

CITY OF BELMONT
**Activity Centre
Planning Strategy
- Redcliffe Station
Neighbourhood Centre**





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Alternative Formats

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Redcliffe Station Neighbourhood Centre

A new neighbourhood centre is proposed to be constructed within the Development Area 6 (Redcliffe Station Precinct). The proposed neighbourhood centre location is illustrated in blue on Figure 1 below, with the existing Development Area 6 boundary outlined in red.

In May 2020, the City of Belmont completed a Retail Needs Assessment (RNA) which provides an analysis of demographic, retail and employment trends and their impact on demand and supply of retail floorspace across the City of Belmont. The RNA highlighted the need for an additional 3,000sqm of retail floorspace within the Development Area 6 Precinct.

This retail floorspace is proposed to be accommodated within a new neighbourhood centre immediately adjacent to Redcliffe Station, and partly within the Perth Airport Estate. This is due to the Perth Airport Estate containing large expanses of land which are capable of accommodating a supermarket. It is anticipated that a range of smaller commercial tenancies and restaurant/cafes will establish surrounding the train station.

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities for Redcliffe Station Neighbourhood Centre.

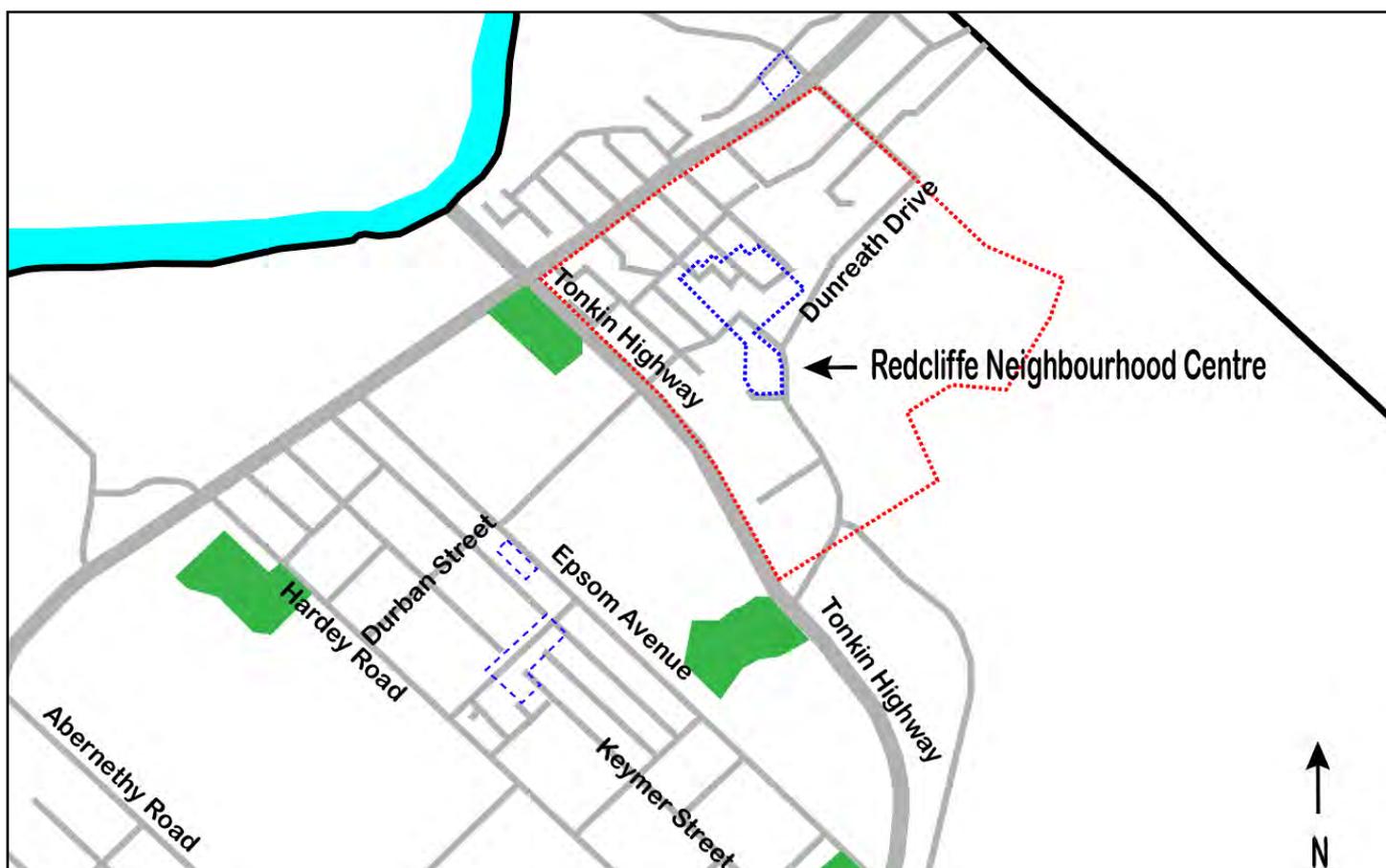


Figure 1: Redcliffe Station Neighbourhood Centre Locality Map

I. Centre Context

Redcliffe Station presents an exciting opportunity for the development of a transport orientated hub which contains higher density residential development, supported by a diverse range of compatible commercial retail businesses. The Precinct currently contains a number of single houses which are located on land zoned 'Residential' with a density code of R20. There is also existing commercial uses located adjacent to Great Eastern Highway.

The City of Belmont has developed a preliminary plan, known as the Redcliffe Station Precinct Activity Centre Plan, to guide the redevelopment of the land surrounding Redcliffe Station. The plan proposes a 'Mixed Use' zoning designation for the land surrounding the train station, with a residential density code of R-AC0. This zoning would allow for a combination of retail, commercial, and residential land uses in the area. The draft plan does not include provisions for establishing shop uses in the section of land immediately adjacent to Great Eastern Highway, even though it is also designated as 'Mixed Use' zoning. For the rest of the Development Area 6 precinct, the plan suggests a 'Residential' zoning designation, with different residential density codes assigned. These codes include RAC-3, R60, and R100, indicating varying levels of residential development intensity.

