
EF092096	06/09/24	00406	Domus Nursery	3,988.60	Gardening - Assorted Plants
EF092101	06/09/24	00664	Kmart Australia Limited	60.00	Stationery & Printing
EF092103	06/09/24	00832	Officeworks	9.98	Stationery & Printing
EF092107	06/09/24	01073	Spotlight Pty Ltd	166.00	Craft/Display Materials
EF092109	06/09/24	01265	Westbooks	1,240.47	Books/CDs/DVDs
EF092114	06/09/24	02201	Neverfail Springwater Limited	59.80	Beverages
EF092115	06/09/24	02431	ASB Branded Merchandise - ASB Marketing Pty Ltd	1,342.00	Promotional Items
EF092118	06/09/24	02862	James Bennett Pty Ltd	1,103.30	Books/CDs/DVDs
EF092122	06/09/24	03528	Plantrite	2,525.99	Gardening Maintenance
EF092124	06/09/24	03660	Safe T Card Australia Pty Ltd	107.80	Safety Clothing/Equipment
EF092129	06/09/24	04394	JB Hi-Fi Belmont Forum - Library purchases	692.50	Books/CDs/DVDs
EF092130	06/09/24	04491	Woolworths Group - Functions/Catering only	367.90	Groceries
EF092131	06/09/24	04537	Cameron Aitkenhead t/as Head Office Studio	14,135.00	Professional Fees - Graphic Design Services
EF092137	06/09/24	05432	Bloomin Boxes	150.00	Flowers
EF092140	06/09/24	05786	Bolinda Digital Pty Ltd	14,850.00	Annual Subscription - Value Plans
EF092164	06/09/24	06839	Access Keys T/A Access Ability Australia	874.50	Safety Clothing/Equipment
EF092165	06/09/24	06844	Print and Sign Co	324.50	Stationery & Printing
EF092193	13/09/24	00203	BOC Gases Australia Ltd	142.81	Welding Equipment/Supplies
EF092194	13/09/24	00317	Coles Supermarkets Aust Pty Ltd	544.39	Groceries
EF092195	13/09/24	00422	Elizabeth Richards Pty Ltd	308.22	Books/CDs/DVDs
EF092201	13/09/24	00986	Reface Industries Pty Ltd	9,900.00	Hublet System Tablet Upgrade
EF092203	13/09/24	01093	SAI Global Limited	118.95	Publications/Newspapers
EF092205	13/09/24	01214	Visimax	370.00	Safety Clothing/Equipment
EF092215	13/09/24	02862	James Bennett Pty Ltd	646.08	Books/CDs/DVDs
EF092239	13/09/24	06346	Southern Chronicles	440.00	Publications/Newspapers
EF092272	20/09/24	00317	Coles Supermarkets Aust Pty Ltd	124.00	Groceries
EF092278	20/09/24	00664	Kmart Australia Limited	181.25	Stationery & Printing
EF092279	20/09/24	00692	State Library of Western Australia	2,832.50	Books/CDs/DVDs
EF092280	20/09/24	00697	Nutrien AG Solutions Ltd	940.50	Gardening - Plants/Supplies
EF092285	20/09/24	01083	SERCUL South East Regional Centre for Urban Landcare	4,644.60	Gardening Maintenance
EF092292	20/09/24	01547	Big W	543.00	Craft/Display Materials
EF092294	20/09/24	02168	Ergolink	1,691.72	Stationery - Office Chairs
EF092296	20/09/24	02922	United Fasteners	8.29	Hardware
EF092301	20/09/24	03856	SEM Distribution - newspaper delivery	345.02	Publications/Newspapers