In March 2023 the State Government undertook to progress future planning for the Development Area 6 precinct by preparing an Improvement Scheme, which will influence and shape the future development of the area.

The immediate catchment area for the future neighbourhood centre can be defined by a 200m walkable radius (as shown in Figure 2). However, it is likely that the total catchment area for the centre would extend much further as a result of its proximity to retail land uses such as the DFO and Costco, a new train station, and major road connections including the Tonkin and Great Eastern Highways.



Figure 2: Redcliffe Station Neighbourhood Centre Catchment Area

Redcliffe Station Neighbourhood Centre - Zoning/Reservation

A large portion of land proposed to accommodate the future neighbourhood centre is currently reserved for 'Public Purpose - Commonwealth Government' under the Metropolitan Region Scheme. This land is located within the Perth Airport Estate. The remainder of land is currently either reserved for 'Parks and Recreation' or zoned Residential with an associated density coding of R20 under Local Planning Scheme No.15, as visualised in Figure 3.

The Retail Needs Assessment (RNA) prepared to inform this Strategy suggests that by 2036, a total of 3,000m² of shop/retail floorspace and 500m² of other retail floorspace will be required.

The draft plan proposed to apply a 'Mixed Use' zone over lots surrounding the Redcliffe Train Station in accordance with Figure 4. Whilst 'Shop' land uses cannot typically be considered within the 'Mixed Use' zone, the draft plan proposed to classify 'Shop' as a 'D' discretionary land use immediately surrounding the train station, to facilitate the development of the neighbourhood centre.

The 'Mixed Use' zone was also intended to provide for residential development surrounding the train station at an R-AC0 density code. The provision of residential dwellings above commercial tenancies was envisaged to generate activity within the neighbourhood centre.

It is recognised that the major retail component of the Neighbourhood Centre, which includes an anchor supermarket, will occur within the Perth Airport Estate which, by virtue of its land availability and tenure, is less constrained. This development was referred to the City of Belmont for comment in September 2020 with the City providing in principal support.

The land on which a portion of the neighbourhood centre will be located will remain reserved as 'Public Purpose' under the Metropolitan Region Scheme and in the control of Perth Airport. While the City of Belmont will not be the determining authority for future applications over this portion of the neighbourhood centre, the City will liaise with Perth Airport to achieve high quality development outcomes for this land.

Action 1.1
Continue to facilitate and encourage the development of the neighbourhood centre within the Development Area 6 precinct.

Action 1.2
Encourage active frontages and high quality built form as part of the future development of the neighbourhood centre.

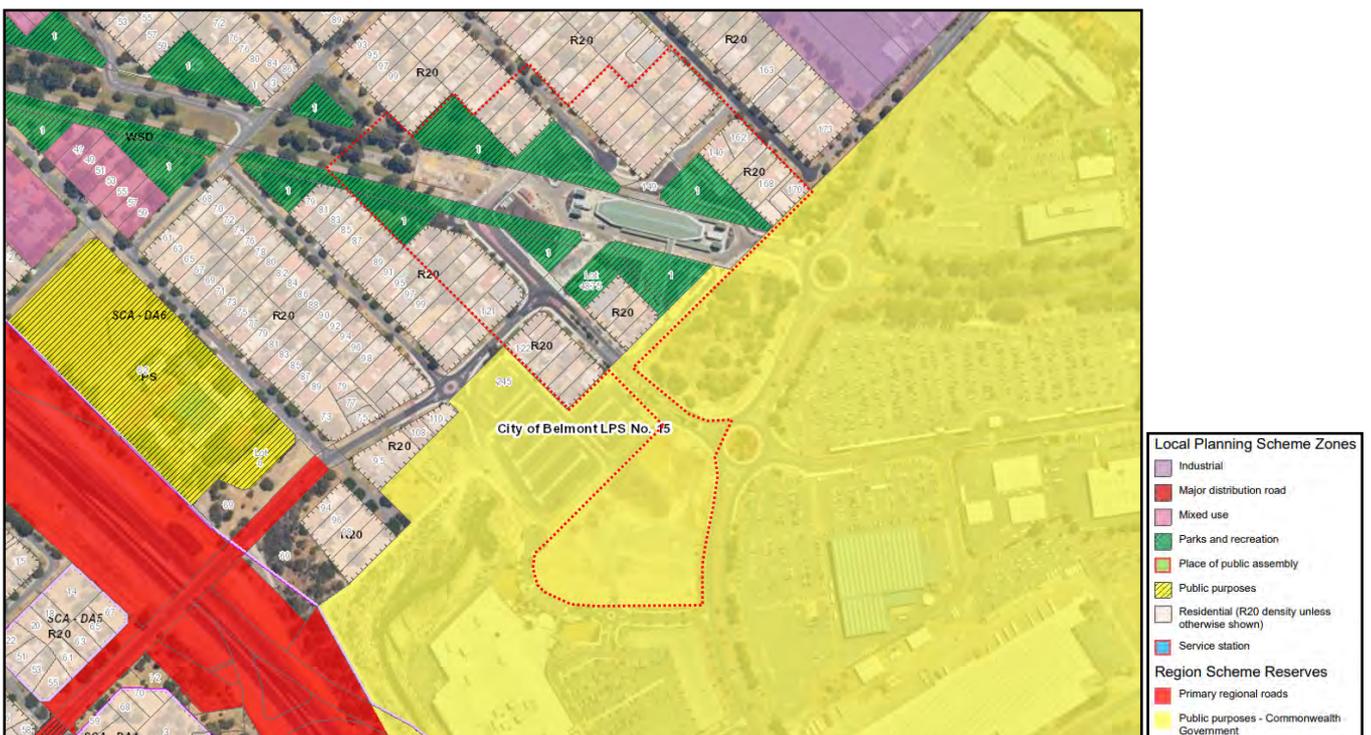


Figure 3: Existing Zoning

Zoning/Reservation Surrounding the Centre

Land surrounding the future centre is currently zoned 'Residential' with an associated density coding of R20. This has provided for the development of predominantly single houses with a small number of grouped dwellings.

The City of Belmont prepared a draft Activity Centre Plan which proposed to increase the density codes of the Development Area 6 precinct as visualised by Figure 4. It is anticipated that these density codes could provide between 2,800 and 4000 dwellings with an estimated population of between 6,000 and 8,500 people.

To assist in progressing the future planning for the Development Area 6 precinct, the State Government prepared an Improvement Plan which was

gazetted at the end of 2022. The Improvement Plan enables the Western Australian Planning Commission (WAPC), in association with relevant stakeholders to progress the necessary planning guidelines for development within the precinct. These will be guided by the draft Activity Centre Plan prepared by the City and will be contained within an Improvement Scheme (currently being prepared by the State Government). The City should continue to engage with the State Government during this process.

Action 1.3
Continue to engage with the State Government in the development and delivery of the planning framework for the Development Area 6 precinct.

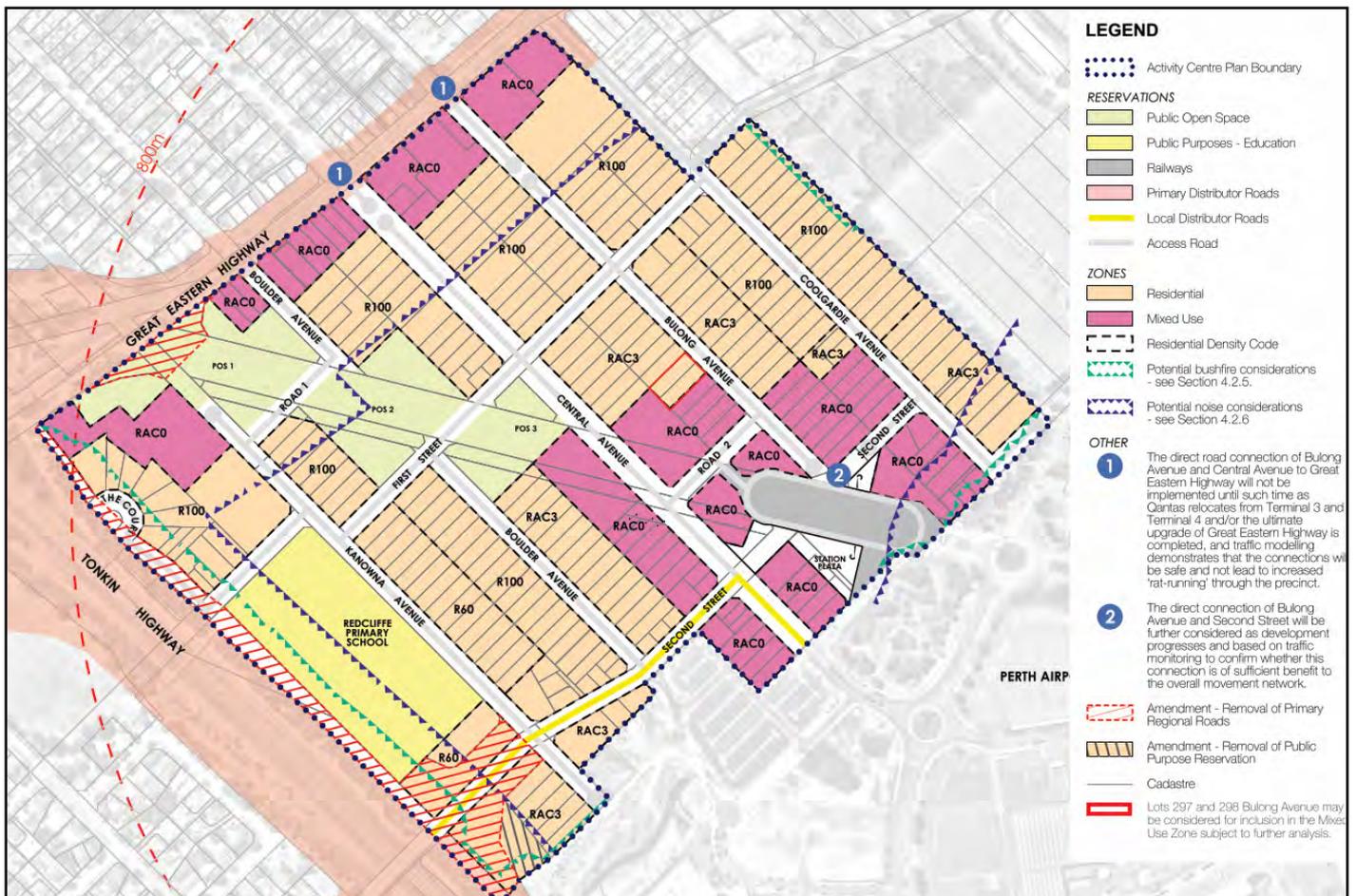


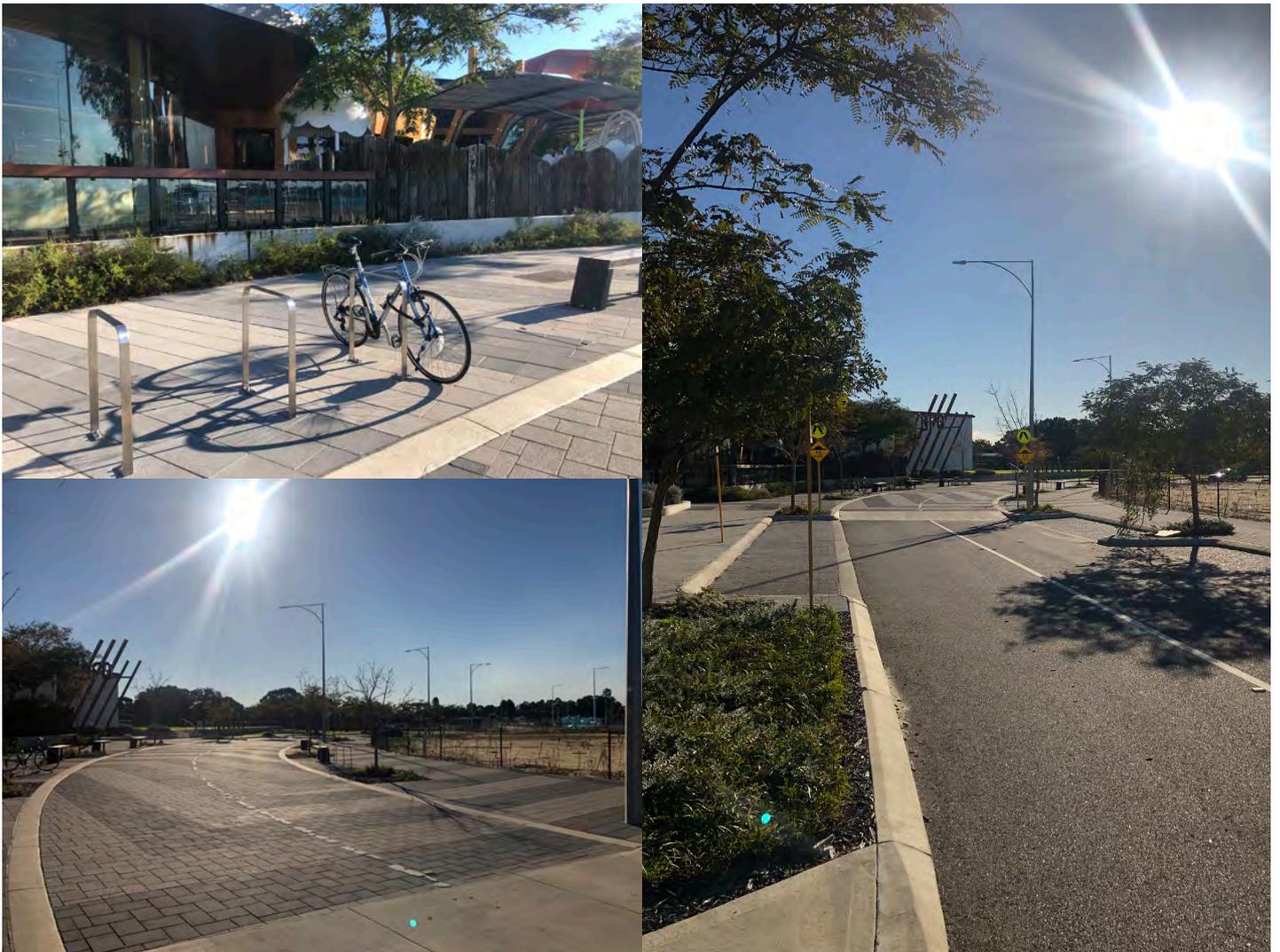
Figure 4: Redcliffe Station Zoning and Reservation Plan

2. Movement

The Development Area 6 precinct is currently serviced by an established road network with the dominant mode of transport being private vehicles. Given the Redcliffe Station has recently opened, it is considered that the uptake of alternative modes of transport will increase as redevelopment of the surrounding properties occurs.