Attachment 12.6.1 September 2024 payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF092305	20/09/24	04491	Woolworths Group - Functions/Catering only	235.85	Groceries
EF092308	20/09/24	05465	OBD Books	544.92	Books/CDs/DVDs
EF092346	27/09/24	00066	APC Storage Solutions Pty Ltd	528.00	Safety Clothing/Equipment
EF092347	27/09/24	00131	Dsatco Pty Ltd	1,332.45	Gardening Maintenance
EF092348	27/09/24	00185	Benara Nurseries	13,158.56	Gardening - Assorted Tress
EF092352	27/09/24	00231	Bunnings Group Ltd	1,556.92	Hardware
EF092353	27/09/24	00233	Bunzl Limited	4,997.91	Cleaning Products
EF092355	27/09/24	00278	Chefmaster Australia	1,192.23	Cleaning Products
EF092356	27/09/24	00285	City of Armadale	205.91	Stationery & Printing
EF092363	27/09/24	00403	Boral Construction Materials Group Ltd	652.05	Road/Drainage Material
EF092364	27/09/24	00406	Domus Nursery	20,734.23	Gardening - Assorted Plants
EF092377	27/09/24	00832	Officeworks	314.55	Stationery & Printing
EF092378	27/09/24	00850	Pacific Safety Wear Malaga	249.70	Safety Clothing/Equipment
EF092379	27/09/24	00883	The Perth Mint	264.00	Badges & Pendants
EF092390	27/09/24	01173	Global Spill Control	262.55	Cleaning Products
EF092393	27/09/24	01206	Access Icon Pty Ltd t/a Cascada	13,125.20	Concrete Products
EF092394	27/09/24	01238	WA Library Supplies Pty Ltd	653.99	Stationery & Printing
EF092399	27/09/24	01325	Poolegrave Signs and Engraving	979.00	Signs
EF092401	27/09/24	01398	Winc Australia Pty Ltd	2,662.58	Stationery & Printing
EF092402	27/09/24	01426	Sprayline Spraying Equipment	121.00	Gardening Maintenance
EF092406	27/09/24	01570	Blackwoods	2,283.65	Hardware
EF092411	27/09/24	01955	Image Extra - Starmix Holdings Pty Ltd	1,193.50	Building Material - Fence
EF092417	27/09/24	02088	Lock Stock & Farrell Locksmith	1,133.25	Hardware
EF092418	27/09/24	02168	Ergolink	1,185.10	Stationery - Office Chairs
EF092421	27/09/24	02320	Ambius Indoor Plants	1,239.34	Gardening - Assorted Plants
EF092425	27/09/24	02431	ASB Branded Merchandise - ASB Marketing Pty Ltd	907.50	Promotional Items
EF092428	27/09/24	02498	City of South Perth	6,423.03	Impound Cats & Dogs - July 24
EF092434	27/09/24	02862	James Bennett Pty Ltd	539.97	Books/CDs/DVDs
EF092435	27/09/24	02912	Sanity Music Stores Pty Ltd	12.99	Books/CDs/DVDs
EF092438	27/09/24	03117	Six Axis Nominees T/A OCP Sales	439.97	Safety Clothing/Equipment
EF092439	27/09/24	03144	COS Complete Office Supplies Pty Ltd	962.61	Stationery & Printing
EF092445	27/09/24	04053	Totally Workwear TWW	3,271.54	Safety Clothing/Equipment
EF092447	27/09/24	04145	T J Depiazzi and Sons	10,176.10	Gardening Maintenance
EF092455	27/09/24	04670	BCF Australia Pty Ltd	349.93	Hardware
EF092457	27/09/24	04759	StrataGreen	3,668.12	Gardening Maintenance
EF092458	27/09/24	04763	Merchandising Libraries Pty Ltd	515.79	Books/CDs/DVDs
EF092460	27/09/24	04864	I Subscribe Pty Ltd	2,126.54	Books/CDs/DVDs
EF092462	27/09/24	04878	ColleaguesNagels Pty Ltd	2,379.27	Stationery & Printing
EF092467	27/09/24	05055	Statewide Cleaning Supplies	485.52	Cleaning Products
EF092470	27/09/24	05265	BCJ Plastic Products	1,144.00	Hardware
EF092483	27/09/24	05980	Finishing WA	319.00	Stationery & Printing
EF092484	27/09/24	05992	Corsign WA	1,307.90	Signs
EF092485	27/09/24	06005	MDM Entertainment Pty Ltd	291.20	Books/CDs/DVDs
EF092503	27/09/24	06457	Wall Art Australia Pty Ltd	163.90	Signs
EF092510	27/09/24	06589	OverDrive Australia Pty Ltd	757.12	Books/CDs/DVDs
EF092518	27/09/24	06681	Prefet Pty Ltd T/A Minuteman Press Perth	4,747.55	Stationery & Printing - Various Events
EF092527	27/09/24	06800	The Aivish Family Trust T/as Fruit Break	2,328.50	Groceries
EF092528	27/09/24	06844	Print and Sign Co	892.54	Stationery & Printing
			Materials Total	182,334.63	
			Other		
EF092091	06/09/24	00177	Belmont Park Tennis Club Inc	200.00	Grants General - Tennis Courts Maintenance
EF092097	06/09/24	00441	Records & Information Management Practitioners Alliance	495.00	Registration Fee
EF092125	06/09/24	03697	Cloverdale Education Support Centre	2,000.00	Grants General - Pastoral Care Support
EF092163	06/09/24	06806	Marwa Wasique	96.70	Staff Reimbursement - Fuel
EF092166	06/09/24	06845	Roger Steiner	99.00	National Police Clearance Refund
EF092171	06/09/24	06915	Caversham Wildlife Park	641.00	Sister City Expenses
EF092177	06/09/24	99998	Clinton Stribley	882.14	Vendor Pension Refund
EF092178	06/09/24	99998	Frederik Olsson	67.34	Rates Refund
EF092179	06/09/24	99998	Ben and Kellie Tomasini	450.00	Sports Donation
EF092180	06/09/24	99998	Paul Lawrence Burgess	1,898.11	Rates Refund
EF092181	06/09/24	99998	MLV Real Estate	1,430.19	Rates Refund
EF092182	06/09/24	99998	IT Corporate P/L	3,832.34	Rates Refund
EF092183	06/09/24	99998	George Smith	552.55	Vendor Pension Refund
EF092184	06/09/24	99998	GLJ Mawby	450.00	Sports Donation
EF092185	06/09/24	99998	Landmark Settlements Aus Trust A/C	58.70	Rates Refund
EF092186	06/09/24	99998	Lee King	394.85	Pensioner Concessions -Rates
EF092187	06/09/24	99998	RD Shotton	15,000.00	Rates Refund
EF092192	13/09/24	00177	Belmont Park Tennis Club Inc	32,000.00	Grants General - Tennis Courts Maintenance
EF092197	13/09/24	00640	Australian Islamic College (Kewdale) Parents & Friends Assoc	3,967.13	Donation - CCF Funding 2023/2024
EF092200	13/09/24	00793	LGIS Insurance Broking - JLT	22,240.82	Insurance Premiums
EF092208	13/09/24	01599	WA Rangers Association Inc	2,800.00	Membership Fee
EF092217	13/09/24	03393	Cloverdale Comets Diamond Sports Association	150.00	CoB Multisport - Facilitate Tee ball
EF092221	13/09/24	04079	Belmont Men's Shed Inc	14,030.00	Grants General - 23/2024 Memorandum of Understanding
EF092236	13/09/24	06279	Ginnetta Boliver	1,573.96	Staff Reimbursement - AHRI Conference
EF092243	13/09/24	06477	Bruce Mentz	167.80	Staff Reimbursement- R U Ok
EF092245	13/09/24	06553	Darren Trengove	203.15	Staff Reimbursement- R U Ok
EF092255	13/09/24	06896	Benjamin White	1,155.00	Sister City Expenses - Translator
EF092257	13/09/24	99998	William Bell	523.46	Vendor Pension Refund
EF092258	13/09/24	99998	Trang Xuan Le & Quan Van Dong	155.11	Rates Refund
EF092259	13/09/24	99998	Milner's Pty Ltd	860.94	Rates Refund
EF092260	13/09/24	99998	SK & G Bosotin	296.50	Crossover Subsidy
EF092261	13/09/24	99998	Fairway Building	171.65	Application Fee Refund
EF092262	13/09/24	99998	J & J Jackson	72.00	Rates Refund
EF092263	13/09/24	99998	Yeo Super # 8018	1,422.70	Rates Refund
EF092264	13/09/24	99998	Renee & Adam Ciccarone	2,275.76	Rates Refund
EF092265	13/09/24	99998	HM Pratt	639.79	Vendor Pension Refund
EF092266	13/09/24	99998	Chi Wing Dennis Wat	62.41	Rates Refund
EF092267	13/09/24	99998	Amy Izard Tredgett	104.50	Rates Refund
EF092268	18/09/24	01236	Department of Fire and Emergency Services	4,482,268.42	Emergency Services Levy August 2024
EF092271	20/09/24	00296	City of Gosnells	7,700.00	Membership Fee