Active modes of transport will also be promoted through the development of the public open space spine which will serve as an attractive walkable connection between the surrounding development and the Redcliffe train Station and future neighbourhood centre. Perth Airport will also ensure that walkable connections are provided to the airport from the station precinct through a shared path network as detailed in the Perth Airport Master Plan 2020.

State Planning Policy 4.2 – Activity Centres outlines the importance of supporting the use of public transport, cycling and walking to access activity centres whilst maintaining access for cars and freight vehicles. This section of the Strategy will analyse existing and future opportunities to access the proposed Neighbourhood Centre.



Pedestrian and Cycling Connections and Priority

Footpaths exist within the Development Area 6 Precinct, however very limited priority is given to pedestrians and cyclists. The draft Redcliffe Station Precinct Activity Centre Plan highlighted a number of upgrades in order to promote pedestrian and cyclist activity as visualised by Figure 5. These include:

- Installing a shared path along Central Avenue.
- Connecting High Street to the Redcliffe Station Precinct and Second Street.
- Installing formalised priority crossing points on Central Avenue.
- Installing additional footpaths to provide connections to Redcliffe Station.
- Providing connections to the existing shared path on Dunreath Drive
- Installing a signalised crossing point at Central Avenue and Second Street.
- Install bike parking and bike shelter facilities.
- Install on-street cycle lanes on Central Avenue.

The City should advocate to the State Government for investigation of similar improvements to pedestrian and cyclist priority through the preparation of the Improvement Scheme.

Action 2.1

Advocate to the State Government for improvements to pedestrian and cyclist priority to be investigated through the preparation of the Improvement Scheme.