Attachment 12.6.1 September 2024 payments

Pmnt Ref	Date	CR Code	Supplier	Pmnt Amnt	Description
EF092286	20/09/24	01190	Town of Victoria Park	40,328.13	Rates - Operation Centre 2024/25
EF092335	20/09/24	99998	WA Prison Officers Union	10,779.54	Rates Refund
EF092336	20/09/24	99998	Orme Barbara McCracken	983.68	Rates Refund
EF092337	20/09/24	99998	Antonio Vincenzo Nigrone	180.42	Vendor Pension Refund
788889	27/09/24	00894	Petty Cash - Operations Centre Stores	93.30	Petty Cash Recoup
788890	27/09/24	99999	Sundry Creditor	552.55	Rates Refund
EF092369	27/09/24	00610	ID Consulting Pty Ltd	14,756.50	Subscription - Profile ID 2024-2025
EF092437	27/09/24	03071	Department of Transport - Vehicle Owner Searches	1,005.55	Vehicle Ownership Searches
EF092507	27/09/24	06477	Bruce Mentz	69.99	Staff Reimbursement-Stationary
EF092514	27/09/24	06613	Host Tel	145.00	State Emergency Services Expense
EF092544	27/09/24	99998	Patrick Kelly	300.51	Vendor Pension Refund
EF092545	27/09/24	99998	Perth Realty Group	322.55	Rates Refund
EF092546	27/09/24	99998	Carmela Larcinese	666.89	Vendor Pension Refund
EF092547	27/09/24	99998	RJ & TM Smith	500.00	Art Award Winner
EF092548	27/09/24	99998	Shae Libbis	500.00	Art Award Winner
EF092549	27/09/24	99998	Luke De Guzman	500.00	Art Award Winner
EF092550	27/09/24	99998	Jessica Mithen	500.00	Art Award Winner
EF092551	27/09/24	99998	Erin Knight	10,000.00	Art Award Winner
EF092552	27/09/24	99998	Janice Oliver	1,000.00	Art Award Winner
EF092553	27/09/24	99998	Asli Polat	1,833.53	Rates Refund
EF092554	27/09/24	99998	Peter Furnell	187.50	Art Award Sale
EF092555	27/09/24	99998	Jo Haythornthwaite	487.50	Art Award Sale
EF092556	27/09/24	99998	Isabelle Lyons	75.00	Art Award Sale
EF092557	27/09/24	99998	R MacDermott	15.00	Art Award Sale
EF092558	27/09/24	99998	Mrs MR and MR TR Shilton	521.25	Art Award Sale
EF092559	27/09/24	99998	Jonathan En Che Wong	198.75	Art Award Sale
EF092560	27/09/24	99998	Krista L Davies	412.50	Art Award Sale
EF092561	27/09/24	99998	Abhijit Prasanth	675.00	Art Award Sale
EF092562	27/09/24	99998	Georgia Derham	262.50	Art Award Sale
EF092563	27/09/24	99998	Mr Jamie Florence	213.75	Art Award Sale
EF092564	27/09/24	99998	Anne E Farrell	375.00	Art Award Sale
EF092565	27/09/24	99998	Genevieve J Hartney	712.50	Art Award Sale
EF092566	27/09/24	99998	Paul Geronimos	204.55	Art Award Sale
EF092567	27/09/24	99998	Sabrina Maher	24.75	Art Award Sale
EF092568	27/09/24	99998	Dallas Jean Pegrum	262.50	Art Award Sale
EF092569	27/09/24	99998	Pantic, Dinah Margaret	375.00	Art Award Sale
EF092570	27/09/24	99998	Catherine Wright	187.50	Art Award Sale
EF092571	27/09/24	99998	Louise Rowland	281.25	Art Award Sale
EF092572	27/09/24	99998	Ciara Biggar	262.50	Art Award Sale
EF092573	27/09/24	99998	Christopher Hummel	300.00	Art Award Sale
EF092574	27/09/24	99998	MMR BALL and PM Tuckett	187.50	Art Award Sale
EF092575	27/09/24	99998	Olga Perova	213.75	Art Award Sale
EF092576	27/09/24	99998	David Brian Prior	900.00	Art Award Sale
EF092577	27/09/24	99998	Elizabeth Turnbull	262.50	Art Award Sale
EF092578	27/09/24	99998	Aleisha Zappia	443.18	Art Award Sale
EF092579	27/09/24	99998	Meredith Sonder-Sorensen	337.50	Art Award Sale
EF092580	27/09/24	99998	Grayson M Harper	75.00	Art Award Sale
EF092581	27/09/24	99998	Total Concept	240.00	Art Award Sale
EF092582	27/09/24	99998	RJ & TM Smith	637.50	Art Award Sale
EF092583	27/09/24	99998	Jarod Harris	900.00	Art Award Sale
EF092584	27/09/24	99998	Phillip Sillifant	450.00	Art Award Sale
EF092585	27/09/24	99998	Toni Avis	1,350.00	Art Award Sale
EF092586	27/09/24	99998	Christie Hogan	825.00	Art Award Sale
EF092587	27/09/24	99998	Lesley Marshall	487.50	Art Award Sale
EF092588	27/09/24	99998	Veronica Mcphail	262.50	Art Award Sale
EF092589	27/09/24	99998	Ellen Bashall	225.00	Art Award Sale
EF092590	27/09/24	99998	Tina J Coppola	712.50	Art Award Sale
EF092591	27/09/24	99998	Stacey Keogh	1,350.00	Art Award Sale
EF092592	27/09/24	99998	Debbie & Paul Johnson	375.00	Art Award Sale
EF092593	27/09/24	99998	Penelope A.R. Maddison	900.00	Art Award Sale
EF092594	27/09/24	99998	RH & CR Sillifant	150.00	Art Award Sale
EF092595	27/09/24	99998	Jonathan Warner	112.50	Art Award Sale
EF092596	27/09/24	99998	The Bencov Trust	95.45	Art Award Sale
EF092597	27/09/24	99998	Barbara Maumill	1,875.00	Art Award Sale
EF092598	27/09/24	99998	AP Gasiorowski	255.00	Art Award Sale
EF092599	27/09/24	99998	Patio Perfect/ Woodard Holdings	147.00	Application Fee Refund
Other Total				4,708,210.84	
Property, Plant & Equipment					
EF092229	13/09/24	05728	Access Office Industries	4,015.00	Belmont Hub - Shelving
EF092233	13/09/24	06111	Esel Pty Ltd t/as MWave	2,291.85	Computer Hardware - NAS
EF092299	20/09/24	03424	The Chair Doctor WA Pty Ltd	10,036.00	Office Furniture - Chairs & Desks
EF092304	20/09/24	04132	Castledex Pty Ltd	162.80	Office Furniture
EF092360	27/09/24	00377	Dell Australia Pty Ltd	92,400.00	Subscription Fee - Managed Detection & Response
Property, Plant & Equipment Total				108,905.65	
Salaries/Wages					
WG000509	05/09/24	COB	City of Belmont Payroll	158,142.89	Salaries/Wages
EF092174	06/09/24	99952	Child Support Agency	1,079.42	Salaries/Wages
EF092175	06/09/24	99954	City of Belmont Social Club	405.00	Salaries/Wages
EF092176	06/09/24	99962	LGRCEU - WA Shire Councils Union	132.00	Salaries/Wages
EF092188	10/09/24	99971	SuperChoice	171,987.90	Superannuation Contribution
WG001209	12/09/24	COB	City of Belmont Payroll	765,524.23	Salaries/Wages
WG001609	16/09/24	COB	City of Belmont Payroll	1,360.00	Salaries/Wages
WG001709	17/09/24	COB	City of Belmont Payroll	28,794.25	Salaries/Wages
WG001909	19/09/24	COB	City of Belmont Payroll	166,617.65	Salaries/Wages
EF092332	20/09/24	99952	Child Support Agency	1,079.42	Salaries/Wages
EF092333	20/09/24	99954	City of Belmont Social Club	415.00	Salaries/Wages
EF092334	20/09/24	99962	LGRCEU - WA Shire Councils Union	132.00	Salaries/Wages
EF092338	25/09/24	99971	SuperChoice	166,390.66	Superannuation Contribution
SL250924	26/09/24	COB	City of Belmont Payroll	781,861.79	Salaries/Wages
EF092413	27/09/24	01984	City of Vincent	3,635.51	Long Service Leave Payment