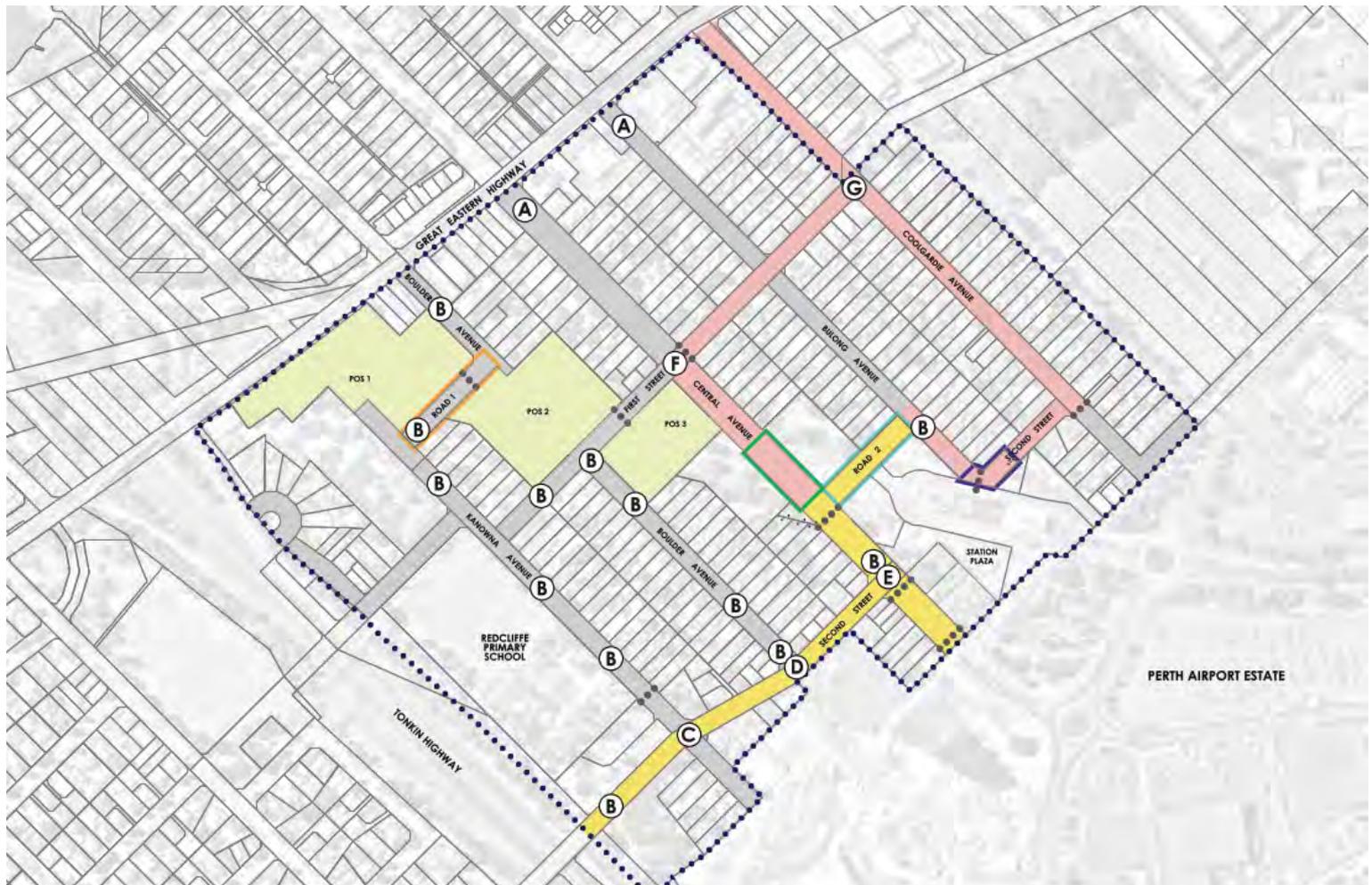


Figure 5: Potential Pedestrian and Cyclist Upgrades (Legend overleaf)

LEGEND



Activity Centre Plan Boundary



Public Open Space



Street Character Type A

Street Character Type 1 streets are intended to facilitate movement of vehicles between the station precinct and the signalised intersection of Coolgardie Avenue and Great Eastern Highway.

These streets will generally be designed with:

- A standard road carriageway to accommodate the movement of cars with limited conflict;
- On street parking to assist in slowing traffic and providing visitor parking for residents and businesses; and
- High quality pedestrian infrastructure including footpaths to both sides of the street and street trees to provide shade/shelter and ensure a high-quality amenity and ease of use of the network; and



Street Character Type B

Street Character Type 2 streets represent the key streets proposed to accommodate the movement of the bus network, connecting this to the new Redcliffe Station as the primary public transport node.

These streets will generally be designed with:

- A widened road carriageway to accommodate the movement of buses and cars without conflict and minimise delays to the movement of the buses;
- High quality pedestrian infrastructure including footpaths to both sides of the street and street trees to provide shade/shelter and ensure a high-quality amenity and ease of use of the network; and
- Clear directional signage and locational markers to assist in legibility of the public transport network.



Street Character Type C

Street Character Type 3 streets represent all other residential streets within the precinct where priority is to be given to pedestrians and cyclists over motorised vehicles.

These streets will generally be designed with:

- A narrowed road carriageway designed to slow the speed of vehicles through deviations in its alignment, traffic calming devices and paving treatments;
- On street parking to assist in slowing traffic and providing visitor parking for residents;
- High quality pedestrian infrastructure including footpaths to both sides of the street and street trees to provide shade/shelter and ensure a high-quality amenity and ease of use of the network; and
- Clear signage identifying that these are local roads not intended to be used as thoroughfares.



Road 1 (Kanowna Avenue to Boulder Avenue)

Road 1 is proposed as a new 20m wide road reserve linking Kanowna Avenue to Boulder Avenue, and allowing the removal of the temporary connection of Boulder Avenue to First Street via the former Brearley Avenue reservation.



Road 2 (Central Avenue to Bulong Avenue)

Road 2 is proposed as a new 20m wide road reserve linking Central Avenue to Bulong Avenue to the north of the train station, and allowing connection for buses into the bus-about within the station precinct;



Road 3 (Bulong Avenue to Second Street)

Road 3 is proposed as the connection of Bulong Avenue to Second Street to complete the loop network surrounding the station, rather than retaining two abutting cul-de-sacs.



Central Avenue Connection

The Central Avenue connection is proposed to extend the redesigned Central Avenue to connect across the former Brearley Avenue reservation. The road is designed as a median separated boulevard within the existing 30m wide reservation, inclusive of a dedicated cycle lane, footpaths on both sides and the potential for embayed car parking as development proceeds and crossovers are consolidated.



Key Pedestrian Crossing Point (Indicative Location)

Key pedestrian crossing points have been identified based on key desire lines throughout the precinct associated with the Redcliffe Train Station, Park and Ride, open space network and Redcliffe Primary School. These locations and the design of the crossing points are subject to detailed design to ensure that they align with the footpath and shared path network and effectively slow traffic and prioritise pedestrian movements.



Connections to Great Eastern Highway

The direct road connection of Bulong Avenue and Central Avenue to Great Eastern Highway will not be implemented until such time as Qantas relocates from Terminal 3 and Terminal 4 and/or the ultimate upgrade of Great Eastern Highway is completed, and traffic modelling demonstrates that the connections will be safe and not lead to increased 'rat-running' through the precinct.



Traffic Calming Device (Indicative Location)

These devices may include raised platforms, paving treatments, one-way treatments, wombat crossings or speed humps and will be subject to detailed design to ensure effectiveness in slowing traffic and minimising impacts on adjacent residents and pedestrian/cyclist movements.



Traffic Calming Device (Stanton Road)

The intersection of Stanton Road and Kanowna is anticipated to require treatment to slow vehicles entering the precinct via the Stanton Road bridge and ensure safe movement of vehicles exiting and entering Kanowna Avenue.



Roundabout (Second Street and Boulder Avenue)

The intersection of Second Street and Boulder Avenue is proposed to be modified to a roundabout to facilitate vehicle movements by residents from Boulder Avenue and Second Street and station patrons seeking to access the station precinct or the Park and Ride facility.



Intersection (Central Avenue and Second Street)

The intersection of Second Street and Central Avenue is currently constructed as a full movement intersection. It is anticipated that this intersection will require an upgrade in the short to medium term to a signalised intersection as a result of traffic volumes generated by the commercial development(s) in the airport estate and by the operation of the Redcliffe Train Station. Traffic will continue to be monitored to ensure the operation of this intersection remains high, and further modifications may be required should traffic volumes exceed that acceptable for unsignalised intersection.



Intersection (Central Avenue and First Street)

Intersection modification required at time of extension of Central Avenue to make Central the priority movement and make First Street approach a Give Way.



Intersection (Coolgardie Avenue and First Street)

Maintain current intersection design to prioritise movement from Coolgardie (north) into First Street, with Coolgardie (south) approach a give way.

Figure 5: Potential Pedestrian and Cyclist Upgrades

Wayfinding

Wayfinding measures provide directional assistance for pedestrians and cyclists on locating points of interest, in this case Redcliffe Station Neighbourhood Centre. While driving to an activity centre is fairly well defined by the road network itself, it is more difficult to find the easiest and safest walking and cycling route.

Wayfinding signage and maps, which include letters and pictures, are able to clearly define these walking and cycling routes. This creates a more visible and legible mode of transport.

It is recommended that detailed planning be undertaken to identify appropriate locations for directional boards, signage and maps within the walkable catchment of the centre. This area is likely to extend beyond 200 metres and include the green spine within the Development Area 6 Precinct. Signs should also direct pedestrians and cyclists to the Redcliffe Train Station.

Action 2.2

Investigate and implement wayfinding measures at select locations within the walkable catchment of the Redcliffe Station Neighbourhood Centre.



City of Belmont

Public Transport

Redcliffe Station provides access via rail and is an intersecting point for seven bus routes as detailed below:

- 39 service linking Redcliffe Station to Elizabeth Quay via Belmont and Carlisle;
- High frequency 935 service which links Redcliffe Station with Kings Park and Belmont;
- 293 service running between Forrestfield and Redcliffe Stations via Belmont and Great Eastern Highway;
- High Frequency 940 service which links Subiaco with Redcliffe Station; and
- 303, 304 and 305 services which connects locations to the east of Redcliffe Station and acts as feeder bus services for connecting patrons.

Based on the above connections, future development within the Precinct will benefit from good public transport access. The uptake of these public transport opportunities should be supported by travel behaviour programs, which are designed to inform the general public about their transport options. A greater level of education may result in centre users combining walking, cycling and public transport usage as an alternative to using a private vehicle.

Action 2.3

Investigate and implement travel behaviour programs to encourage the use of alternative modes of transport to and from Redcliffe Station Neighbourhood Centre.

Private Vehicles and Road Network

Redcliffe Station Neighbourhood Centre is currently dominated by private vehicle movements and is intersected and bound by the following roads:

- Coolgardie Avenue;
- Bulong Avenue;
- Central Avenue;
- Dunreath Drive;
- Second Street; and
- High Street.

While the intent of contemporary activity centre planning (as mentioned in SPP4.2) is to prioritise the use of alternative modes of transport, private vehicles still have a significant role facilitating access to activity centres. Given this, the road network should be designed to prioritise pedestrian and cyclists, whilst balancing the provision of private vehicle access.

The nature of a range of surrounding businesses within the Perth Airport Estate requires Dunreath Drive to be accessed by freight vehicles. As a result, freight vehicle movement will remain a primary function of Dunreath Drive. Private vehicle access to and from the Centre should also be prioritised from this road to enable Central Avenue and High Street to increase their appeal for pedestrians and cyclists.

Opportunities exist for the City to liaise with Perth Airport regarding the introduction of additional tree planting along Central Avenue and Dunreath Drive. This will increase the aesthetic of the road network and encourage pedestrian activity.

Action 2.4

Liaise with Perth Airport to prioritise vehicle access to and from the Centre off Dunreath Drive and increase tree plantings along Central Avenue and Dunreath Drive.

Action 2.5

Investigate and implement appropriate road network modifications to prioritise active modes of transport.