12.7 Monthly Financial Report for September 2024

Voting Requirement	:	Simple Majority
Subject Index	:	32/009 Financial Operating Statements
Location/Property Index	:	N/A
Application Index	:	N/A
Disclosure of any Interest	:	N/A
Previous Items	:	N/A
Applicant	:	N/A
Owner	:	N/A
Responsible Division	:	Corporate and Governance

Council role

Executive The substantial direction setting and oversight role of the Council e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

Purpose of report

To provide Council with relevant monthly financial information for the 2024-25 financial year.

Summary and key issues

The following report includes a concise list of material variances for the month ending 30 September 2024.

Officer Recommendation

That the Monthly Financial Reports as at 30 September 2024 as included in Attachment 12.7.1 be received.

Location

Not applicable.

Consultation

There has been no specific consultation undertaken in respect to this matter.

Strategic Community Plan implications

In accordance with the 2024–2034 Strategic Community Plan:

Key Performance Area: Performance

Outcome: 10. Effective leadership, governance and financial management.

Policy implications

There are no policy implications associated with this report.

Statutory environment

Section 6.4 of the *Local Government Act 1995 (WA)* in conjunction with *Regulations 34 (1) of the Local Government (Financial Management) Regulations 1996* requires monthly financial reports to be presented to Council.

Regulation 34(1) requires a monthly Statement of Financial Activity reporting on revenue and expenditure.

Regulation 34(5) determines the mechanism required to ascertain the definition of material variances which are required to be reported to Council as a part of the monthly report.

Background

Local Government (Financial Management) Regulations 1996 (WA) prescribe that a Local Government is to prepare each month a Statement of Financial Activity.

Regulation 34(2) requires the Statement of Financial Activity to be accompanied by documents containing:

1. Explanation for each material variance identified between year to date budgets and actuals
2. Any other supporting information considered relevant by the Local Government.

Local Government (Financial Management) Regulations 1996 (WA) - Regulation 34 (5) states "Each financial year, a Local Government is to adopt a percentage

or value, calculated in accordance with the Australian Accounting Standards, to be used in statements of financial activity for reporting material variances.”

This regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variances within monthly financial reporting.

The materiality threshold has been set by Council at \$100,000 for the 2024-25 financial year.

Report

At the June 2024 Ordinary Council Meeting, Council adopted the materiality threshold for the 2024-25 financial year as \$100,000. The below table provides a summary of significant variances based on this materiality threshold. The detailed financial activity report is included at Attachment 12.7.1.

Report Section	Budget YTD	Actual YTD	Report Comments
Operating Activities			
Revenue from operating activities			
Rates	60,131,889	59,467,102	Early payment discount applied earlier than budgeted.
Operating grants, subsidies and contributions			
Works	28,400	156,355	Year-end adjustments to income recognition.
Fees and charges			
Safer Communities	231,000	365,940	Building application, pool levy and Health related licence fee income higher than expected for the period.
Interest earnings			
Finance	1,699,835	2,179,980	Prior year interest accruals not yet reversed awaiting year end finalisation.
Expenditure from operating activities			
Employee costs			
Governance, Strategy & Risk	(626,917)	(482,846)	
Finance	(700,823)	(596,957)	

Report Section	Budget YTD	Actual YTD	Report Comments
Design, Assets & Development	(514,281)	(410,157)	Salaries are below budget due to vacancies which are currently being recruited by the City.
Parks, Leisure & Environment	(1,112,238)	(916,259)	
Planning Services	(591,174)	(471,285)	
Safer Communities	(1,006,936)	(832,475)	
Library, Culture & Place	(850,841)	(720,751)	
Materials and contracts			
Information Technology	(1,204,500)	(1,516,657)	Software vendors invoiced earlier in FY than was budgeted.
Works	(1,800,825)	(1,680,268)	Budgeted agency costs to be reallocated to capital projects.
Parks, Leisure & Environment	(2,248,583)	(932,553)	Decreased seasonal activity including watering of trees. Some invoices not received for works completed.
City Facilities & Property	(935,336)	(637,209)	Various material and contracts expenses below budget by amounts below variance threshold.
Economic & Community Development	(760,458)	(421,786)	Youth services program expenses not yet incurred as budgeted.
Library, Culture & Place	(666,720)	(528,207)	Various material and contracts expenses below budget by amounts below variance threshold.
Utility charges			
Insurance Expenses			
Governance, Strategy & Risk	(604,366)	(498,845)	Annual insurance allocations still to be processed.
Other expenditure			
Economic & Community Development	(314,986)	(200,179)	Aged care management fees and contribution costs not yet incurred.
Investing Activities			

Report Section	Budget YTD	Actual YTD	Report Comments
Proceeds from disposal of assets			
Design, Assets & Development	Nil	157,840	Vehicles disposed earlier in FY than was budgeted.
Outflows from investing activities			
Payments for property, plant and equipment			
Information Technology	(300,000)	Nil	Delay in capital project to replace laptop fleet due to potential change in manufacturer.
Design, Assets & Development	Nil	(139,540)	Vehicles purchased earlier in FY than was budgeted.
Payments for construction of infrastructure			
Works	(539,022)	(287,912)	Some timing variances in projects including Ascot Place, Station Road and Lyall Street.
Parks, Leisure & Environment	(979,000)	(295,791)	Some timing variances in projects including Peet Park irrigation system, i and shelter replacement in various parks.

Financial implications

The presentation of these reports to Council ensures compliance with the *Local Government Act 1995 (WA)* and associated Regulations, and also ensures that Council is regularly informed as to the status of its financial position.

Environmental implications

There are no environmental implications associated with this report.

Social implications

There are no social implications associated with this report.

Attachment details

Attachment No. And title
1. Monthly Financial Report September 2024 [12.7.1 - 11 pages]

CITY OF BELMONT
MONTHLY FINANCIAL REPORT
For the period ended 30 September 2024

LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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Attachment 12.7.1 Monthly Financial Report September 2024

CITY OF BELMONT STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 30 SEPTEMBER 2024

Supplementary Information	Adopted Budget	YTD Budget	YTD	Variance*	Variance*	Var.
	Estimates	Estimates	Actual	\$	%	
	(a)	(b)	(c)	(c) - (b)	((c) - (b))/(b)	
	\$	\$	\$	\$	%	
OPERATING ACTIVITIES						
Revenue from operating activities						
Rates	59,790,869	60,131,889	59,467,103	(664,786)	(1.11%)	▼
Grants, subsidies and contributions	2,425,280	160,554	310,321	149,767	93.28%	▲
Fees and charges	10,432,111	7,849,789	8,032,412	182,623	2.33%	▲
Interest revenue	6,763,202	1,699,835	2,179,979	480,144	28.25%	▲
Other revenue	592,353	147,237	307,479	160,242	108.83%	▲
Profit on asset disposals	87,469	21,867	0	(21,867)	(100.00%)	
Fair value adjustments to financial assets at fair value through profit or loss	4,203	0	0	0	0.00%	
	80,095,487	70,011,171	70,297,294	286,123	0.41%	
Expenditure from operating activities						
Employee costs	(29,084,855)	(7,963,101)	(6,734,432)	1,228,669	15.43%	▲
Materials and contracts	(36,674,146)	(9,087,825)	(7,034,592)	2,053,233	22.59%	▲
Utility charges	(2,392,835)	(389,515)	(490,058)	(100,543)	(25.81%)	▼
Depreciation	(12,935,924)	(3,233,983)	(2,156,000)	1,077,983	33.33%	▲
Finance costs	(520,949)	0	0	0	0.00%	
Insurance	(940,842)	(1,493,986)	(284,121)	1,209,865	80.98%	▲
Other expenditure	(1,543,703)	(499,232)	(274,698)	224,534	44.98%	▲
	(84,093,254)	(22,667,642)	(16,973,901)	5,693,741	25.12%	
Non-cash amounts excluded from operating activities	Note 2(b)					
	12,829,160	3,212,116	4,451,659	1,239,543	38.59%	▲
Amount attributable to operating activities	8,831,393	50,555,645	57,775,052	7,219,407	14.28%	
INVESTING ACTIVITIES						
Inflows from investing activities						
Proceeds from capital grants, subsidies and contributions	3,566,506	458,768	694,842	236,074	51.46%	▲
Proceeds from disposal of assets	672,140	0	0	0	0.00%	
	4,238,646	458,768	694,842	236,074	51.46%	
Outflows from investing activities						
Payments for property, plant and equipment	3	(4,115,144)	(712,659)	(508,173)	28.69%	▲
Payments for construction of infrastructure	3	(13,964,329)	(1,783,003)	(823,986)	53.79%	▲
Amount attributable to investing activities	(13,840,827)	(2,036,894)	(637,317)	1,399,577	68.71%	
FINANCING ACTIVITIES						
Inflows from financing activities						
Transfer from reserves	2	11,309,790	0	0	0.00%	
	11,309,790	0	0	0	0.00%	
Outflows from financing activities						
Repayment of borrowings		(641,885)	0	0	0.00%	
Payments for principal portion of lease liabilities		(105,427)	0	0	0.00%	
Transfer to reserves	2	(11,360,386)	0	0	0.00%	
	(12,107,698)	0	0	0	0.00%	
Amount attributable to financing activities	(797,908)	0	0	0	0.00%	
MOVEMENT IN SURPLUS OR DEFICIT						
Surplus or deficit at the start of the financial year	6,304,342	6,304,342	729,302	(5,575,040)	(88.43%)	▼
Amount attributable to operating activities	8,831,393	50,555,645	57,775,052	7,219,407	14.28%	▲
Amount attributable to investing activities	(13,840,827)	(2,036,894)	(637,317)	1,399,577	68.71%	▲
Amount attributable to financing activities	(797,908)	0	0	0	0.00%	
Surplus or deficit after imposition of general rates	497,000	54,823,093	57,867,037	3,043,944	5.55%	▲

KEY INFORMATION

▲ ▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.

* Refer to Note 3 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

**CITY OF BELMONT
STATEMENT OF FINANCIAL POSITION
FOR THE PERIOD ENDED 30 SEPTEMBER 2024**

	Supplementary Information	30 June 2024	30 September 2024
		\$	\$
CURRENT ASSETS			
Cash and cash equivalents	1	18,105,527	13,057,828
Trade and other receivables		24,999,921	57,378,890
Other financial assets		40,704,180	66,599,873
Inventories		262,339	266,948
Other assets		3,417,864	3,284,035
TOTAL CURRENT ASSETS		87,489,831	140,587,574
NON-CURRENT ASSETS			
Trade and other receivables		515,832	470,071
Other financial assets		21,135,546	21,135,546
Property, plant and equipment		341,517,776	341,521,631
Infrastructure		291,253,375	291,345,525
Right-of-use assets		158,975	158,975
Intangible assets		236,828	236,828
TOTAL NON-CURRENT ASSETS		654,818,332	654,868,576
TOTAL ASSETS		742,308,163	795,456,150
CURRENT LIABILITIES			
Trade and other payables		7,630,356	1,769,515
Other liabilities		1,833,787	5,777,306
Lease liabilities		105,428	105,428
Borrowings		641,884	641,884
Employee related provisions		4,509,794	4,371,242
TOTAL CURRENT LIABILITIES		14,721,249	12,665,375
NON-CURRENT LIABILITIES			
Other liabilities		151,558	151,558
Lease liabilities		57,042	57,042
Borrowings		10,976,367	10,976,367
Employee related provisions		541,262	541,263
TOTAL NON-CURRENT LIABILITIES		11,726,229	11,726,230
TOTAL LIABILITIES		26,447,478	24,391,605
NET ASSETS		715,860,685	771,064,545
EQUITY			
Retained surplus		189,255,190	244,459,050
Reserve accounts	2	74,781,000	74,781,000
Revaluation surplus		451,824,495	451,824,495
TOTAL EQUITY		715,860,685	771,064,545

This statement is to be read in conjunction with the accompanying notes.

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2024**

1 BASIS OF PREPARATION AND SIGNIFICANT ACCOUNTING POLICIES

BASIS OF PREPARATION

This prescribed financial report has been prepared in accordance with the *Local Government Act 1995* and accompanying regulations.

Local Government Act 1995 requirements

Section 6.4(2) of the *Local Government Act 1995* read with the *Local Government (Financial Management) Regulations 1996*, prescribe that the financial report be prepared in accordance with the *Local Government Act 1995* and, to the extent that they are not inconsistent with the Act, the Australian Accounting Standards. The Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board were applied where no inconsistencies exist.