Car Parking

Any car parking proposed as part of future development within the Precinct will be subject to the Improvement Scheme prepared by DPLH. The draft Redcliffe Station Precinct Activity Centre Plan sought to minimise the impact and potential for oversupply of parking areas. This was suggested to be achieved by requiring vehicle parking areas to be screened from view and requiring a financial contribution to the City's sustainable movement network fund if the maximum car parking ratio is exceeded.

Future development within Perth Airport's land is not subject to the City's standards for parking. However, future parking associated with development of the neighbourhood centre should have regard to the future Improvement Scheme, draft Redcliffe Station Precinct Activity Centre Plan, transport orientated development principles, and contemporary planning practices detailed in SPP 4.2. Future development should seek to avoid an oversupply of parking and consider the following negative impacts that open car parking areas can have on neighbourhood centres:

- Lack of visual surveillance;
- Limited activity;
- Vehicle dominance; and
- Poor visual amenity.

Where parking is proposed, the City should advocate for these areas to be softened through landscaping and pedestrian priority crossings.

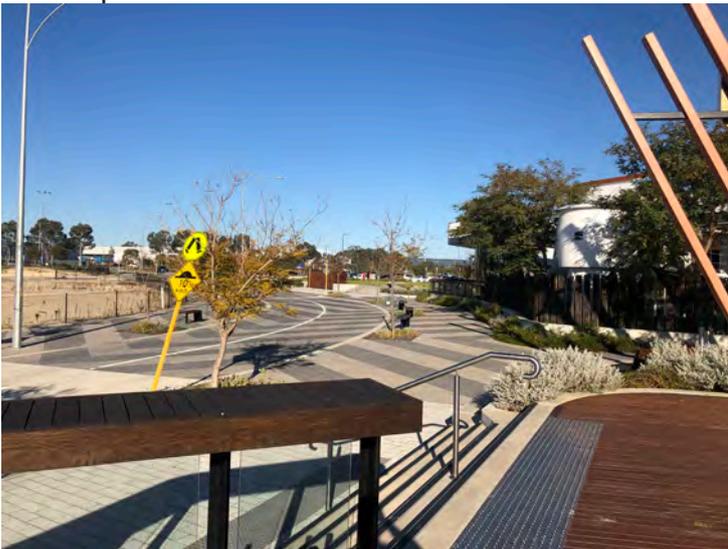
Action 2.6

Liaise with Perth Airport regarding future car parking associated with the neighbourhood centre.

3. Place

The Development Area 6 Precinct is characterised by a mix of land uses with low density residential properties being dominant. The closure and reconfiguration of Brearley Avenue has facilitated in the development of the Redcliffe Train Station and provided the opportunity for a planning framework to be prepared to guide future development in the precinct.

The draft Redcliffe Station Precinct Activity Centre Plan encouraged 'Mixed Use' development surrounding the Redcliffe Station. This form of development was intended to provide for commercial land uses at ground level and residential above, resulting in activity and a diverse 24 hour economy. Further activity will be generated by the shopping centre development on Perth Airport's land and surrounding residential development.



Land Use Mix

The draft Activity Centre Plan proposed to include commercial, small scale retail, and residential land uses in the 'Mixed Use' zone surrounding the Redcliffe Train Station. In addition, an anchor supermarket was proposed to be located within the Perth Airport Estate.

Land use permissibility for the 'Mixed Use' zone was proposed to be in accordance with Table 2 of the draft Redcliffe Station Precinct Activity Centre Plan. The mix of land uses capable of approval surrounding the Redcliffe Station was envisaged to generate activity and meet the needs of the growing population. It is expected that the Improvement Scheme prepared by DPLH will also promote this mix of land uses.

Land within the Perth Airport Estate is subject to the Perth Airport Masterplan 2020. This Masterplan designates the supermarket site as 'Commercial'. Within the 'Commercial' zone a range of land uses are capable of approval, which extend beyond those recommended by SPP4.2 for activity centres. Given this, the City should continue to liaise with Perth Airport to ensure that appropriate activity centre land uses are established within the Centre which facilitate high levels of activity and a day/night time economy.

Action 3.1

Liaise with Perth Airport to ensure the mixture of land uses within the Redcliffe Station Neighbourhood Centre facilitate high levels of activity and a day/night economy.



Street Activation

Currently there is very limited street activation within Development Area 6, however this is likely to change when development is undertaken. In particular, activity will be generated surrounding the Redcliffe Station by station patrons and future development.

The City as part of assessing developments within the Redcliffe Station Neighbourhood Centre should ensure that buildings address the street through the provision of clear glazing and clearly definable entry points. The City should also look to facilitate opportunities for alfresco dining.

Further opportunities exist to maximise activity along street frontages through the provision of infrastructure and landscaping to create a pedestrian focused environment. Initiatives such as the planting of additional street trees, installing spaces for alfresco dining, and provision of seating will assist in encouraging people to spend time within the Centre.

With regard to High Street, the existing shared space and crossing points present an opportunity to further activate this street. Therefore, the City should advocate for specialty retail and food and beverage tenancies to establish fronting High Street. These land uses will compliment other dining and retail opportunities available at the DFO.

Action 3.2

Advocate Perth Airport to prioritise development of specialty retail and food and beverage tenancies fronting High Street.

Public Art

Public art is a vital part of the public realm as it assists in developing a sense of place with the local community and increases the overall attractiveness of a centre to customers. The City should facilitate and encourage public art as development within the neighbourhood centre is undertaken.

The City requires public art to be provided by developers where a proposal is located within a designated area under Local Planning Policy No. 11 - Public Art Contribution, and has a development cost greater than four and a half million dollars. The future neighbourhood centre is not currently recognised within this Policy. Therefore, Local Planning Policy No. 11 should be amended to include land within the Centre.

With regard to the portion of the neighbourhood centre within the Perth Airport Estate, The Perth Airport Masterplan 2020 does not require the provision or a contribution toward public art. Therefore, the City should liaise with Perth Airport to encourage the provision of public art as part of future development.