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost, and is considered a zero cost concessionary lease. All right-of-use assets under zero cost concessionary leases are measured at zero cost rather than at fair value, except for vested improvements on concessionary land leases such as roads, buildings or other infrastructure which continue to be reported at fair value, as opposed to the vested land which is measured at zero cost. The measurement of vested improvements at fair value is a departure from AASB 16 which would have required the City to measure any vested improvements at zero cost.

Local Government (Financial Management) Regulations 1996, regulation 34 prescribes contents of the financial report. Supporting information does not form part of the financial report.

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the financial report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

THE LOCAL GOVERNMENT REPORTING ENTITY

All funds through which the City controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

All monies held in the Trust Fund are excluded from the financial statements.

Judgements and estimates

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

The balances, transactions and disclosures impacted by accounting estimates are as follows:

- estimated fair value of certain financial assets
- impairment of financial assets
- estimation of fair values of land and buildings, infrastructure and investment property
- estimation uncertainties made in relation to lease accounting
- estimated useful life of intangible assets

MATERIAL ACCOUNTING POLICES

Significant accounting policies utilised in the preparation of these statements are as described within the 2023-24 Annual Budget. Please refer to the adopted budget document for details of these policies.

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 30 September 2024

**CITY OF BELMONT
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2024**

2 STATEMENT OF FINANCIAL ACTIVITY INFORMATION

	Supplementary Information	Adopted Budget Opening 30 June 2024	Last Year Closing 30 June 2024	Year to Date 30 September 2024
(a) Net current assets used in the Statement of Financial Activity				
Current assets				
Cash and cash equivalents	1	\$ 17,777,674	\$ 18,105,527	\$ 13,057,828
Trade and other receivables		23,613,744	24,999,921	57,378,890
Other financial assets		29,118,043	40,704,180	66,599,873
Inventories		276,212	262,339	266,948
Other assets		3,316,206	3,417,864	3,284,035
		<u>74,101,879</u>	<u>87,489,831</u>	<u>140,587,574</u>
Less: current liabilities				
Trade and other payables		(4,956,993)	(7,630,356)	(1,769,515)
Other liabilities		(2,082,606)	(1,833,787)	(5,777,306)
Lease liabilities		(39,341)	(105,428)	(105,428)
Borrowings		(666,573)	(641,884)	(641,884)
Employee related provisions		(4,273,584)	(4,509,794)	(4,371,242)
		<u>(12,019,097)</u>	<u>(14,721,249)</u>	<u>(12,665,375)</u>
Net current assets		62,082,782	72,768,582	127,922,199
Less: Total adjustments to net current assets	Note 2(c)	(70,239,646)	(72,039,280)	(70,055,162)
Closing funding surplus / (deficit)		(8,156,864)	729,302	57,867,037

(b) Non-cash amounts excluded from operating activities

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with *Financial Management Regulation 32*.

	Adopted Budget	YTD Budget (a)	YTD Actual (b)
Non-cash amounts excluded from operating activities	\$	\$	\$
Adjustments to operating activities			
Less: Profit on asset disposals	(87,469)	(21,867)	0
Less: Fair value adjustments to financial assets at fair value through profit and loss	(4,203)	0	0
Add: Depreciation	12,935,924	3,233,983	2,156,000
Movement in current employee provisions associated with restricted cash	(15,092)	0	0
- Pensioner deferred rates	0	0	(45,761)
- Employee provisions	0	0	2,341,420
Total non-cash amounts excluded from operating activities	12,829,160	3,212,116	4,451,659

(c) Current assets and liabilities excluded from budgeted deficiency

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation 32* to agree to the surplus/(deficit) after imposition of general rates.

	Adopted Budget Opening 30 June 2024	Last Year Closing 30 June 2024	Year to Date 30 September 2024
Adjustments to net current assets	\$	\$	\$
Less: Reserve accounts	(73,484,974)	(74,781,000)	(74,781,000)
Add: Financial assets at amortised cost	0	20,927,619	20,927,619
- EMRC receivable	0	(20,927,619)	(20,927,619)
Add: Current liabilities not expected to be cleared at the end of the year:			
- Current portion of borrowings	666,573	641,884	641,884
- Current portion of lease liabilities	39,341	105,428	105,428
- Current portion of employee benefit provisions held in reserve	2,539,414	1,994,408	3,978,526
Total adjustments to net current assets	(70,239,646)	(72,039,280)	(70,055,162)

CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the City's operational cycle.

Attachment 12.7.1 Monthly Financial Report September 2024

CITY OF BELMONT
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2024

3 EXPLANATION OF MATERIAL VARIANCES

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date actual materially.
 The material variance adopted by Council for the 2024-25 year is \$100,000.

Description

Revenue from operating activities

Rates

Early payment discount applied earlier than budgeted

Grants, subsidies and contributions

Works - Year end adjustments to income recognition-(\$127,955)

Fees and charges

Safer Communities - Building application, pool levy and Health related licence fee income higher than expected for the period -(\$134,940)

Interest revenue

Finance - Prior year interest accruals not yet reversed awaiting year end finalisation -(\$480,144)

Other revenue

Various other revenue amounts above budget by amounts below variance threshold.

Expenditure from operating activities

Employee costs

Salaries are below budget due to vacancies currently being recruited by the City

Materials and contracts

Information Technology - Software vendors invoiced earlier in FY than was budgeted -(\$312,157)

Works - Budgeted agency costs to be reallocated to capital projects -\$120,558

Park Leisure & Environment - Decreased seasonal activity including watering of trees. Some invoices not received for works completed-\$1,316,030

City Facilities & Property - Various material and contracts expenses below budget by amounts below variance threshold -\$298,128

Economic & Community Development - Youth services program expenses not yet incurred as budgeted -\$338,672

Library,Culture & Place - Various material and contracts expenses below budget by amounts below variance threshold -\$138,513

Insurance

Annual insurance allocations to be processed

Payments for property, plant and equipment

Information Technology - Delay in capital project to replace laptop fleet due to potential change in manufacturer-\$300,000

Design,Asset & Development - Vehicles purchased earlier in FY than was budgeted -(139,540)

Payments for construction of infrastructure

Works - Some timing variances in projects including Ascot Place, Station Road, Lyall Street -\$251,110

Parks,Leisure & Environment - Some timing variances in projects including Peet Park irrigation system, installation of hanging baskets in Faulkner park and shelter replacement in various parks -\$683,209

	Var. \$	Var. %	
	\$	%	
	(664,786)	(1.11%)	▼
		Timing	
	149,767	93.28%	▲
		Timing	
	182,623	2.33%	▲
		Timing	
	480,144	28.25%	▲
		Timing	
	160,242	108.83%	▲
		Timing	
	1,228,669	15.43%	▲
		Permanent	
	2,053,233	22.59%	▲
		Timing	
		Timing	
		Timing	
		Timing	
		Timing	
	1,209,865	80.98%	▲
		Timing	
	204,486	28.69%	▲
		Timing	
		Timing	
	959,017	53.79%	▲
		Timing	
		Timing	

CITY OF BELMONT
SUPPLEMENTARY INFORMATION
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Attachment 12.7.1 Monthly Financial Report September 2024

**CITY OF BELMONT
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2024**

1 INVESTMENT PORTFOLIO

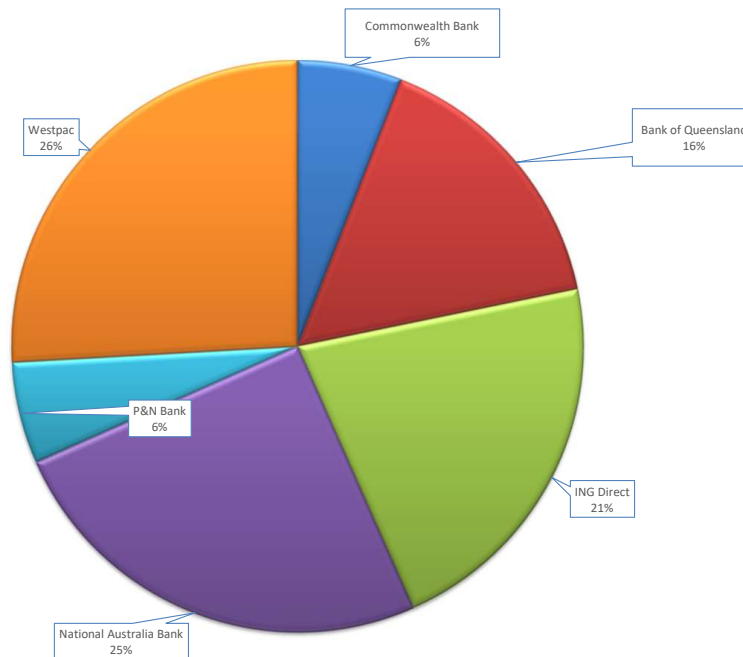
BY INVESTMENT HOLDINGS

	Municipal \$	Reserve \$	Trust-Reserve \$	Total \$	Total %
Municipal Account	9,785,075	(9,436,343)	-	348,732	0.35%
On-Call Account	12,821,999	(7,241,957)	-	5,580,042	5.55%
Term Deposits	18,000,000	76,652,496	(0)	94,652,496	94.11%
	40,607,074	59,974,196	(0)	100,581,271	100.00%

BY INSTITUTION

	Rating	Municipal \$	Reserve \$	Trust-Reserve \$	Total \$	Total %	Policy Max %
Commonwealth Bank	AA	22,607,074	(16,678,299)	-	5,928,775	5.89%	40%
Bank of Queensland	A	5,000,000	10,979,242	-	15,979,242	15.89%	30%
ING Direct	A	8,000,000	13,716,522	-	21,716,522	21.59%	30%
National Australia Bank	AA	5,000,000	20,125,838	-	25,125,838	24.98%	40%
P&N Bank	BBB	-	5,794,252	-	5,794,252	5.76%	20%
Westpac	AA	-	26,036,642	-	26,036,642	25.89%	40%
		40,607,074	59,974,196	-	100,581,271	100.00%	

Investment Institutions



BY CREDIT RATINGS

Rating	Municipal \$	Reserve \$	Trust Reserve \$	Total \$	Total %	Policy Max %
AAA	-	-	-	-	0.00%	100%
AA	27,607,074	29,484,181	-	57,091,255	56.76%	100%
A	13,000,000	24,695,764	-	37,695,764	37.48%	80%
BBB / NR	-	5,794,252	-	5,794,252	5.76%	60%
	40,607,074	59,974,196	-	100,581,271	100.00%	

Attachment 12.7.1 Monthly Financial Report September 2024

**CITY OF BELMONT
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2024**

2 RESERVE ACCOUNTS

Reserve name	Budget Opening Balance	Budget Interest Earned	Budget Transfers In (+)	Budget Transfers Out (-)	Budget Closing Balance	Actual Opening Balance	Actual Interest Earned	Actual Transfers In (+)	Actual Transfers Out (-)	Actual YTD Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Restricted by Council										
Administration building Reserve	257,768	11,264	0	0	269,032	254,062	0	0	0	254,062
Aged Accommodation - Homewest Reserve	980,051	42,501	8,583	0	1,031,135	998,564	0	0	0	998,564
Aged Community Care Reserve	239,107	10,449	0	0	249,556	235,668	0	0	0	235,668
Aged persons housing Reserve	467,246	32,618	0	(309,374)	190,490	402,005	0	0	0	402,005
Aged Services Reserve	1,163,138	50,828	0	0	1,213,966	1,146,414	0	0	0	1,146,414
Ascot Waters Marina Maintenance & Restoration	1,057,555	48,399	0	(50,000)	1,055,954	1,091,038	0	0	0	1,091,038
Belmont District Band Reserve	51,297	2,242	0	0	53,539	50,560	0	0	0	50,560
Belmont Oasis Refurbishment Reserve	4,521,127	197,568	0	0	4,718,695	4,456,122	0	0	0	4,456,122
Belmont Trust Reserve	1,707,597	74,620	0	(216,324)	1,565,893	1,657,364	0	0	0	1,657,364
Building maintenance Reserve	5,022,812	233,538	0	(200,000)	5,056,350	4,979,198	0	0	0	4,979,198
Capital Projects Reserve	3,801,763	0	7,844,987	(705,161)	10,941,589	5,827,421	0	0	0	5,827,421
Car Parking Reserve	67,645	2,956	0	0	70,601	66,673	0	0	0	66,673
Carry Forward Projects Reserve	3,508,977	0	(25,166)	(2,738,320)	745,491	1,744,079	0	0	0	1,744,079
District valuation Reserve	108,999	1,049	95,000	0	205,048	23,652	0	0	0	23,652
Election expenses Reserve	43,723	6,412	75,000	0	125,135	2,029	0	0	0	2,029
Environment Reserve	928,453	69,281	0	0	997,734	884,672	0	0	0	884,672
Faulkner Park Retirement Village Buy Back Reserve	2,590,287	112,319	0	0	2,702,606	2,533,332	0	0	0	2,533,332
Faulkner Park Retirement Village Owners Maintenance Reserve	532,453	31,613	0	0	564,066	713,035	0	0	0	713,035
History Reserve	181,622	7,937	0	0	189,559	179,010	0	0	0	179,010
Information Technology Reserve	1,448,239	65,908	0	0	1,514,147	1,486,554	0	0	0	1,486,554
Land acquisition Reserve	11,047,425	467,902	0	0	11,515,327	10,904,340	0	0	0	10,904,340
Long Service Leave Reserve - Salaries	1,520,081	86,855	0	(143,273)	1,463,663	3,419,356	0	0	0	3,419,356
Long Service Leave Reserve - Wages	231,924	11,137	0	(5,753)	237,308	559,170	0	0	0	559,170
Miscellaneous Entitlements Reserve	802,501	35,942	0	0	838,443	779,710	0	0	0	779,710
Plant replacement Reserve	1,482,390	75,365	587,126	(323,278)	1,821,603	1,749,781	0	0	0	1,749,781
Property development Reserve	21,754,992	703,244	0	(5,347,558)	17,110,678	21,704,521	0	0	0	21,704,521
Public Art Reserve	417,826	18,870	0	(30,000)	406,696	425,617	0	0	0	425,617
Ruth Faulkner library Reserve	50,154	2,192	0	0	52,346	49,433	0	0	0	49,433
Streetscapes Reserve	537,345	23,481	0	0	560,826	529,620	0	0	0	529,620
Urban Forest Strategy Management Reserve	126,892	5,545	0	0	132,437	125,067	0	0	0	125,067
Waste Management Reserve	5,481,809	282,028	0	(1,240,749)	4,523,088	4,674,332	0	0	0	4,674,332
Workers Compensation/Insurance Reserve	1,301,180	60,793	0	0	1,361,973	1,128,601	0	0	0	1,128,601
	73,434,378	2,774,856	8,585,530	(11,309,790)	73,484,974	74,781,000	0	0	0	74,781,000