Action 3.3

Amend Local Planning Policy No. 11, relating to public art, to include land within the Centre.

Action 3.4

Liaise with Perth Airport to encourage the inclusion of public art within the future neighbourhood centre development on their land.

Centre Identity and Sense of Place

The Redcliffe Station Neighbourhood Centre has not yet been developed and it is important that careful consideration be given to the creation of a 'sense of place' and identity for the Centre. This will add interest to the Centre, foster community wellbeing and pride and serve as a catalyst for development.

Opportunities exist to implement place making initiatives within the Redcliffe Station Neighbourhood Centre, including:

- Activating vacant land;
- Hosting community events;
- The installation of public art;
- Supporting temporary 'pop-up' land uses;
- The utilisation of the open space adjoining Perth DFO; and
- The provision of high-quality public realm infrastructure.

Particular focus should be given to the Redcliffe Train Station Plaza area, Central Avenue and High Street within Perth Airport Estate.

Action 3.5

Liaise with Perth Airport to implement placemaking initiatives for the Redcliffe Station Neighbourhood Centre.

Action 3.6

Investigate opportunities for place making initiatives throughout the Redcliffe Station Neighbourhood Centre.





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CITY OF BELMONT

**Redcliffe Station
Neighbourhood Centre
Actions**



Actions & Implementation

Future Redcliffe Station (Airport West)

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Context						
1.1	Continue to facilitate and encourage the development of the neighbourhood centre within the Development Area 6 precinct.	Part 2 Redcliffe Station Neighbourhood Centre - Zoning/Reservation Page 5	 1.2  1.4  5.7  4.1	State Planning Policy 4.2 - Activity Centres Perth Airport Masterplan Draft Redcliffe Station Precinct Activity Centre Plan	Ongoing	Planning
1.2	Encourage active frontages and high quality built form as part of the future development of the neighbourhood centre.	Part 2 Redcliffe Station Neighbourhood Centre - Zoning/Reservation Page 5	 1.2  5.7	State Planning Policy 4.2 - Activity Centres Perth Airport Masterplan Draft Redcliffe Station Precinct Activity Centre Plan	Ongoing	Planning
1.3	Continue to engage with the State Government in the development and delivery of the planning framework for the Development Area 6 precinct.	Part 2 Zoning/Reservation Surrounding the Centre Page 6	 1.2  1.4  5.4  5.7	Draft Redcliffe Station Precinct Activity Centre Plan	Depending on consideration/approval of Activity Centre Plan	Planning

Actions & Implementation

Future Redcliffe Station (Airport West)

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.1	Advocate to the State Government for improvements to pedestrian and cyclist priority to be investigated through the preparation of the Improvement Scheme.	Part 2 Pedestrian and Cycling Connections and Priority Page 8	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres Draft Redcliffe Station Precinct Activity Centre Plan	Medium-Long	Planning Infrastructure Services
2.2	Investigate and implement wayfinding measures at select locations within the walkable catchment of the Redcliffe Station Neighbourhood Centre.	Part 2 Wayfinding Page 10	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Medium	Planning Infrastructure Services
2.3	Investigate and implement travel behaviour programs to encourage the use of alternative modes of transport to and from Redcliffe Station Neighbourhood Centre.	Part 2 Public Transport Page 10	 1.5  2.2 2.4  5.7	State Planning Policy 4.2 - Activity Centres Belmont on the Move	Short	Infrastructure Services
2.4	Liaise with Perth Airport to prioritise vehicle access to and from the Centre off Dunreath Drive and increase tree plantings along Central Avenue and Dunreath Drive.	Part 2 Private Vehicles and Road Network Page 11	 1.2 1.5  2.2-2.4  3.1  5.1	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning Infrastructure Services

Actions & Implementation

Future Redcliffe Station (Airport West)

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Movement						
2.5	Investigate and implement appropriate road network modifications to prioritise active modes of transport.	Part 2 Private Vehicles and Road Network Page 11	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres Draft Redcliffe Station Precinct Activity Centre Plan	Medium/Long	Infrastructure Services
2.6	Liaise with Perth Airport regarding future car parking associated with the neighbourhood centre.	Part 2 Car Parking Page 11	 1.2 1.5  2.2-2.4	State Planning Policy 4.2 - Activity Centres	Short-Medium	Planning

Actions & Implementation

Future Redcliffe Station (Airport West)

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.1	Liaise with Perth Airport to ensure the mixture of land uses within the Redcliffe Neighbourhood Centre facilitate high levels of activity and a day/night economy.	Part 2 Land Use Mix Page 13	 1.2 - 1.4  4.1 4.3	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.2	Advocate Perth Airport to prioritise development of specialty retail and food and beverage tenancies fronting High Street.	Part 2 Street Activation Page 13	 1.2 - 1.4  5.1	State Planning Policy 4.2 - Activity Centres	Ongoing	Planning
3.3	Amend Local Planning Policy No. 11, relating to public art, to include land within the Centre.	Part 2 Public Art Page 14	 4.1	Local Planning Policy No. 11 - Public Art Public Art Masterplan	Short	Planning Culture and Place
3.4	Liaise with Perth Airport to encourage the inclusion of public art within the future neighbourhood centre development on their land.	Part 2 Public Art Page 14	 4.1  5.1		Ongoing	Planning

Actions & Implementation

Future Redcliffe Station (Airport West)

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
Place						
3.5	Liase with Perth Airport to implement placemaking initiatives for the Redcliffe Station Neighbourhood Centre.	Part 2 Centre Identity and Sense of Place Page 14	 4.1  4.3  5.1	Place Making Strategy	Short	Planning Culture and Place
3.6	Investigate opportunities for place making initiatives throughout the Redcliffe Station Neighbourhood Centre.	Part 2 Centre Identity and Sense of Place Page 14	 4.1	Place Making Strategy	Short	Planning Culture and Place