**CITY OF BELMONT
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2024**

INVESTING ACTIVITIES

3 CAPITAL ACQUISITIONS

Capital acquisitions	Adopted		YTD Actual	YTD Actual Variance
	Budget	YTD Budget		
	\$	\$	\$	\$
Buildings - non-specialised	1,766,674	235,279	346,166	110,887
Furniture and equipment	1,015,181	464,880	22,155	(442,725)
Plant and equipment	1,283,289	0	139,852	139,852
Other property, plant and equipment	50,000	12,500	0	(12,500)
Acquisition of property, plant and equipment	4,115,144	712,659	508,173	(204,486)
Infrastructure - Roads	4,377,589	368,157	218,721	(149,436)
Infrastructure - Reserves Improvements	7,999,940	1,243,979	536,072	(707,907)
Infrastructure - Footpath Network	870,175	4,209	30,346	26,137
Infrastructure - Drainage Network	716,625	166,658	38,847	(127,811)
Acquisition of infrastructure	13,964,329	1,783,003	823,986	(959,017)
Total capital acquisitions	18,079,473	2,495,662	1,332,159	(1,163,503)
Capital Acquisitions Funded By:				
Capital grants and contributions	3,566,506	458,768	0	(458,768)
Other (disposals & C/Fwd)	672,140	0	0	0
Reserve accounts				
Belmont Trust Reserve	216,324	0	0	0
Building maintenance Reserve	200,000	0	0	0
Capital Projects Reserve	705,161	0	0	0
Carry Forward Projects Reserve	2,738,320	0	0	0
Long Service Leave Reserve - Wages	5,753	0	0	0
Plant replacement Reserve	323,278	0	0	0
Property development Reserve	5,347,558	0	0	0
Public Art Reserve	30,000	0	0	0
Contribution - operations	9,981,022	2,036,894	1,332,159	(704,735)
Capital funding total	23,786,062	2,495,662	1,332,159	(1,163,503)

MATERIAL ACCOUNTING POLICIES

Each class of fixed assets within either plant and equipment or infrastructure, is carried at cost or fair value as indicated less, where applicable, any accumulated depreciation and impairment losses.

Assets for which the fair value as at the date of acquisition is under \$5,000 are not recognised as an asset in accordance with *Financial Management Regulation 17A (5)*. These assets are expensed immediately.

Where multiple individual low value assets are purchased together as part of a larger asset or collectively forming a larger asset exceeding the threshold, the individual assets are recognised as one asset and capitalised.

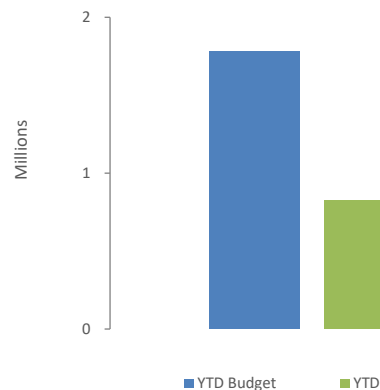
Initial recognition and measurement for assets held at cost

Plant and equipment including furniture and equipment is recognised at cost on acquisition in accordance with *Financial Management Regulation 17A*. Where acquired at no cost the asset is initially recognised at fair value. Assets held at cost are depreciated and assessed for impairment annually.

Initial recognition and measurement between mandatory revaluation dates for assets held at fair value

In relation to this initial measurement, cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at zero cost or otherwise significantly less than fair value, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the City includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads.

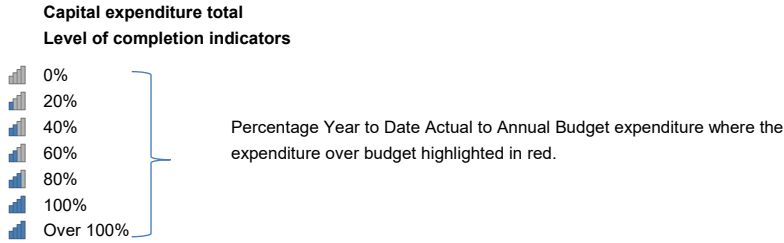
Payments for Capital Acquisitions



**CITY OF BELMONT
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 30 SEPTEMBER 2024**

INVESTING ACTIVITIES

3 CAPITAL ACQUISITIONS - DETAILED



Level of completion indicator, please see table at the end of this note for further detail.

Account Description	Adopted			Variance (Under)/Over
	Budget	YTD Budget	YTD Actual	
	\$	\$	\$	\$
City Projects	3,799,162	380,716	286,825	(93,891)
Parks and Environment	4,392,452	979,000	295,792	(683,208)
Buildings and facilities	1,575,000	227,500	299,621	72,121
Infrastructure Capital Works	5,964,389	539,024	287,914	(251,110)
Furniture and equipment	1,015,181	464,880	22,155	(442,725)
Plant and equipment	1,283,289	0	139,852	139,852
Other	50,000	12,500	0	(12,500)
	18,079,473	2,603,620	1,332,159	(1,271,461)

13 Reports by the Chief Executive Officer

13.1 Request for leave of absence

13.2 Notice of motion

Nil.

14 Matters for which the meeting may be closed

15 Closure